



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary General Plan and Planning Code Amendment

HEARING DATE: MAY 16, 2013

Date: May 9, 2013
Case No.: 2011.0397T, M
Project: **General Plan and Planning Code Amendments for Bicycle Parking**
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INTRODUCTION

This Executive Summary describes both the proposed Ordinance to amend the General Plan (see Exhibit F) and the proposed Ordinance to amend the Planning Code (See Exhibit G). The San Francisco Planning Commission (hereinafter “Commission”) will be considering adoption of both Ordinances at the May 16, 2013 hearing. On August 9, 2012, the Commission initiated amendments to the Planning Code requirements for bicycle parking. On April 4, 2013, the Commission initiated amendments to re-adopt the previously adopted General Plan Amendments, including changes to the Transportation Element and the Downtown Area Plan of the General Plan. As this Commission has previously adopted the same amendments to the General Plan in 2009 (as further explained below), the bulk of this report will focus on the new action: amending the Planning Code to create new bicycle requirements.

I. GENERAL PLAN AMENDMENTS

The amendments to the General Plan include revisions to the Transportation Element, the Downtown Area Plan, and corresponding revisions to the Land Use Index of the General Plan. These General Plan Amendments were originally recommended by the Planning Commission to the Board of Supervisors for the Board’s approval on June 25, 2009 in Resolution 17914. On June 25, 2009 (in Resolution 17912), the Planning Commission certified an environmental impact report (EIR) prepared for the 2009 Bicycle Plan, and (in Resolution 17913), adopted findings pursuant to CEQA, including a statement of overriding considerations and a mitigation monitoring and reporting program. In August 2009, the San Francisco Board of Supervisors adopted the recommended General Plan Amendments in Ordinance 188-09, incorporating by reference the Planning Commission’s environmental findings in Resolution 17913. On January 14, 2013, in *Anderson v. City and County of San Francisco*, A129910, the California Court of Appeal found that the 2009 Bicycle Plan EIR complied with CEQA but that the findings adopted pursuant to the CEQA in connection with the General Plan Amendments did not adequately set forth the reasons for rejecting as infeasible the alternatives identified in the EIR, and did not adequately discuss several significant environmental impacts that cannot be mitigated. This action therefore re-adopts the previously adopted General Plan Amendments as described above, with environmental findings modified to address

the Court of Appeals concerns.. The action only recommends re-adoption of the General Plan Amendments previously adopted in Ordinance 188-09 with these modified environmental findings; no other changes are proposed. The Commission initiated the re-adoption of these General Plan Amendments on April 4, 2013. On May 7, 2013, the San Francisco Municipal Transportation Agency re-adopted the 2009 Bicycle Plan, with similarly modified environmental findings.

The following is a description of the General Plan Amendments (attached in full in Exhibit F) as noted in the original Case Report from the 2009 hearing:

“Section 4.105 of the San Francisco Charter empowers the Planning Commission to establish and update the City’s General Plan, and calls for the General Plan to contain "goals, policies and programs for the future physical development of the City and County of San Francisco." The Charter calls for the Planning Commission to periodically recommend for approval or rejection to the Board of Supervisors proposed amendments to the General Plan, in response to changing physical, social, economic, environmental or legislative conditions. The proposed General Plan amendments are related to increasing bicycle use and bicycle safety in San Francisco. The proposal would revise Objectives, Policies, text, and figures/maps to the Transportation Element and the Downtown Area Plan of the General Plan. Bicycle use in San Francisco and across the nation is increasing and the proposed amendment acknowledges the shifts in transportation modes. It would revise the General Plan to encourage additional bicycle use, particularly in the downtown and in other dense neighborhoods where parking is limited. The amendment call for transit providers to allow bicycle users to also use transit to reach their destinations where appropriate, and to encourage alternatives to single-occupant vehicular use. Although the General Plan already contains policies regarding bicycle use, more people are using bicycles to reach their destinations in the City and throughout the region. Though the objectives, policies and figures were accurate at the time that the General Plan was published, they no longer accurately characterize increasing use of alternative travel modes, including increased use of transit, bicycle and walking.”

“The proposed General Plan amendments, if approved, would enable the Planning Commission to recommend finding the 2009 Bicycle Plan, published by the San Francisco Municipal Transportation Agency, in conformity with the General Plan, incorporate the 2009 Bicycle Plan by reference into the General Plan, and to find individual bicycle projects that are described in the Bicycle Plan and proposed to be implemented in the short term, in-conformity with the General Plan to the extent such project fall within Planning Commission jurisdiction. Long range projects and projects that the Bicycle Plan does not describe in detail would require submittal to the Planning Department for Environmental Review and General Plan referral determination(s). The General Plan amendments also would revoke the 2005 General Plan amendments related to the 2005 Bicycle Plan, in accordance with the Superior Court’s directive.”

II. PLANNING CODE AMENDMENTS

The proposed Ordinance would amend the San Francisco Planning Code (hereinafter "Code") by (1) repealing Sections 155.1 through 155.5 regarding bike parking requirements in their entirety; to revise the bicycle parking standards; (2) renumbering Section 430 as Section 431 and adding a new Section 430 that allows portions of bicycle parking requirements to be satisfied with an in lieu fee; (3) amending Section 145 to define bicycle parking as an active use; (4) amending Section 150 to allow conversion of automobile parking to bicycle parking; and (5) amending Sections 102.9 , 155(j), 157.1, 249.46 and 307 to make conforming changes. The Ordinance would also amend the San Francisco Environment Code Section 402 to revise cross-references to the Code. The Commission initiated these proposed amendments on August 9, 2012 and held an informational hearing on December 13, 2012.

The Way It Is Now:

The bicycle parking requirements in the Code are currently spread across Sections 155.1-155.5 based on ownership and use representing the order in which the Sections were added to the Code. The existing Sections are organized as follows:

- Section 155.1 City-Owned And Leased Buildings,
- Section 155.2 City-Owned And Privately Owned Parking Garages,
- Section 155.3 Shower Facilities And Lockers Required In New Commercial And Industrial Buildings And Existing Buildings Undergoing Major Renovations,
- Section 155.4 Bicycle Parking Required In New And Renovated Commercial Buildings, and
- Section 155.5 Bicycle Parking Required For Residential Uses.

The Way It Would Be:

The proposed changes would organize bicycle parking controls thematically in an order similar to other Code sections as follows:

- Section 155.1: Bicycle Parking: Definitions and Standards,
- Section 155.2: Bicycle Parking: Applicability and Requirements for Specific Uses,
- Section 155.3: Bicycle Parking: Requirements for Existing City-Owned and Leased Buildings and Garages,
- Section 155.4: Bicycle Parking: Requirements for Shower Facilities and Lockers,
- Section 307 (k): Zoning Administrator (hereinafter "ZA)" Procedures for Bicycle Parking Requirement Waivers, and
- Section 430 : Bicycle Parking in Lieu Fee.

In addition, following modifications are being proposed:

- Section 145 Frontages, Outdoor Activity Areas, Walkup Facilities, And Ground Floor Uses And Standards In Commercial, Residential-Commercial, Neighborhood Commercial, Mixed Use, And Industrial Districts: amend to define bicycle parking as an active use,
- Section 150 Off-Street Parking And Loading Requirements.: amend to allow conversion of auto parking to bicycle parking, and
- Section 305 Variances: amend to limit application for variance from bicycle parking only when off-street automobile parking does not exist.

A Zoning Administrator Bulletin would provide additional clarity on how the Department will implement Section 155.2. Exhibit C illustrates a draft of the proposed Zoning Administrator Bulletin. This is a document that will be published under the auspices of the Zoning Administrator after the proposed Ordinance is finalized by the Board of Supervisors.

Background

As San Francisco's economy grows, the transportation network endures more strains. The US Census Bureau's American Community Survey (ACS) shows a 66% increase in bicycle commuters in San Francisco from 2002 (2.1% of work trips) to 2010 (3.5% of work trips), third in the nation behind Portland, Oregon (6%) and Seattle, Washington (3.5%) in ridership among major US cities. Other local surveys also reflect increase in bicycle use. San Francisco MTA's annual bicycle counts have more than doubled between 2006 (4,862 riders) and 2011 (10,139) at sampled locations. Additionally, local surveys and traffic modeling estimates show about 75,000 bike trips are being made each day out of over 2 million total trips by all modes (3.7%).

San Franciscans need higher quality and quantity bicycle infrastructure as they lean more towards commuting by bicycles. Cities benefit from bicycling with regards to public health and economic development. A study on Bicycling and Walking in the United States indicate that states with low obesity rates have high levels of bicycling and walking rates. In addition, this study highlights the economic benefits of bicycling: "... communities that invest in these modes have higher property values, create new jobs, and attract tourists. In addition, these communities save money by decreasing traffic congestion and commute times and improving air quality and public health"¹. SFMTA also lists the costs and benefits of bicycling in comparison with other modes of transportation, which indicates high levels of benefits on public health and economic development (Exhibit A). When San Francisco made Valencia Street better for bicyclists and pedestrians, nearly 40% of merchants reported increased sales and 60% reported more area residents shopping locally due to reduced travel time and convenience. Two-thirds of merchants said the increased levels of bicycling and walking improved business². A study in Portland also confirms such findings. The Bureau of Transportation of the City of Portland found that merchants are interested in removing on-street car parking to replace them with on-street bicycle parking³. Such increasing demand and interest towards bicycling instigates higher quality bicycle infrastructure including bicycle parking.

1 "Bicycling and Walking in the United States: 2012 Benchmarking Report", Alliance for Biking and Walking, retrieved at <http://peoplepoweredmovement.org/site/images/uploads/2012%20Benchmarking%20Report%20%20-%20Final%20Draft%20-%20WEB.pdf> on February 22, 2013.

2 "Complete Streets Spark Economic Revitalization", National Complete Streets Coalition, retrieved at <http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-revitalize.pdf> on February 21, 2013.

3 "How Portland Benefits from Bicycle Transportation". City of Portland Bureau of Transportation, retrieved at <http://www.portlandoregon.gov/transportation/article/371038> on February 22, 2013.

Bicycle parking requirements were first adopted in San Francisco in 1996 for City-owned and leased buildings in San Francisco. These requirements were subsequently expanded on a piecemeal basis to City-owned and privately owned garages in 1998, commercial and industrial uses in 2001, and residential uses in 2005.

The San Francisco Bike Plan adopted in 2009⁴ set as one of its major goals to ‘ensure plentiful, high quality bike parking’ in San Francisco. In order to achieve this goal, SFMTA has asked that the existing Planning Code be amended to better address bicycle parking. The plan identifies changes that would expand and increase these requirements and also organize and consolidate the existing Code sections. The proposed legislation would help implement many of these actions specified in the adopted San Francisco Bike Plan. The re-adoption of the San Francisco Bicycle Plan does not propose any changes to this policy or any other policy in this Plan and it would only re-adopt the Bike Plan with new environmental findings.

Outreach and Engagement

The Commission initiated these proposed amendments on August 9, 2012. At the initiation hearing, the Commission requested that the Department engage in additional outreach. Since the initiation hearing, the Department has reached out to and consulted with many stakeholders including: San Francisco Bike Coalition, Building Owners and Managers of San Francisco (BOMA), San Francisco Residential Building Associations (RBA), Union Square CBD, Real Estate Department, Department of Environment, and SFMTA. Staff received comments from many of these stakeholders. The participation process included iterative revisions and coordination with these stakeholders.

Research on Best Practices

Staff conducted further research on best practices of bicycle parking in comparable cities that have comparable or higher rates of bicycle commute and share similar urban characteristics with San Francisco. These cities include Portland, Vancouver, and New York, as well as the national standards established by the Association of Pedestrian and Bicyclist Professionals. Exhibit B illustrates the detailed comparison of bicycle parking requirements based on parsing of uses in those cities. This comparison revealed that existing bicycle parking requirements in San Francisco need significant revisions. These best practices recognize that different types of uses generate different demand for bicycle parking and therefore requirements are tailored specifically for different use categories. This comparison also found that San Francisco’s existing required quantity of bicycle parking fell significantly short of recommended best practices and national standards.

⁴ The Board of Supervisors adopted the Bicycle Plan with Ordinance Number 188-09:
<http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances09/o0188-09.pdf>

The Proposed New Planning Code Requirements:

Proposed Ordinance

Learning from stakeholders, best practices, national standards, as well as the trends in rate of bicycling as a mode of commute, this Ordinance proposed many changes to the bicycle parking requirements which are explained below. Overall, this Ordinance would modify the bicycle parking requirements by aligning requirements based on different demand generated by different types of uses, upgrading the quantity of bicycle parking to minimum 5% of trips generated by bicycle and national standards, and defining detailed design and layout requirements.

Increasing and Expanding Bike Parking Requirements

Looking at cities with similar urban characteristics to San Francisco and the City's increasing high bike ridership, staff found the existing bicycle parking requirements do not provide sufficient infrastructure for the existing bicycle use in the City. The surge in use of bicycles calls planning for an infrastructure that could sufficiently accommodate the increasing demand. Exhibit B shows bicycle parking requirements for different uses in comparable cities such as Vancouver, Portland, New York, as well as the American Pedestrian and Bicycling Standards. For example, for residential uses both Portland and Vancouver require more than one Class One parking for each unit while the existing requirements in San Francisco is 0.5 spaces per unit for the first 50 units and one space for each four units for any portions above 50 spaces. The proposed Ordinance requires one Class One space per each unit for buildings with four units or more and reduce the requirement for buildings over 100 unit to one spacer per four units for any portion above 100 bicycle parking spaces. The San Francisco Building Code's Green Building Requirements currently mandate provision of bicycle parking equivalent of 5% of vehicle parking requirements- which in some cases are more than the exiting requirements in the Planning Code. Based on these comparisons, the proposed Ordinance establishes separate requirements for Class 1 (secure, weather-proof parking for employees and residents) and Class 2 (highly visible parking for the general public) bicycle parking for multiple use categories. This Ordinance would also update the quantity of such requirements to modern standards (See Exhibit C).

The current bicycle parking requirements only differentiate between residential and commercial uses. This existing parsing of uses in is inconsistent with other standards in the Code. For example, commercial uses are defined to include professional services, retail, industrial, and even some institutional and research and development. The proposed Ordinance (Section 155.2) would tailor the bike parking requirements to specific uses, consistent with other requirements in the Code such as automobile parking. Not only would this format result in consistency and easing of implementation, but also this change acknowledges that some use types have a higher demand for bike parking than others. Examples of use categories include schools and colleges, general retail, offices, grocery stores, manufacturing, medical services, childcare, cultural centers and so forth. For more details see the draft Ordinance in Exhibit C.

Triggers for Bike Parking Requirements in Existing Uses

Currently, the Code defines three criteria that trigger existing commercial buildings to provide bicycle parking: major renovation, major change of use, and the addition of automobile parking. Major renovation includes enlargement that costs more than \$1 million, while major change of use remains

unclear and difficult to implement. The proposed Ordinance would modify such triggers to align with triggers of other established requirements in the Code. The new criteria would include: addition of a dwelling unit, enlargement by 20%, change of use when bicycle parking requirement would increase by 20%, and addition of parking. The existing Building Code also has some triggers for providing bicycle parking subject to the State Green Building Requirements. State Law California Title 24, Part 11, Sec 5.701.6.2 requires that under no circumstances may total bicycle parking provided for any use, building, or lot constitute less than five (5) percent of the automobile parking spaces for the subject building. The State requirements are attached in Exhibit D. The proposed Ordinance would incorporate the State Law triggers for providing bicycle parking so that when DBI determines that an alteration would trigger the bicycle parking requirements per State Law, they will route such projects to the Planning Department.

Bike Parking Design Standards

The existing bike parking requirements specify the minimum size of a bike parking space as two feet by six feet. It also requires a 5 feet wide pathway to enter or exit the facility. Upon discussions with the Residential Builders Association, such pathways can be narrowed to three feet at maximum of two points (See Public Comment section below for further descriptions of such discussions). The proposed Ordinance provides clearer and more detailed requirements for placement and design of bike parking. A new Zoning Administrator Bulletin would establish design and layout requirements, updated based on more modern bike parking space design and layout standards⁵ and would better direct project sponsors on locating and designing usable bicycle parking within their projects. This Zoning Administrator Bulletin would describe specific allowable bicycle facilities as well as the process for securing ZA approval of new types of racks and parking facilities.

Bike Parking Fund

The proposed Ordinance would establish an alternative method to satisfy Class 2 bike parking requirements. Project sponsors could elect to pay a \$400 in lieu fee per space to fulfill up to 50% of the Class 2 bike parking requirements for up to 20 bike spaces. The in lieu fee was established by SFMTA based upon the cost of installing a bike parking space⁶. The Ordinance would establish a bike parking fund to maintain these fees. SFMTA would administer this fund and would use the monies to provide on-street bike parking where deficiency exists. The option of paying in lieu fee would also be available when project sponsors seek a waiver for their requirements. Providing this option could streamline the process of installing bike parking on public right-of-ways. Currently project sponsors who choose to satisfy the Class 2 bike parking within the public right-of-way need to secure permits through the Department of Public Works (DPW). The in lieu fee would satisfy the requirement without placing the permit burden on the project sponsor. Instead, through fee payment, DPW and SFMTA would install the bike racks with less required administrative process.

⁵ Such as Guidelines from Association of Pedestrian and Bicycle Professionals.

⁶ Similarly the Code's existing in lieu fee for street trees in Section 428 was developed by SF DPW based upon the cost of providing street trees.

Bike Parking as an Active Use

Like other facility users, bike users feel safe when parking their bikes in a highly visible and well lit facility. They also prefer easy access to the facility as opposed to needing to walk their bikes for a long time, or carry their vehicle up or down the stairs. A space near the lobby of buildings can accommodate accessibility, visibility, and safety. The proposed Ordinance would incentivize designating a space near lobby area for bicycle parking by including bicycle parking in the Active Use definition, Section 145 of the Planning Code. Such policy would allow project sponsors to count the bicycle parking space as space eligible for a five foot height bonus in certain zoning districts of the City. This policy also limits the combined lobby and bicycle parking space frontage to 40 feet or 25% of the lot frontage. It requires a direct entrance from the sidewalk into the bicycle parking facility, as well as visibility of the space through window openings. This change is one that the Department anticipates will assist the developers of small projects, which currently have a difficult time meeting the Active Use requirements in the Code.

Conversion of Auto Parking to Bike Parking

The existing bike parking requirements allow the voluntary conversion of automobile parking to bicycle parking where Class 1 bike parking is required. However, this provision in the Code does not specify the details of such conversion and therefore remains unclear and difficult to implement. The proposed Ordinance adds details for such conversion. It would allow conversion of car parking to bicycle parking for both Class 1 and Class 2 requirements, with a minimum of eight bike parking spaces, of any combination, per one auto parking space. Section 150 of the Planning Code explains the requirements for automobile parking. The proposed Ordinance would also amend this Section of the Code so that existing buildings not subject to any bike parking requirements could voluntarily convert their auto parking space to bike parking.

It is important to note that this provision continues to simply allow project sponsors and property owners to convert their auto parking space to bike parking space and does not mandate such conversion.

Bike Parking Requirements for Existing Private Garages

In 1998, legislation⁷ was passed that required private garages to provide bicycle parking. This legislation not only applied to proposed new garages, but also to all existing private garages. It provided 18 months since the enactment of the legislation for garages to comply with the requirements. Since this 18 months implementation period has already terminated, the language has been removed from the proposed Ordinance and the same requirements is reflected in the requirements for private garages. New garages would be subject to the updated bicycle parking requirements of the proposed Ordinance while there would be no change in bike parking requirements for existing private parking garages.

City-owned and Leased Buildings and Garages

⁷ Ordinance 343-98, November 19, 1998.

The City values being a leader on green building design and the proposed Ordinance continues this tradition. As mentioned earlier in this report, requirements for City-owned buildings were the first bicycle parking requirements that were codified in San Francisco. The existing Code has requirements for Class 1 and Class 2 bicycle parking for City-owned and leased buildings. The Code requires the Department to conduct an annual survey of all these facilities. If the survey finds that the current required bicycle parking is inadequate, the Code states: “the Director shall draft and submit to the Board of Supervisors proposed legislation that would remedy the deficiency.”

This proposed Ordinance would require City-owned buildings and garages to comply with the new bicycle parking requirements. This would modify the existing requirements for City-owned and leased buildings. Instead of basing the bike parking requirement on the number of employees, the new requirement would be based on the amount of occupied square feet. While the number of employees of offices constantly changes, building size is constant and represents a more suitable variable to which the bike parking requirements should relate. In consultation with the City’s Real Estate Department, City-owned and leased buildings and garages will be given a year to comply with the new requirements after the Ordinances went into effect. Further extensions for compliance may be granted by the Zoning Administrator.

Waivers, Variances and Added Flexibility

The proposed Ordinance (Section 307 (k)) establishes that the Zoning Administrator (hereinafter “ZA”) could grant waivers from the bicycle parking requirements. Class 1 bicycle parking requirements could not be waived, but could be allowed at alternative locations, under certain circumstances. All or portions of Class 2 bicycle parking requirements could be waived under certain circumstances. The Ordinance explicitly defines the findings which the ZA would use to make his or her decision. Currently, the Code identifies the Department’s Director as the responsible party for granting exemptions for City-owned and public and private garages. The change of making the ZA the arbiter would align bicycle parking exemption processes with existing procedures of obtaining a waiver or variance from other requirements in the Planning Code. The proposed Ordinance also amends Section 305 of the Code, which regulates obtaining Variances. These changes would allow obtaining a variance from the quantity of bicycle parking required only if off-street auto parking does not exist. Obtaining a variance from design and layout requirements would be permissible. Additionally, if project sponsors propose racks that are not listed in the Zoning Administrator Bulletin, such racks cannot be approved until the ZA makes a determination of equivalency in consultation with the SFMTA.

Requirements for Showers and Lockers

The existing requirements for showers and lockers target commercial and industrial uses. Consistent with the proposed parsing of uses, this Ordinance would align uses that would be required to provide showers and lockers with other use references in the Code. The provision of showers would not expand beyond the broad categories of commercial and industrial uses but this Section would be amended to match other Code references to specific use types within the commercial and industrial categories. Additionally, the existing requirements mandate two lockers for every one shower. A survey conducted by SFMTA indicated that lockers are more important as amenities for cyclists than showers. Gym facilities with showers usually accommodate more than two lockers per shower. Upon the

recommendation of SFMTA, the proposed Ordinance would adjust these ratios to 1 to 4 showers to lockers.

Bicycle Parking in the Environment Code

In March 2012 legislation⁸ was passed that amended the Environment Code to require owners of existing commercial uses to allow their tenants to bring their bikes into the building. The Tenant Bicycle Access Law in the Environment Code requires such owners to provide a bicycle parking facility per Planning Code requirements, if these existing building owners decide not to allow their tenants to bring their bikes into the building. Staff consulted with the Department of Environment who manages implementation of the Environment Code as well as BOMA who represents the owners of buildings that need to comply with the Environment Code. The proposed Ordinance would make small amendments to the language of the Environment Code regarding the Tenant Bicycle Access Law to clarify that only buildings that are not subject to the Planning Code would be subject to this law.

Consolidation and organizing

A substantial portion of the proposed changes can be classified as “good government” measures meant to improve the clarity of the Planning Code. These changes would consolidate definitions, parking layout, and requirements scattered throughout all the four sections and organize them in two sections. Such changes would help decision makers, Department staff, and the public to better understand, interpret, and implement the requirements of the Code.

REQUIRED COMMISSION ACTION

The General Plan and Planning Code Amendments are before the Commission for adoption.

RECOMMENDATION

The Planning Department recommends that the Commission adopt the Resolution recommending adoption of the General Plan Amendments and the Planning Code Amendments.

ENVIRONMENTAL REVIEW

The Planning Commission certified an environmental impact report on the 2009 Bicycle Plan in Resolution 17912 on June 25, 2009, which was affirmed by the Board of Supervisors in Motion M09-136. On May 9, 2013, the Planning Department staff determined that no further environmental review was required in relation to the Planning Code amendments herein.

⁸ Ordinance 46-12, March 16, 2012

PUBLIC COMMENT

The Planning Department has received comments from different stakeholders throughout the process of drafting and revising the Ordinance since the initiation date on August 9th, 2012. Below are the summary of these comments:

- **BOMA** expressed concern on implementation of the Environment Code regarding tenant bicycle parking requirements. The proposed Ordinance originally intended to require that existing commercial buildings subject to the Tenant Bicycle Access Law to be subject to the new requirements, when owners choose to provide a bicycle facility instead of allowing their tenants to bring their bicycles to their workspace. While BOMA was one of the main supporters of the Tenant Bicycle Parking, their members were concerned that the new Planning Code requirements would incur a significant burden on the property owners. In such cases, BOMA found the new requirements of the Planning Code too stringent for existing commercial buildings. Lack of enough space in the building and need for significant remodeling to accommodate a bicycle facility that complies with the proposed requirements were two major areas of concern for BOMA members. After multiple meetings with BOMA and the Department of Environment, staff decided to remove such provision from the proposed Ordinance. As proposed now, buildings subject to the Environment Code's Tenant Bicycle Access Law would not need to comply with the proposed requirements.
- **Department of Environment (DOE)** also focuses on the implementation of the Environment Code. Having heard from many tenants whose employers are subject to the Environment Code, DOE has found out that the existing Environment Code does not specify the bicycle parking requirements clearly, in cases where owners choose to provide a bicycle facility instead of allowing their tenants to bring their bicycles inside the building. This has raised an issue of owners providing inadequate bicycle parking facilities in order to satisfy the requirements of the Environment Code. However, as mentioned above, after discussions with BOMA, the Department of Environment determined that further outreach and engagement with the existing commercial building owners may be necessary to resolve such issues.
- **San Francisco Bicycle Coalition** provided input specifically on incentives for owners and project sponsors to provide more bicycle parking. SFBC specifically emphasized on allowing conversion of automobile parking to bicycle parking. SFBC also stressed on the importance of locating bicycle parking where bicyclists can ride their bikes to the facility. This also includes prohibiting unreasonable rules that require bikers to walk their bikes in a parking garage.
- **Residential Builders Association** expressed concerns regarding the design and layout requirements for bicycle parking facilities. The RBA is concerned that in smaller scale projects sufficient space would not be available to allow for clearances required between bicycle racks per the proposed Zoning Administrator Bulletin. Staff worked closely with the RBA over several meetings and a site visit to address this issue. The ZA Bulletin, as proposed, now includes specific options for space efficient bicycle racks such as mechanically assisted stacked racks as well as vertical bicycle parking. In consultation with MTA bicycle parking staff, the proposed ZA

bulletin lowers the aisle requirements of the existing code, which is 5 feet from the front or rear of the bicycle to the wall, to 4' from the front or rear of the bicycle to the wall. RBA also expressed concern regarding the five foot requirement for the width of a hallway that leads to the bicycle facility and requested for added flexibility. Staff accommodated such concern by allowing constrictions to narrow down the hallway at maximum two points to be as narrow as 3 feet wide. Finally, the RBA requested to exempt projects that have already received Planning Commission approval and have not yet received their building permits to be subject to the new requirements in order not to incur a cost burden on project sponsors to re-design their project. Staff modified the proposed Ordinance to exempt such projects.

- **Department of Real Estate (DRE)** manages the City-owned and leased buildings and therefore reviewed the requirements for such buildings. The DRE expressed concerns focused on how the new requirements would apply to existing buildings, specifically historic buildings with limitations in space. Some minor adjustments were made to the requirements to address such concerns. The DRE concluded that a one year period would be reasonable to update the bicycle parking facilities owned and leased by the City. The DRE felt that, at times, conflicts could arise between pedestrian and bicyclists inside of garages.. To address this concern, legal provisions in the proposed Ordinance would allow certain limiting rules for bikers in case of liability concerns.
- Finally, staff worked closely with **SFMTA** in a collaborative process to develop this Ordinance. SFMTA provided input on many aspects of this Ordinance including: definitions of bicycle parking types, quantity of bicycle parking specifically visitor parking, bicycle parking in lieu fee, and most significantly on layout and design requirements.

Attachments

Exhibit A:	Excerpt from SFMTA's Bicycling Strategy on benefits of bicycling.
Exhibit B:	Bicycle Parking in Cities Similar to San Francisco
Exhibit C:	Draft Zoning Administrator Bulletin
Exhibit D:	CalGreen State Requirements for Bicycle Parking
Exhibit E:	Draft Resolution for General Plan Amendments
Exhibit F:	Draft Signed Ordinance for General Plan Amendments
Exhibit G:	Draft Signed Ordinance for Planning Code Amendments
Exhibit H:	Draft Resolution for Planning Code Amendments

Draft SFMTA Bicycle Strategy

January 2013



Bicycling in Context



Bicycling is the most cost and time effective catalyst for mode shifts when combined with complementary investments in sustainable modes. It is the most convenient, affordable, quickest, and healthiest way to make the average trip within the city (2 to 3 miles).

1. Bicycling is an affordable and convenient transportation option for those who rely on sustainable modes.

- With low initial cost and negligible operating costs, bicycling is substantially cheaper than driving.
- Bicycles improves the personal mobility of those without cars, particularly children, teenagers, seniors, and people with disabilities.

2. More connected neighborhoods, safer street intersections and quieter neighborhood circulation.

- Bicycle traffic is quiet, results in less wear and tear on roads, and uses little road and parking space.
- People on bicycles establish a personal presence, creating safer neighborhoods by adding eyes on the street.

3. Transit and bicycling create multiple synergies that increase public transit's performance

- Bicycling extends the reach of transit by replacing a long walk trip with a short bicycle trip.
- Transit operates better when short peak trips are diverted to the bicycle.
- Transit complements bicycling for long trips outside the bicycle's comfortable range.
- Bicycling allows for more spontaneous shopping in commercial neighborhood areas and the city center.

4. Improved air quality and public health.

- Bicycling does not produce greenhouse gases or other pollutants. A recent life cycle cost analysis of average CO2 per passenger mile by mode shows that bicycling is the most energy efficient mode of transport available
- Replacing automobile traffic with bicycling traffic improves neighborhood quality of life by reducing air pollution and ambient noise.
- Even short periods of bicycling can improve personal fitness, resulting in better short and long-term health. As a fun way to travel, bicycling can reduce personal stress and improve mood.

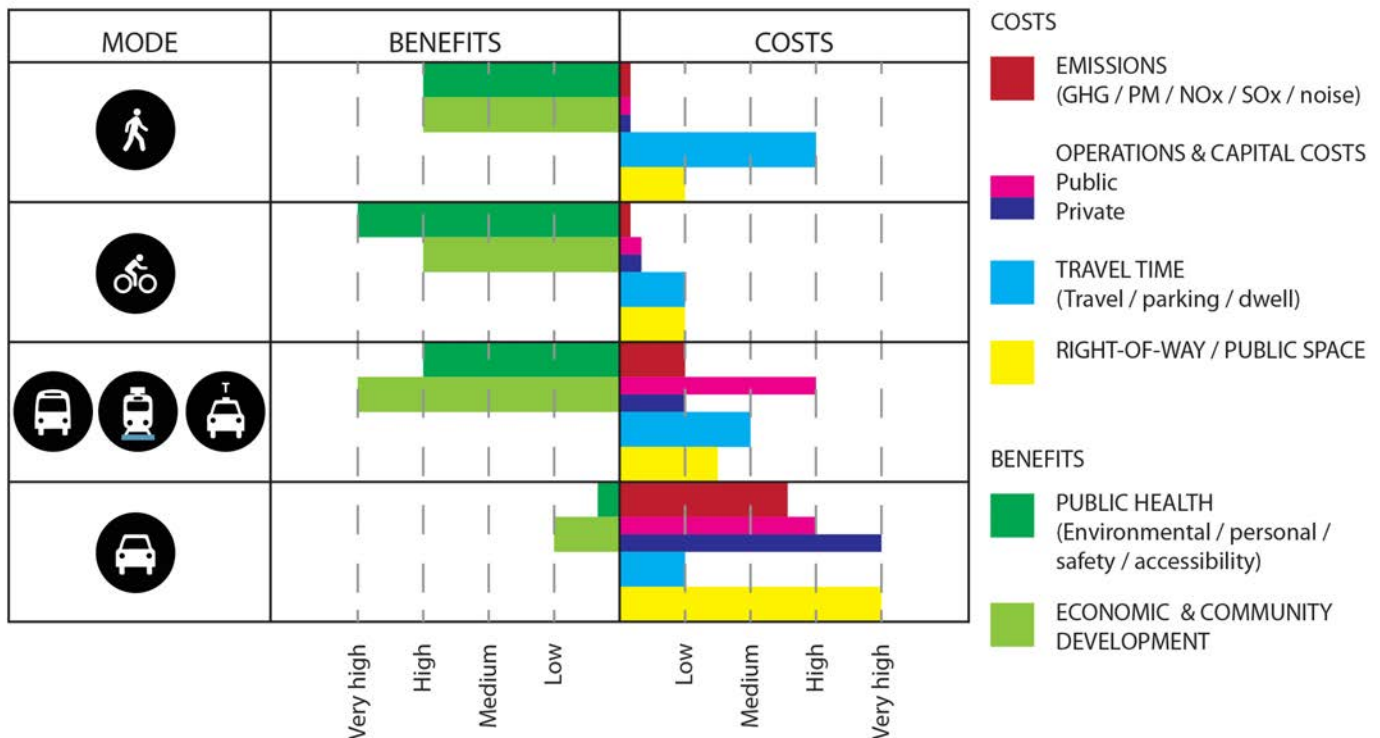


Exhibit B - Bicycle Parking Requirements in Comparable Cities and National Standards

San Francisco- Proposed			Portland				Vancouver			New York City			APBP, 2010		
Use category	Min. Class 1	Min. Class 2	Use Category	Specific Uses	Long-term Spaces	Short-term Spaces	Specific Use	Class A	Class B	Specific Use	Enclosed	Unenclosed	Use Category	Long-term	Short-term
Dwelling units (including SRO units and student housing that are dwelling units)	One Class 1 space for every dwelling unit. For buildings containing over 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100. Dwelling units which are also considered Student Housing per Section 102.36 shall provide 50% more spaces than would otherwise be required.	Minimum 2 spaces, 1 per 20 units Dwelling units which are also considered Student Housing per Section 102.36 shall provide 50% more spaces than would otherwise be required.	Household Living	Multi-dwelling	1.5 per 1 unit in Central City plan district; 1.1 per 1 unit outside Central City plan district	2, or 1 per 20 units	Dwelling	min. 1.25 per unit 0.75 per unit for a certain district	min. 6 spaces for each 20 units	Use Group 2 (Residential except for single family detached)	1 per 2 units		Multi family	None if private garage exists, 0.5 space for each bedroom, min. of 2 spaces	0.1 spaces for each bedroom Min. of 2 spaces
Group housing (including SRO units and student housing that are group housing)	One Class 1 space for every four beds. For buildings containing over 100 beds, 25 Class 1 spaces plus one Class 1 space for every five beds over 100. Group housing which is also considered Student Housing per Section 102.36 shall provide 50% more spaces than would otherwise be required.	Minimum 2 spaces, Two Class 2 spaces for every 100 beds. Group housing which is also considered Student Housing per Section 102.36 shall provide 50% more spaces than would otherwise be required.	Group Living		2, or 1 per 20 residents	None				dormitory or frat/Sorority student housing	1 per 2,000 sq. ft.	only when open parking areas accessory to commercial, or community facility uses, with 18 or more spaces or greater than 6,000 sq. ft. in area.			
				Dormitory	1 per 8 residents	None									
Dwelling units dedicated to senior citizens or persons with physical disabilities; Residential Care facilities	One Class 1 space for every 10 units or beds, whichever is applicable.	Minimum 2 spaces, Two Class 2 spaces for every 50 beds.					Senior/assisted housing	0.1 to 0.25 per unit based on size and type	min. 6 spaces for each 20 units/ none based on type	residence or units for elderly	1 per 10,000 sq. ft.		Senior housing	0.5 spaces for each bedroom, min. 2 spaces	0.1 spaces for each bedroom min. 2 spaces

Exhibit B - Bicycle Parking Requirements in Comparable Cities and National Standards

San Francisco- Proposed			Portland				Vancouver			New York City			APBP, 2010				
Use category	Min. Class 1	Min. Class 2	Use Category	Specific Uses	Long-term Spaces	Short-term Spaces	Specific Use	Class A	Class B	Specific Use	Enclosed	Unenclosed	Use Category	Long-term	Short-term		
Retail Sales ,	One Class 1 space for every 7,500 square feet of occupied floor area, Minimum two spaces	Minimum 2 spaces. One Class 2 space for every 2,500 sq. ft. of occupied floor area For uses larger than 50,000 square feet of occupied floor area, 10 Class 2 spaces plus one Class 2 space for every additional 10,000 occupied square feet.	Retail Sales And Service		2, or 1 per 12,000 sq. ft. of net building area	2, or 1 per 5,000 sq. ft. of net building area	retail and service	1 per 500 sq. meter	6 for 1000 sq. meters	General Retail	1 per 10,000 sq. ft.	only when open parking areas accessory to commercial, or community facility uses , with 18 or more spaces or greater than 6,000 sq. ft. in area.	General food sales or groceries	1 space for each 10,000 s.f. min. 2 spaces	1 space for each 2,000 s.f. min 2 spaces		
Personal Services, Financial Services, Restaurants, Limited Restaurants and Bars	Minimum two spaces. One Class 1 space for every 7500 square feet of occupied floor area.	Minimum two spaces. One Class 2 space for every 750 square feet of occupied floor area.															
Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	Minimum 2 spaces. One Class 1 space for every 15,000 square feet of occupied floor area,	Minimum 2 spaces. One Class 2 space for every 10,000 square feet of occupied floor area													General retail	1 space for each 10,000 s.f. min. 2 spaces	1 space for each 5,000 s.f. min is 2 spaces
Office	One Class 1 space for every 5,000 occupied square feet	Minimum two spaces for any office use greater than 5000 square feet. One Class 2 space for every additional 50,000 occupied square feet.	Office		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 40,000 sq. ft. of net building area	Office	1 space per 500 sq. meters	6 spaces for 2000 sq. meters	Use Group 6B (Office)	1 per 7,500 sq. ft.		Office	1.5 space for each 10,000 s.f. min 2 spaces	1 space for each 20,000 s.f. min 2 spaces		
Hotel, Motel, Hostel	One Class 1 space for every 30 rooms.	Minimum 2 spaces. One Class 2 space for every 30 rooms, - Plus - One Class 2 space for every 5,000 occupied square feet of conference, meeting or function rooms.		Temporary Lodging	2, or 1 per 20 rentable rooms	2, or 1 per 20 rentable rooms	Hotel	1 for 30 units (none for b&b)	6 spaces for 75 units								

Exhibit B - Bicycle Parking Requirements in Comparable Cities and National Standards

San Francisco- Proposed			Portland				Vancouver			New York City			APBP, 2010			
Use category	Min. Class 1	Min. Class 2	Use Category	Specific Uses	Long-term Spaces	Short-term Spaces	Specific Use	Class A	Class B	Specific Use	Enclosed	Unenclosed	Use Category	Long-term	Short-term	
Stadium, Arena, Amphitheater or other venue of public gathering with a capacity of greater than 2,000 people	One Class 1 space for every use square foot during events.	Five percent of venue capacity, excluding employees.	Commercial Outdoor Recreation		10, or 1 per 20 auto spaces	None	Cultural and Recreational (including theater, auditorium, fitness centre)	min 1 for each 500 sq. meters to 1 per 250 sq. meters	min 6 spaces per 1500 sq. meters/ or 1 per 300 seats/ 6 or 40 games or tables (billiard)	Use Group 8A and 12A (Amusement: theaters, stadiums, arenas...)	1 per 20,000 sq. ft.	only when open parking areas accessory to commercial, or community facility uses, with 18 or more spaces or greater than 6,000 sq. ft. in area.	*Assembly (church, theaters, stadiums, parks, beaches, etc.)	1.5 spaces for each 20 employees, min. 2 spaces	Spaces for 5% of maximum expected daily attendance	
Theaters, Assembly and Entertainment, Amusement Arcade, Bowling Alley, Religious Facility	Five Class 1 spaces for facilities with a capacity of less than 500 guests; 10 Class 1 spaces for facilities with capacity of greater than 500 guests.	One Class 2 space for every 50 seats or for every portion of each 50 person capacity.	Major Event Entertainment		10, or 1 per 40 seats or per CU review	None								*Assembly (church, theaters, stadiums, parks, beaches, etc.)	1.5 spaces for each 20 employees, min. 2 spaces	Spaces for 5% of maximum expected daily attendance
Light Manufacturing, Wholesale Sales, Trade Shop, Catering Service, Business Goods and Equipment Repair, Business Service, Laboratory, Integrated PDR, Small Enterprise Workspace, Greenhouse or Nursery (Retail)	One Class 1 space for every 12,000 occupied square feet, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet.	Minimum of 2 spaces. Four Class 2 spaces for any use larger than 50,000 occupied square feet.	Manufacturing And Production		2, or 1 per 15,000 sq. ft. of net building area	None	Transportation and storage, utility and communication, wholesale	1 for 1000 Sq. meters or 1 per 17 employee whichever greater	none					Manufacturing and production	1 space per 12,000	No. determined by Director, consider minimum of 2 spaces at each public building entrance.
Self-Storage, Warehouse, Greenhouse or Nursery (Non-Retail)	One Class 1 space for every 40,000 sq. f.t.	None	Warehouse And Freight Movement		2, or 1 per 40,000 sq. ft. of net building area	None								Auto sales, rental, and delivery, automotive serving, repair, and cleaning	1 space for each 10,000 s.f. min. 2 spaces	1 space for each 20,000 s.f. min 2 spaces
Non-accessory automobile garage or lot, whether publicly or privately accessible	None	One Class 2 space for every 20 auto spaces, except in no case less than six Class 2 spaces.	Commercial Parking		10, or 1 per 20 auto spaces	None	Parking	determined by Planning Director	determined by Planning Director	Public parking garages	1 per 10 auto parking spaces			off-street parking lots and garages	1 space per 20 automobile, min is 2	Min. of 6 spaces or 1 per 10 auto spaces
			Basic Utilities	Light rail stations, transit centers	8	None										
Public Uses including Museum, Library, and Community Center, Arts Activities	Minimum two spaces or One Class 1 space for every 5,000 square feet.	Minimum 2 spaces or One Class 2 space for every 2,500 occupied square feet of publicly-accessible or exhibition area	Community Service		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 10,000 sq. ft. of net building area				Libraries, museums, non commercial art gallery	1 per 20,000 sq. ft.	only when open parking areas accessory to commercial, or community facility uses, with 18 or more spaces or greater than 6,000 sq. ft. in area.	Non-assembly cultural (library, government buildings, etc.)	1.5 spaces for each 10 employees, min. 2 spaces	1 space for each 8,000 sq. ft. of floor area. Min. 2 spaces	
			Parks And Open Areas	Park and ride	10, or 5 per acre	None				All other Community Facilities (all other Use Group 3 and 4)	1 per 10,000 sq. ft.			*Assembly (church, theaters, stadiums, parks, beaches, etc.)	1.5 spaces for each 20 employees, min. 2 spaces	Spaces for 5% of maximum expected daily attendance

Exhibit B - Bicycle Parking Requirements in Comparable Cities and National Standards

San Francisco- Proposed			Portland				Vancouver			New York City			APBP, 2010		
Use category	Min. Class 1	Min. Class 2	Use Category	Specific Uses	Long-term Spaces	Short-term Spaces	Specific Use	Class A	Class B	Specific Use	Enclosed	Unenclosed	Use Category	Long-term	Short-term
Elementary School	Two Class 1 spaces for every classroom	One Class 2 space for every classroom.	Schools	Grades 2 through 5	2 per classroom, or per CU or IMP review	None	elementary	1 per 17 employees	1 space fore every 20 students				kindergarten and elementary (1-3)	1.5 per 10 employees , min 2 spaces	1.5 space for each 20 studehts of planned capacity min. 2 spaces.
Secondary School (Middle School and High School)	Four Class 1 spaces for every classroom	One Class 2 space for every classroom.		Grades 6 through 12	4 per classroom, or per CU or IMP review	None							grade 4-12	1.5 per 10 employees and 1.4 space for each 20 students planned capacity, min 2 spaces	1.5 space for each 10 studehts of planned capacity min. 2 spaces.
Post-secondary educational institution, including trade school	one Class 1 space for every 20,000 square feet of occupied floor area	Minimum two spaces. One Class 2 space for every 10,000 square feet of occupied floor area.	Colleges	Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 10,000 sq. ft. of net building area, or per CU or IMP review	Secondary or College	0.4 space for every 10 students	0.6 for every 10 students	colleges, universities	1 per 5,000 sq. ft.		colleges and universities	1.5 spaces for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space per 20,000 s.f., whichever greater	1 space for each 10 students of planned capacity, min 2 spaces.
Hospitals or In-Patient Clinic	One Class 1 space for every 50,000 square feet of occupied floor area.	One Class 2 space for every 40,000 square feet of occupied floor area, but no less than four located near each public pedestrian entrance.	Medical Centers		2, or 1 per 70,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 40,000 sq. ft. of net building area, or per CU or IMP review	Hospital or similar use	1 per 17 employees on a max worksheet				only when open parking areas accessory to commercial, or community facility uses , with 18 or more spaces or greater than 6,000 sq. ft. in area.	Healthcare/hospital	1.5 space for each 20 employees or 1 space for each 50,000 sq. ft. whichever greater. Min of 2 spaces	1 space for each 20,000 s.f. min 2 spaces
Medical Offices or Out-patient Clinic	One Class 1 space for every 5,000 square feet of occupied floor area.	One Class 2 space for every 15,000 square feet of occupied floor area, but no less than four located near each public pedestrian entrance.													
			Religious Institutions		2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area	place of worship	None	min. 6 spaces	houses of worship	None				
Child Care	Minimum 2 spaces or 1 per 7,500 square feet of occupied floor area.	One Class 2 space for every 20 children.	Daycare		2, or 1 per 10,000 sq. ft. of net building area	None	Child day care facility	None	None				daycare	1.5 for each 20 employee, min 2	1 space for each 20 students of planned capacity, min 2 spaces



SAN FRANCISCO
PLANNING
DEPARTMENT

ZONING ADMINISTRATOR BULLETIN NO. 9

Bicycle Parking Requirements: Design and Layout

Section 307 of the Planning Code mandates the Zoning Administrator to issue and adopt such rules, regulations and interpretations as are in the Zoning Administrator's opinion, necessary to administer and enforce the provisions of the Planning Code. [Section 7.502 of the San Francisco Charter charges the Zoning Administrator with the responsibility of administering and enforcing the Planning Code.]

Date:
December 2012

Relevant Code Sections:

Section 155.1 *Bicycle Parking Definitions and Standards*

Section 155.2 *Bicycle Parking Applicability and Requirements for Specific Uses*

Section 155.3 *Bicycle Parking Required for City-Owned Properties*

PURPOSE:

Sections 155.1 through 155.3 of the Planning Code regulates bicycle parking requirements. This bulletin specifically regulates design and layout requirements for bicycle parking both for Class One and Class Two bicycle parking spaces.

RULING:

The San Francisco Planning Department has adopted and shall implement the following standards for bicycle parking.

Types of Bicycle Parking

The Planning Code requires two types of bicycle parking: 1) Class One spaces are "Spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees"; and 2) Class Two spaces are: " Spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

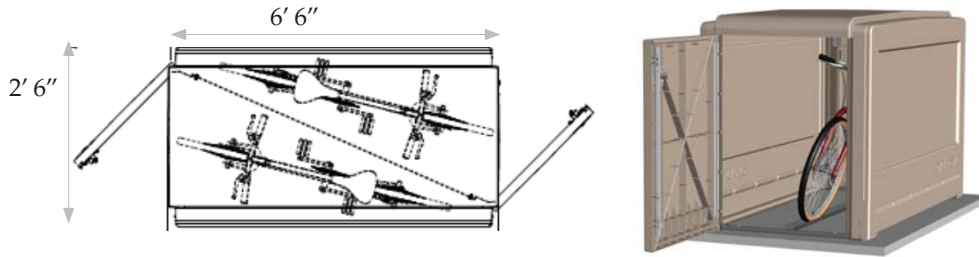
Bicycle parking spaces are generally in form of lockers or racks. Bicycle lockers can be used to satisfy the requirements for Class One bicycle parking and bicycle racks can be used to satisfy Class Two bicycle parking. Bicycle racks when located in a locked area or attended facility can also satisfy the requirements of Class One bicycle parking.

Bicycle Dimensions

Standard dimensions for a typical bicycle are 2' wide by 6' long. All bicycle lockers or racks shall provide a 2' by 6' feet space for each bicycle unless specified in this bulletin for certain types of bicycle racks and lockers. Any type of bicycle parking that does not match the requirements of this bulletin may be verified by the Zoning Administrator.

Class One Bicycle Parking

Class 1 bicycle parking includes bicycle lockers or bicycle rooms or cages, where each bicycle can be individually locked. Bicycle lockers provide secure space with a separate access door for every bicycle. Lockers shall provide a minimum of 6 feet depth and a 2' wide access door. Lockers can come in a triangular shape for space efficiency as shown in Figure 1.

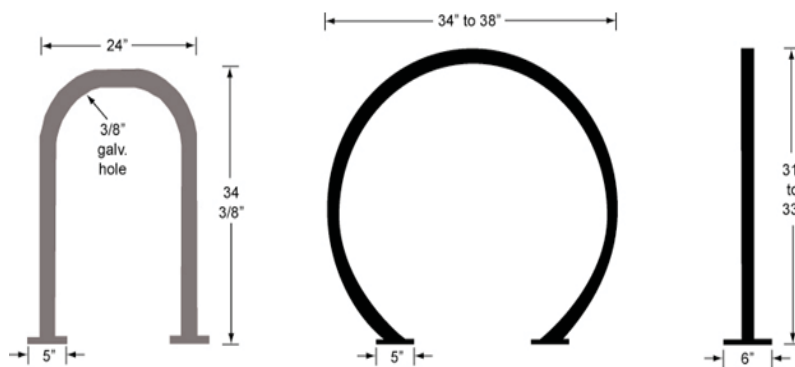


All aisles that provide access to a locker shall be minimum 6 feet wide.

In cases where Class 1 bicycle parking are provided as Class 2 bicycle parking (any acceptable racks in the Class 2 section identified below) in a garage, cage or otherwise locked room, certain clearances need to be provided as described in the next section of this Bulletin. Such facilities may provide space efficient bicycle racks instead of the common racks described below. Requirements for space efficient bicycle parking spaces are described later in this bulletin.

Class two Bicycle Parking

Bicycle racks are the most common form of Class 2 bicycle parking. Bicycle racks come in many forms and shapes. The most common types are the inverted U and the circular racks. The dimensions of such racks are shown here:



All bicycle racks shall:

- support bicycles at two points of contact in order to prevent bicycles from falling;
- allow locking of bicycle frames and wheels with U-locks;
- use square tubes to resist illegal rack cutting;
- minimize maintenance costs (galvanized finish resists corrosion);
- not require lifting of a bicycle;
- be mounted securely to the floor; and
- provide visibility to approaching cyclists and pedestrians with a minimum height of 33 inches.

Some acceptable and unacceptable types of bicycle racks are shown below:



Acceptable

These bicycle racks provide two points of support for bicycles. They are constructed with square tubed material which makes them resistant to cutting.

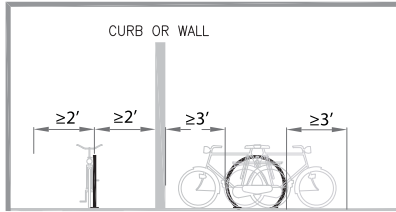


Unacceptable

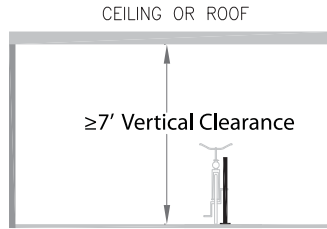
These bicycle racks either provide only one point of support for bicycles, are constructed with round tubed material which makes them prone to cutting, or do not allow locking a frame and wheel directly to the rack with a U-lock.

Clearance Requirements for Bicycle racks

a. Clearance from a vertical obstruction (wall, curb, bollards) for parallel and perpendicular racks



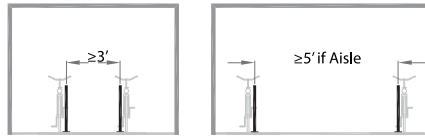
b. Minimum Vertical Clearance



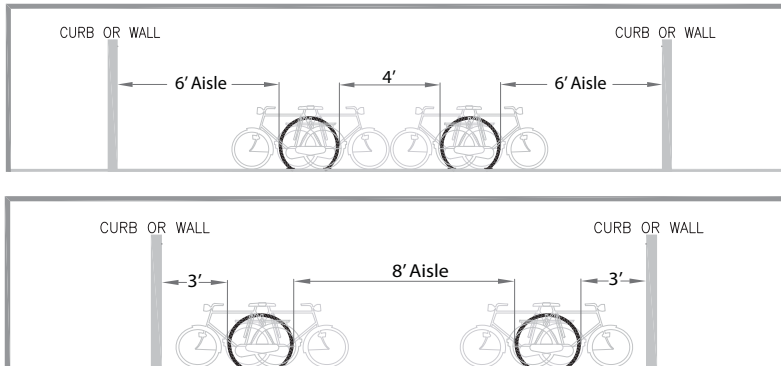
c. Maximum grade



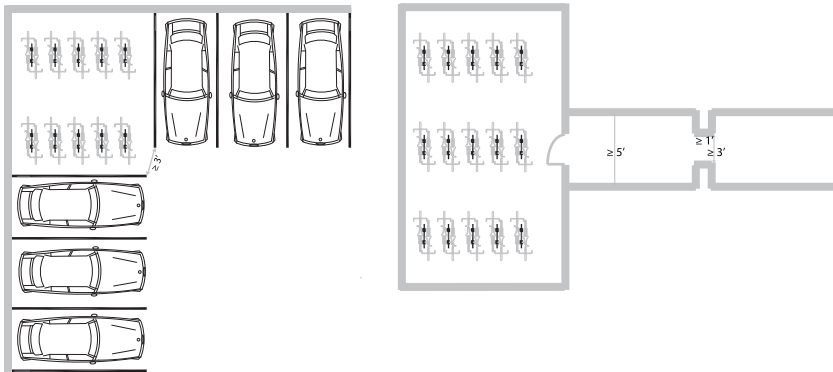
d. Distance between parallel racks with or without an aisle



e. Clearance for rows of racks with side or middle aisles



f. Minimum width of access hallways to the bicycle parking facility and allowable constrictions



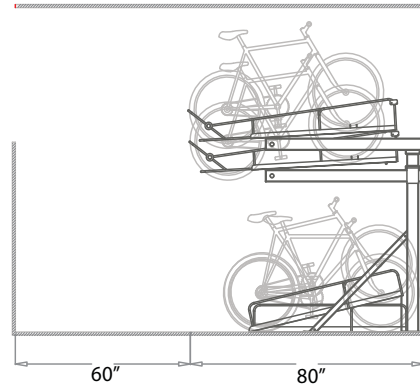
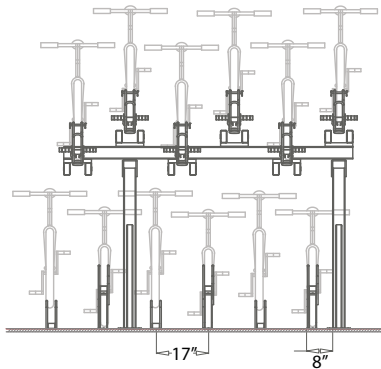
Space Efficient Class One Bicycle Parking

Some types of bicycle racks, while not meeting the clearance requirements established above, are designed in a way that would meet the basic requirements of an appropriate bicycle rack. Such racks provide a more space efficient layout which can serve smaller buildings; or where layout limitation in the buildings exist. Two major types of such racks include lift-assistant double-decker racks and vertical racks. Below the minimum spacing measurements of such designs are provided. Other types of space efficient bicycle racks not listed in this bulletin may be verified as acceptable by the SFMTA.



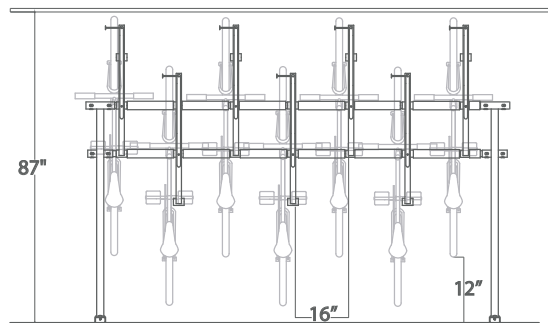
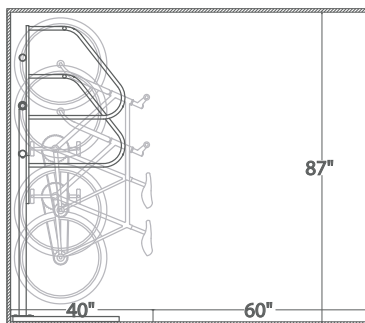
Double-decker Lift Assistant Racks

These bicycle racks allow stacking of bicycles providing a lift assistance pull-out tray. Manual lifting of bicycles off the ground is not necessary to mount the bicycle on the top trays. These racks satisfy the Class 1 bicycle parking requirements when located in a caged or locked facility. The trays alternate in height off the ground which allows a smaller required clearance between bicycles (17"). The required aisle space is 5 feet.



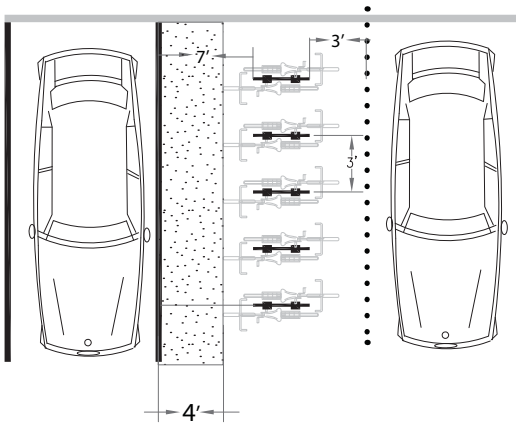
Vertical Bicycle Racks

These bicycle racks allow parking bicycles in a vertical position. This type of rack require manual lifting of bicycles in order to mount to the rack. Vertical bicycle parking may satisfy up to only a third of required bicycle parking per Planning Code Section 155.1 (c). A minimum 16" of distance between racks are required to allow for easy mounting. The required aisle space is 5 feet.



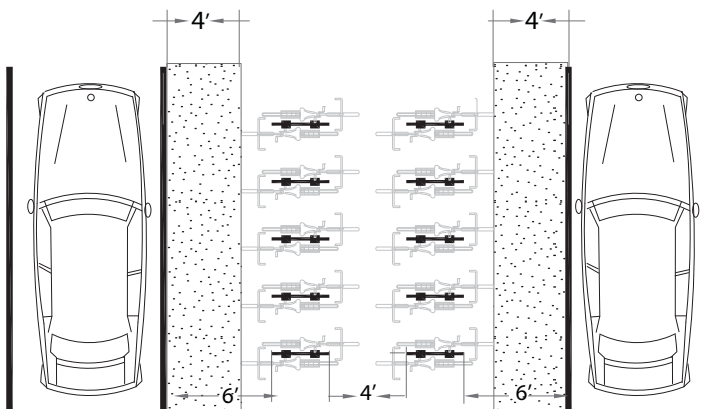
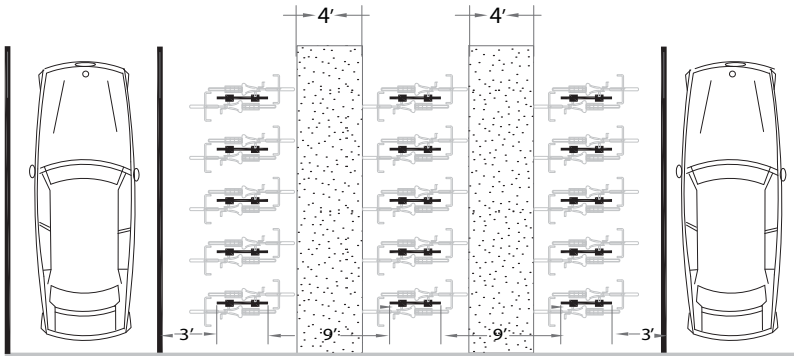
Converting Automobile Parking to Bicycle Parking

Section 151 of the Planning Code allows replacing required automobile parking space with bicycle parking in order to satisfy the bicycle parking requirements. Bicycle parking spaces provided in lieu of automobile parking spaces shall comply with clearance requirements as illustrated here. It is important to note that the minimum distance from the bicycle rack to the automobile parking space is 5'.



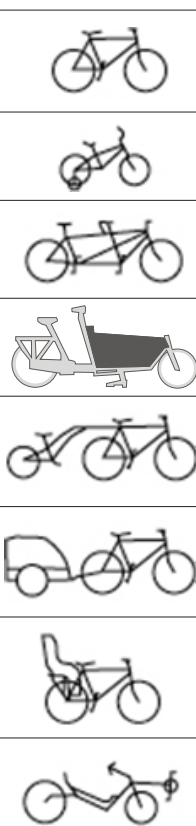








Per Planning Code Section 155.1(a) an aisle shall provide a minimum 4' clear path from the front or rear of the bicycle to any wall or obstruction.

4' Each bicycle rack shall have at least one such aisle on its side. Typically, bicycle wheels extend two feet beyond bicycle racks.



Characteristics of Different Types of Bicycle

The layout requirements established above are based on measurements of a standard bicycle (2' by 6'). When designing a bicycle parking space, especially Class 1 spaces, project sponsors are encouraged to consider other types of bicycles, as well as bicycles with trailers or child seats. These types of bicycles are especially important for projects that include 2-3 bedroom units. The Table below provides the dimensions for different types of bicycles. Larger clearances are recommended to accommodate parking of bicycles longer and/or wider than a typical bicycle.

Bicycle Type		Dimensions (Feet)		
		Length	Height	Width
Standard Bicycle		6	4	2
Child Bicycle		5	2-3	2
Tandem Bicycle		9	4	2
Cargo Bicycle		8	4	3
Bicycle+Trailer Bike		10	4	2
Bicycle + Child Trailer		10	4	3
Bicycle and Child Seat		6	5	2
Recumbent Bicycle		7	4	3

Bicycle Parking Signage

Section 155.1 of the Planning Code requires signage for Class Two bicycle parking in certain circumstances. When signage is required, the following design layout shall be followed. Such signage shall be located at every entrance that provides access to bicyclists. The plaque shall include:

- the bicycle logo and the letter "P" as illustrated below;
- the location of the facility, if not visible from the point where the plaque is installed;
- the directions or best path to the facility, if not visible from the point where the plaque is installed (ex. At the end of the hallway or Use the elevators for one level down)
- the contact information of the manager or entity responsible to maintain the facility.

If necessary, there shall be multiple plaques installed to create a clear path to the bicycle parking facility.

The plaque shall not be smaller than 12" by 12" and shall use non-reflective materials and provides clear contrast between the lettering and the background.

Signage template: to be designed by Gary



**SAN FRANCISCO
PLANNING
DEPARTMENT**

**FOR MORE INFORMATION:
Call or visit the San Francisco Planning Department**

Central Reception

1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**

FAX: **415.558.6409**

WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)

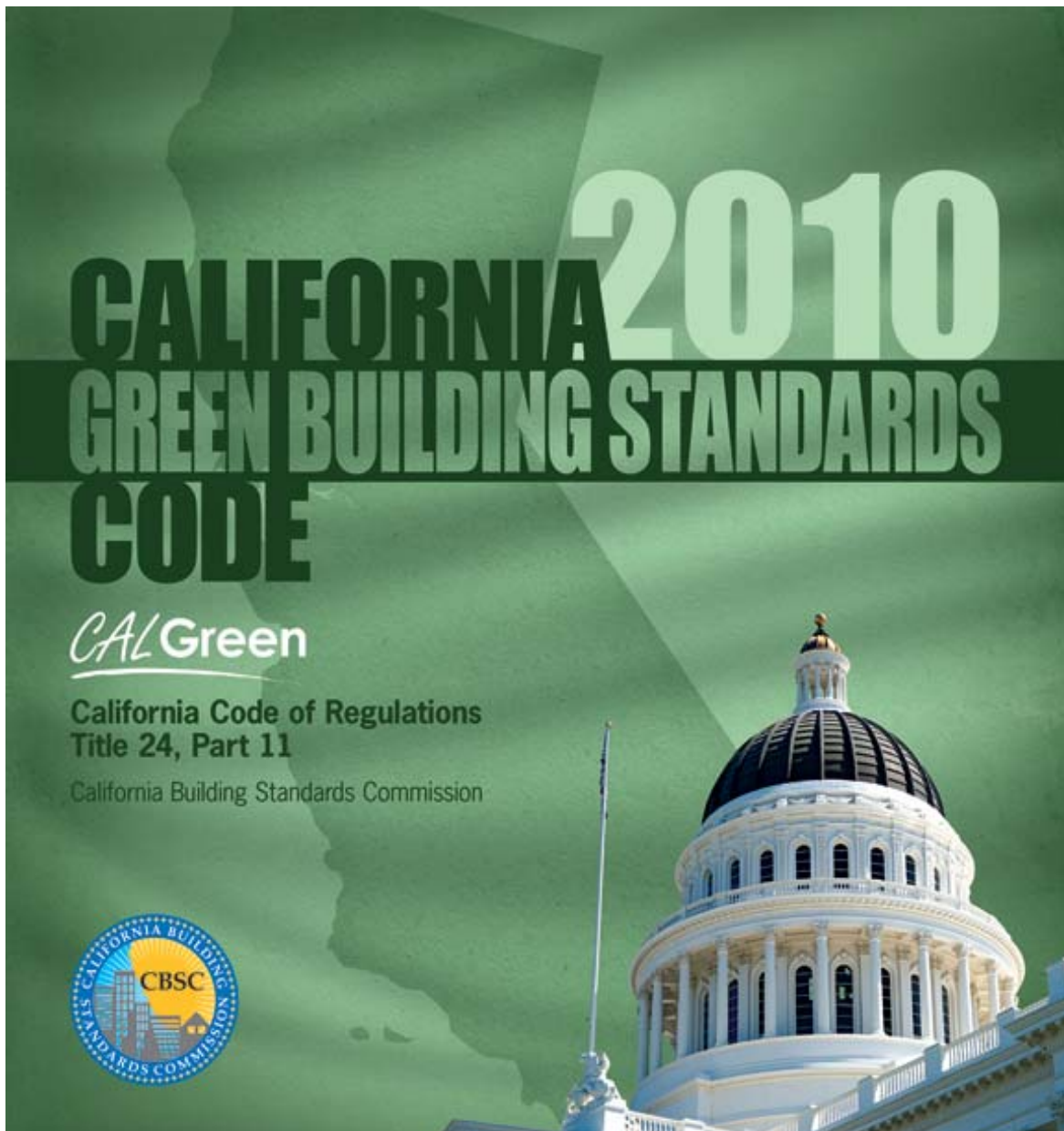
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**

*Planning staff are available by phone and at the PIC counter.
No appointment is necessary.*

Guide to the (Non-Residential) California Green Building Standards Code

Including changes effective July 1, 2012



*An educational publication by the
California Building Standards Commission
Third Edition January 2012*

CALGreen Section: 5.710.6.2 Bicycle parking. Comply with Sections 5.710.6.2.1 and 5.710.6.2.2; or meet the applicable local ordinance, whichever is stricter.

5.710.6.2.1 Short-term bicycle parking. If the project is anticipated to generate visitor traffic and adds 10 or more vehicular parking spaces, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of the additional visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

5.710.6.2.2 Long-term bicycle parking. For buildings with over 10 tenant-occupants that add 10 or more vehicular parking spaces, provide secure bicycle parking for 5% of additional motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:

1. Covered, lockable enclosures with permanently anchored racks for bicycles;
2. Lockable bicycle rooms with permanently anchored racks; and
3. Lockable, permanently anchored bicycle lockers.

Intent:

The Intent of this section and subsections require additional bicycle parking when 10 or more parking spaces are added as part of an addition or alteration project, thus encouraging additional building occupants to use alternate forms of transportation to standard automobiles.

Compliance and Enforcement: See § 5.106.4 of this guide

CALGreen Section: 5.710.6.3 Designated parking. For projects that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles as shown in Table 5.106.2.2 of Division 5.1 based on the number of additional spaces.

5.106.5.2.1 Parking stall marking. Paint, in the paint used for stall striping, the following characters such that the lower edge of the last word aligns with the end of the stall striping and is visible beneath a parked vehicle:

**CLEAN AIR/
VANPOOL/EV**

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces.

Intent:

Change for 2012: The intent of this section and subsections requires additional designated parking stalls when 10 or more parking spaces are added as part of an addition or alteration project, thus encouraging additional building occupants to use alternate forms of transportation to standard automobiles.

Compliance and Enforcement: See § 5.106.5.2 of this guide

NEW DIVISION for 2012

DIVISION 5.7 ADDITIONS AND ALTERATIONS TO EXISTING NONRESIDENTIAL BUILDINGS

This is a new division proposed to include standards for additions and alterations to existing nonresidential buildings. The reason for this proposal is to extend the benefits of reduction in greenhouse gas emissions, water use, and polluting finish products to a larger class of buildings than newly constructed buildings. It is modeled after similar provisions recently adopted locally by the City of Los Angeles for its considerable body of construction projects. It proposes and scopes some of the provisions from Divisions 5.3 through 5.5 for which cost benefit analysis was prepared last cycle for the mandatory code. The provisions are those readily applicable to additions and renovations.

SECTION 5.701 – ADMINISTRATION

CALGreen Section: 5.701.1 Scope. For those occupancies subject to section 103 of this code, the provisions of this division shall apply to the planning, design, operation, construction, use and occupancy of additions to buildings or structures unless otherwise indicated in this code. The provisions of this Division shall only apply to the portions of the building being added or altered within the scope of the permitted work. Compliance for additions and alterations is required on or after the dates shown in Table 5.701

TABLE 5.701

<u>Effective date of compliance</u>	<u>Square footage of addition</u>	<u>Permit valuation or estimated construction cost of alteration</u>
July 1, 2012	2000	\$500,000
Effective date of the 2013 California Building Standards Code	1000	\$200,000

Notes:

- 1) The effective date of the 2013 California Building Standards Code is currently projected to be January 1, 2014.
- 2) This division does not apply to additions and alterations of qualified historical buildings.

Intent: Scope for additions and alterations to existing nonresidential buildings is limited to 2000 s.f. for additions and \$500,000 for alterations, with that limit to drop in the next edition of the code. At the request of the Division of the State Architect, this section also includes an exception for qualified historic buildings regulated by that agency.

Existing Law or Regulation:

Building standards generally apply to additions and alterations for which a permit is applied. CALGreen has an exception, applying only to newly constructed buildings, so this division aligns CALGreen with other Parts of Title 24. There may be a more stringent local ordinance in place.

Compliance Method:

Determine if the addition or alteration triggers compliance (see Section 5.701 above and Section 7.502 Definitions) then comply with the specific provisions applicable.

Enforcement:

Plan Intake: The reviewer and/or plan checker should review the plans, specifications for the areas of additions and construction cost estimates for alterations for to confirm the need for compliance.

On-Site Enforcement: The inspector should review the permit set of plans and product data sheets for compliance with specific provisions, following.



Green Building Ordinance: Specific Local Requirements
Table 3: Other New Non-Residential Occupancies, Additions, and Alterations (Sheet 1 of 2)

Attachment B
Table 3

This table is a summary, provided for reference. See San Francisco Building Code 13C for details. The following summarizes requirements for new non-residential buildings that are not otherwise required to meet a green building standard (E, F, H, L, S, U occupancy of any size, or A, B, I, or M occupancy <25,000 sq. ft.), and for non-residential additions of ≥2,000 sq ft or alterations of ≥\$500,000 value required by CBC Part 11 Division 5.7. Applicability of measures to additions and alterations may depend on the presence of the regulated system, as well as additional criteria identified in CBC Part 11 Division 5.7.

Specific Locally Required Measures The following measures are mandatory in San Francisco, but may be different or not required elsewhere	Other New Non-Residential	Non-Residential Additions & Alterations¹
Construction and demolition debris diversion – 100% of mixed debris must be transported by a registered hauler to a registered facility and be processed for recycling.	SF Construction and Demolition Debris Diversion Ordinance (Ord. No.27-06)	
Recycling by occupants: Provide adequate space and equal access for storage, collection and loading of compostable, recyclable and landfill materials.	SFBC 106A.3.3 and other local regulations (See DBI Administrative Bulletin 088 for details)	
15% Energy reduction compared to Title-24 2008	13C.5.201.1.1	N/A
Construction site runoff pollution prevention - Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices.	13C.5.106.1 or CBC Part 11 Section 5.710.6, as well as NPDES Phase II General Permit and other local regulations.	
Stormwater Control Plan - Projects disturbing ≥5,000 square feet of ground surface must implement a Stormwater Control Plan meeting SFPUC Stormwater Design Guidelines.	SF Public Works Code Article 4.2, Sec. 147	
Water efficient irrigation - Projects that include 1,000 square feet or more of new or modified landscape must comply with the San Francisco Water Efficient Irrigation Ordinance.	SF Admin Code 63 (See the guide, <i>Complying with San Francisco's Water Efficient Irrigation Requirements</i> at www.sfwater.org/landscape .)	
Additional Required Measures The following California Green Building Standards Code (Title 24 Part 11) requirements for new construction have been integrated into San Francisco Building Code 13C.		
Bicycle parking - Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater.	13C.5.106.4	CBC Part 11 Section 5.710.6.2 - If 10 more more parking stalls are added
Fuel efficient vehicle and carpool parking - Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles.	13C.5.106.5	CBC Part 11 Section 5.710.6.3 - If 10 more more parking stalls are
Light pollution reduction - Contain lighting within each source. No more than .01 horizontal footcandles 15 feet beyond site.	13C.5.106.8	N/A
Water meters - Provide submeters for spaces projected to consume more than 1,000 gal/day, or more than 100 gal/day if in building over 50,000 sq. ft.	13C.5.303.1	CBC Part 11 Section 5.712.3.1
Indoor water efficiency - Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals.	13C.5.303.2	CBC Part 11 Section 5.712.3.1. See also SFBC 13A Commercial Water Conservation Requirements.
Commissioning - For new buildings greater than 10,000 square feet, commissioning shall be included in the design and construction of the project to verify that the building systems and components meet the owner's project requirements. OR for buildings less than 10,000 square feet, testing and adjusting of systems is required.	13C.5.410.2 for buildings >10,000 square feet 13C.5.410.4 for buildings ≤ 10,000 square feet	CBC Part 11 Section 5.713.10.4
Ventilation system protection during construction - Protect openings and mechanical equipment from dust and pollutants during construction	13C.5.504.3	CBC Part 11 Section 5.714.4.1
Adhesives, sealants, and caulks - Comply with VOC limits in SCAQMD Rule 1168 VOC limits and California Code of Regulations Title 17 for aerosol adhesives.	13C.5.504.4.1	CBC Part 11 Section 5.714.4.4.1
Paints and coatings - Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints.	13C.5.504.4.3	CBC Part 11 Section 5.714.4.4.3
Carpet - All carpet must meet one of the following: 1. Carpet and Rug Institute Green Label Plus Program 2. California Department of Public Health Standard Practice for the testing of VOCs (Specification 01350) 3. NSF/ANSI 140 at the Gold level 4. Scientific Certifications Systems Sustainable Choice AND Carpet cushion must meet CRI Green Label, AND Carpet adhesive must not exceed 50 g/L VOC content.	13C.5.504.4.4	CBC Part 11 Section 5.714.4.4.4
Composite wood - Meet CARB Air Toxics Control Measure for Composite Wood.	13C.5.504.4.5	CBC Part 11 Section 5.714.4.4.5
Resilient flooring systems - For 50% of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools (CHPS) criteria or certified under the Resilient Floor Covering Institute (RFCI) FloorScore program.	13C.5.504.4.6	CBC Part 11 Section 5.714.4.4.6
Air Filtration - Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings.	13C.5.504.5.3	CBC Part 11 Section 5.714.4.5.3
Acoustical control - Wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceilings STC 40.	13C.5.507.4	CBC Part 11 Section 5.714.7.1
CFCs and halons - Do not install equipment that contains CFCs or Halons.	13C.5.508.1	CBC Part 11 Section 5.714.8.1
Sprinklers - Design and maintain landscape irrigation systems to prevent spray on structures.	13C.5.407.2.1	CBC Part 11 Section 5.713.7.2.1
Entries and openings - Design exterior entries and/or openings subject to foot traffic or wind-driven rain to prevent water intrusion into buildings.	13C.5.407.2.2	CBC Part 11 Section 5.713.7.2.2

1) Requirements for additions or alterations apply to applications received on or after July 1, 2012.



Green Building Ordinance: Specific Local Requirements

Table 1: Requirements for projects meeting a LEED Standard

(Sheet 1 of 2)

Attachment B
Table 1

This table is a summary, provided for reference. See San Francisco Building Code 13C for details.

		New Large Commercial	New Mid Rise Residential ¹	New High Rise Residential ¹	Commercial Interior	Commercial Alteration	Residential Alteration
Locally Required LEED Measures	LEED Credit	Code Reference					
Construction Waste Management – 75% Diversion AND comply with San Francisco Construction & Demolition Debris Ordinance	LEED MR c2 (2 points)	13C.5.103.1.2	Meet C&D ordinance only	13C.4.103.2.3	Meet C&D ordinance only		
15% Energy Reduction Compared to Title-24 2008 (or ASHRAE 90.1-2007)	LEED EA c1 (3 points)	13C.5.103.1.7	13C.4.201.1.1	13C.4.201.1.1	LEED prerequisite (EAp2 Minimum energy performance)		
Enhanced Commissioning of Building Energy Systems	LEED EA c3	13C.5.103.1.3	LEED prerequisite (EAp1.2 Testing & Verification)	LEED prerequisite (EAp1 Fundamental Commissioning)			
Renewable Energy - Effective Jan 1, 2012, permit applicants must either: generate 1% of energy on-site with renewables, OR purchase renewable power, OR achieve an additional 10% beyond Title 24 2008.	LEED EA c2 OR EA c6 OR EA c1	13C.5.103.1.5	-	-	-	-	-
Indoor Water Efficiency - Reduce overall use of potable water within the building by specified percentage for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals.	LEED WE c3	13C.5.103.1.2 (30% reduction)	-	13C.4.103.2.2 (30% reduction)	LEED WE prerequisite1 (20% reduction below UPC/IPC 2006, et al)		
Stormwater Control Plan - Projects disturbing ≥5,000 square feet of ground surface must implement a Stormwater Control Plan meeting SFPUC Stormwater Design Guidelines.	LEED SS c6.1/ SS c6.2	13C.5.103.1.6	13C.4.103.1.2	13C.4.103.2.4	-	SF Public Works Code 4.2 (SFPUC stormwater ordinance)	
Construction Site Runoff Pollution Prevention - Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices.	LEED SS p1 ¹	13C.5.103.1.6	13C.4.103.1.2	13C.4.103.2.4.1	-	NPDES Phase II General Permit and other regulations.	
Water Efficient Irrigation - Projects with ≥ 1,000 square feet of new or modified landscape must comply with the San Francisco Water Efficient Irrigation Ordinance.	LEED WE c1	SF Admin Code 63 (See "Complying with San Francisco's Water Efficient Irrigation Requirements" at www.sfwater.org/landscape .)					
Enhanced Refrigerant Management - Do not install equipment that contains CFCs or Halons	LEED EA c4	13C.5.508.1.2	-	-	-	-	-
Indoor Air Quality Management During Construction - Meet SMACNA Guidelines for Occupied Buildings Under Construction, protect materials from moisture damage, protect return air grills	LEED EQ c3.1	13C.5.103.1.8	-	-	-	-	-
Low-Emitting Adhesives, Sealants, and Caulks - Adhesives and Sealants meet VOC materials meeting SCAQMD Rule 1168, aerosol adhesives meet Green Seal standard GS-36	LEED EQ c4.1	13C.5.103.1.9	-	-	13C.5.103.4.2	13C.5.103.3.2	13C.4.103.2.2
Low-Emitting Paints and Coatings - Architectural paints and coatings meet Green Seal GS-11 standard, anti-corrosive paints meet GC-03, and other coatings meet VOC limits of SCAQMD Rule 1113	LEED EQ c4.2	13C.5.103.1.9	-	-	13C.5.103.4.2	13C.5.103.3.2	13C.4.103.2.2
Low-Emitting Flooring, including Carpet - Hard surface flooring (vinyl, linoleum, laminate, wood, ceramic, and/or rubber must be Resilient Floor Covering Institute (RFCI) FloorScore certified; Carpet must meet Carpet and Rug Institute (CRI) Green Label Plus; Carpet Cushion must meet CRI Green Label; Carpet Adhesive must meet LEED EQc4.1.	LEED EQ c4.3	13C.5.103.1.9	-	-	13C.5.103.4.2	13C.5.103.3.2	13C.4.103.2.2
Low-Emitting Composite Wood - Composite wood and agrifiber must contain no added urea-formaldehyde resins, and meet applicable CARB Air Toxics Control Measure.	LEED EQ c4.4	13C.5.103.1.9	-	-	13C.5.103.4.2	13C.5.103.3.2	13C.4.103.2.2
Recycling by Occupants: Provide adequate space and equal access for storage, collection and loading of compostable, recyclable and landfill materials. Exceeds requirements of LEED MR prerequisite 1.	LEED MRp1	SFBC 106A.3.3 and 13C.5.410.1; (See DBI Administrative Bulletin 088 for details)					
Bicycle parking: Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater.	LEED SSC4.2	13C.5.106.4 and SF Planning Code Sec 155	SF Planning Code Sec 155	SF Planning Code Sec 155			

1) New residential projects of 75' or greater to the highest occupied floor must use the "New Residential High Rise" column. New residential projects with 4 or more occupied floors which are less than 75 feet to the highest occupied floor may use GreenPoint Rated (see table B2) or the LEED for Homes Mid Rise Rating System (see "New Mid Rise Residential" column in this table.)



SAN FRANCISCO PLANNING DEPARTMENT

Draft Planning Commission Resolution No. General Plan Amendment

HEARING DATE: MAY 16, 2013

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San Francisco,
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Reception:
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Information:
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Date: May 9, 2013
Case No.: 2011.0397 M
Project Address: **General Plan Amendments to Bicycle Policies**
Initiated by: John Rahaim, Director of Planning
Staff Contact: Kimia Haddadan – (415) 575-9068
kimia.haddadan@sfgov.org
Reviewed by: AnMarie Rodgers, Manager, Legislative Affairs
anmarie.rodgers@sfgov.org
Recommendation: **Approval**

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AN ORDINANCE AMENDING THE GENERAL PLAN RELATED TO THE SAN FRANCISCO BICYCLE PLAN INCLUDING REVISIONS TO THE TRANSPORTATION ELEMENT AND THE DOWNTOWN AREA PLAN, ANY CORRESPONDING REVISIONS TO THE LAND USE INDEX OF THE GENERAL PLAN, MAKING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

WHEREAS, Section 4.105 of the San Francisco Charter empowers the Planning Commission to establish and update the City's General Plan, and calls for the General Plan to contain "goals, policies and programs for the future physical development of the City and County of San Francisco." The Charter calls for the Planning Commission to periodically recommend for approval or rejection to the Board of Supervisors proposed amendments to the General Plan, in response to changing physical, social, economic, environmental or legislative conditions.

WHEREAS, General Plan Amendments related to the 2009 Bicycle Plan were originally recommended by the Planning Commission to the Board of Supervisors for the Board's approval on June 25, 2009 in Resolution 17914. On June 25, 2009 (in Resolution 17912), the Planning Commission certified an environmental impact report (EIR) prepared for the 2009 Bicycle Plan, and (in Resolution 17913), adopted findings pursuant to CEQA, including a mitigation monitoring and reporting program. On January 14, 2013, in *Anderson v. City and County of San Francisco*, A129910, the California Court of Appeal found that the EIR on the 209 Bicycle Plan complied with CEQA in all respects but also found that the findings adopted

pursuant to the CEQA in connection with the General Plan Amendments did not adequately set forth the reasons for rejecting as infeasible the alternatives identified in the EIR, and did not adequately discuss several significant environmental impacts caused by the Project that cannot be mitigated; WHEREAS, On April 4, 2013, The Commission initiated amendments to re-adopt the previously adopted General Plan Amendments, including changes to the Transportation Element and the Downtown Area Plan of the General Plan; and

Whereas, On June 25, 2009, by Motion No. 17912, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the 2009 San Francisco Bicycle Plan. On August 4, 2009 in Motion M09-136, the San Francisco Board of Supervisors affirmed the decision of the Planning Commission to certify the FEIR and rejected the appeal of the FEIR certification. In accordance with the actions contemplated herein, the Commission has reviewed the FEIR, and adopts and incorporates by reference, as though fully set forth herein, the findings, including a statement of overriding considerations and the mitigation monitoring and reporting program, pursuant to the California Environmental Quality Act (California Public Resources Code section 21000, et seq), Attachment A to this Resolution;

BE IT FURTHER RESOLVED, That the Commission hereby rescinds Resolution No. 16942 and Motion No. 16943 concerning General Plan amendments related to the 2005 Bicycle Plan; and

NOW THEREFORE BE IT RESOLVED, The Commission, for the reasons set forth herein, finds that the proposed General Plan amendments are, on balance, consistent with the General Plan and the priority policies of Planning Code Section 101.1; and

BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 340, the Planning Commission does hereby find that the public necessity, convenience and general welfare require the approval of the attached ordinance, approved as to form by the City Attorney, and directs staff to make corresponding updates to the Land Use Index of the General Plan, and recommends approval of these amendments as though fully set forth herein to the Board of Supervisors; and

FINDINGS

The Commission re-affirms the following findings originally adopted in Resolution 17914:

The San Francisco Municipal Transportation Agency (MTA) has been working on a plan to encourage increased bicycle use as an alternate mode of transportation and to make bicycle travel safer throughout the City. It published and is seeking adoption of the 2009 San Francisco Bicycle Transportation Plan to accomplish these objectives. While the San Francisco General Plan already contains objectives and policies that discuss bicycle use and other transportation modalities in use in San Francisco, the 2009

Bicycle Plan establishes proposals to encourage improved bicycle facilities, including a system of bicycle routes that are not reflected in the City's General Plan and calls for programs to install related bicycle facilities on public rights-of-way and other public and private improvements to encourage and facilitate increased bicycle use throughout the City.

In response to changing patterns of travel and increasing use of transit and bicycle use and walking as alternatives to travel by private automobile in the City, staff believes General Plan amendments are appropriate. Staff recommends that the Planning Commission consider amending the General Plan to more closely reflect this shift in travel mode choice and facilitate increasing levels of and safer bicycle use in the future.

The proposed General Plan amendments are related to the 2009 Bicycle Plan, which proposes to encourage increased bicycle use and improve bicycle safety in San Francisco. The General Plan amendments would revise Objectives, Policies, text, and figures/maps to the Transportation Element and the Downtown Area Plan of the General Plan. Bicycle use in San Francisco and across the nation is increasing and the proposed General Plan amendment acknowledges this shift in transportation mode. It would revise the General Plan to encourage additional bicycle use, particularly in the downtown and in other dense neighborhoods where parking is limited. The amendment call for transit providers to allow bicycle users to use transit to reach their destinations where appropriate, and to encourage alternatives to single-occupant vehicular use.

Although the General Plan already contains policies regarding bicycle use, more people are using bicycles to reach their destinations in the City and throughout the region and the General Plan does not appropriately address this travel mode shift. Though the objectives, policies and figures were accurate at the time that the General Plan was published, they no longer accurately characterize increasing use of alternative travel modes, including increased use of transit, bicycle and walking.

The goals of the 2009 Bicycle Plan are, on the whole, consistent with San Francisco General Plan Objectives and Policies. However, the General Plan contains a number of Objectives, Policies and figures that do not fully reflect the proposed goals and measures that may be used to implement the City's Bicycle Plan. Planning staff therefore recommends that the Planning Commission consider adopting an amendment to the General Plan, including a number of conforming revisions to the Transportation Element and the Downtown Area Plan. If adopted, the General Plan would more closely reflect current conditions and opportunities to improve bicycle facilities and increase bicycle safety in the City. A draft Board of Supervisors ordinance, attached hereto as Exhibit M-2, would amend the General Plan. the City Attorney's Office has reviewed the draft ordinance and approved it as to form. Staff recommends adoption of the Resolution concerning minor amendments to the General Plan.

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. The project is consistent with the eight priority policies in that:

1. The General Plan amendment will not negatively affect existing, neighborhood-serving retail.
2. The General Plan amendment will not affect existing housing or neighborhood character. Most new multi-unit housing would provide secure bicycle parking / storage space for residents.
3. The General Plan amendment will not decrease the City's supply of affordable housing.
4. The Project will not result in impacts to MUNI, as most MUNI vehicles including MUNI Coach service allows multi-modal use with bicyclists. The project would not re to improve the pedestrian qualities of streets by reducing neighborhood parking needs.
5. The General Plan amendment will not result in displacement of the City's industrial and service sectors for commercial office development.
6. The General Plan amendment will not negatively affect e the City's preparedness for an earthquake.
7. The General Plan amendment will not affect Historic Resources.
8. The General Plan amendment will not affect any City parks or open spaces or their access to sunlight.

The proposal will promote the following relevant objectives and policies of the General Plan. Analysis of applicable General Plan Objectives and Policies has determined that the proposed action is, on balance, consistent with the General Plan, as it proposed to be amended. Below are specific policies and objectives that support the proposed actions.

AIR QUALITY ELEMENT

Objective 3:

DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS. .

The General Plan amendment and implementation of the Bicycle Plan will encourage increased bicycle use and reduced travel by private automobile, reducing air quality impacts.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

OBJECTIVE 6:

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.2:

Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to the economic and technological innovation in the marketplace and society.

It is often difficult to find parking in the City's dense downtown and neighborhood commercial districts. Policies in the General Plan and the City's Bicycle Plan will tend to reduce the demand for parking by encouraging more individuals to travel by bicycle, and transit, thereby reducing the demand for increased on and off-street parking.

POLICY 6.7

Promote high quality urban design on commercial streets.

The General Plan amendment would encourage increased use of bicycles to access neighborhood commercial districts and neighborhoods throughout the City. This may tend to reduce vehicular traffic and demand on land resources for parking, freeing up space for bicyclists, pedestrians, and pedestrian improvements to be installed on public sidewalks.

COMMUNITY FACILITIES ELEMENT

OBJECTIVE 3

ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES.

Policy 3.4

Locate neighborhood centers so they are easily accessible and near the natural center of activity.

The project would encourage increased bicycle use and provide another travel mode to reach neighborhood facilities.

THE ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1

Increase the use of transportation alternatives to the automobile.

Policy 15.2

Provide incentives to increase the energy efficiency of automobile travel.

Policy 15.3

Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

The project would encourage increased bicycle use and may thereby reduce automobile travel within the City for work, shopping and recreational trips.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 6

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

Policy 6.4

Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

Policy 6.7

Promote high quality urban design on commercial streets.

The Project will facilitate travel to neighborhood commercial streets by encouraging use of bicycles rather than autos for shopping trips. Proposed amendment would support installation of bicycle parking and storage facilities in neighborhood commercial areas.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

Policy 2.8

Develop a recreational trail system that links city parks and public open space,

ridge lines and hilltops, the Bay and ocean, and neighborhoods, and ties into the regional hiking trail system.

The Project will not negatively impact existing public parks and will encourage bicycle use to, among other things, access public open space facilities throughout the City and beyond.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

Policy 2.4

Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

The Project will also encourage bicycle use and reduced use of the private automobile.

Policy 2.5

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The Project will encourage bicycle and intermodal transit / bicycle use for increasing percentages of work, shopping and recreational travel, reducing the impact and need for additional automobile parking facilities.

Policy 18.2

Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses.

New streets will be designed to accommodate neighborhood traffic and incorporate traffic calming measures such as corner sidewalk bulbs to reduce the distance pedestrians have to cross the street, and incorporation of street trees and street furniture that will encourage an active pedestrian life.

The Project would support more multi-modal travel, including walking and bicycle use to access multi-modal transit centers and encourage transit connections.

OBJECTIVE 27

ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

OBJECTIVE 28

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1

Provide secure bicycle parking in new governmental, commercial, and residential developments.

The Project encourages bicycle use. New development will be required to provide secure bicycle parking, including new residential development and commercial uses.

OBJECTIVE 34:

RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.3:

Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

Policy 34.4:

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

The Proposed amendment would help to implement and extend the reach of Transportation policies designed to reduce the amount of required parking when facilities are provided for alternate transportation modes, including better access to transit and increased bicycle use and facilities.

DOWNTOWN AREA PLAN

OBJECTIVE 18

ENSURE THAT THE NUMBER OF AUTO TRIPS TO AND FROM DOWNTOWN WILL NOT BE DETRIMENTAL TO THE GROWTH OR AMENITY OF DOWNTOWN.

Policy 18.3

Discourage new long-term commuter parking spaces in and around downtown. Limit long-term parking spaces serving downtown to the number that already exists.

OBJECTIVE 19

PROVIDE FOR SAFE AND CONVENIENT BICYCLE USE AS A MEANS OF TRANSPORTATION.

Policy 19.1

Include facilities for bicycle users in governmental, commercial, and residential developments.

Policy 19.3

Provide adequate and secure bicycle parking at transit terminals.

The amendment would encourage increased bicycle use for work and shopping trips to the Downtown C-3 Districts.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 16, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

ATTACHMENT A

SAN FRANCISCO BICYCLE PLAN PROJECT AND RELATED ACTIONS

[REVISED] CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS: FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS

SAN FRANCISCO PLANNING COMMISSION

In determining to approve the proposed San Francisco Bicycle Project and related approval actions (the “Preferred Project” or “Project”), the San Francisco Planning Commission (“Planning Commission” or “Commission”) makes and adopts the following findings of fact and statement of overriding considerations and adopts the following recommendations regarding mitigation measures and alternatives based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. (“CEQA”), particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Sections 15000 et seq. (“CEQA Guidelines”), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code.

I. Introduction; Project Description; Planning Commission Actions to be Taken

This document is organized as follows:

Section I provides a description of the Preferred Project, the environmental review process for the project, the Planning Commission actions to be taken, and the location of records;

Section II identifies the impacts found not to be significant that do not require mitigation;

Section III identifies potentially-significant impacts that can be avoided or reduced to less-than-significant levels through mitigation;

Section IV identifies significant impacts that cannot be avoided or reduced to less-than-significant levels;

Section V discusses why a subsequent or supplemental EIR is not required;

Section VI evaluates the different project alternatives, and sets forth the economic, legal, social, technological, and other considerations, and incorporates by reference the reasons set forth in Section VII, that support the rejection as infeasible of the alternatives and design options analyzed, and presents the reasons for selecting preferred design options for the specified bicycle projects; and

Section VII presents a statement of overriding considerations setting forth specific reasons in support of the Planning Commission's actions despite the significant environmental impacts which remain. This section also sets forth additional reasons for rejecting as infeasible the Alternatives not incorporated into the Project, as described in Section VI.

Attached to these findings as Exhibit 1 is the Mitigation Monitoring and Reporting Program ("MMRP") for the mitigation measures that have been proposed for adoption for the Bicycle Plan. The Mitigation Monitoring and Reporting Program is required by CEQA Section 21081.6 and *CEQA Guidelines* Section 15091. It provides a table setting forth each mitigation measure listed in the Final EIR ("FEIR") that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

a. Project Description

The San Francisco Bicycle Plan Project would provide for the approval of the 2009 Bicycle Plan and implementation of near-term bicycle route improvement projects (near-term improvements) and minor improvements such as signage and pavement marking changes. It also identifies long-term bicycle route network improvement projects (long-term improvements). The Bicycle Plan includes policy goals, objectives, and actions to support the implementation of these and related changes, at this time and in the future. By enacting these changes, the Preferred Project's overall goal is to increase safe bicycle use; the Bicycle Plan's specific goals are to (1) refine and expand the existing bicycle route network; (2) ensure plentiful, high-quality bicycle parking to complement the bicycle route network; (3) expand bicycle access to transit and bridges; (4) educate the public about bicycle safety; (5) improve bicycle safety through targeted enforcement; (6) promote and encourage safe bicycling; (7) adopt bicycle-friendly practices and policies; and (8) prioritize and increase bicycle funding. The primary Project sponsor is the Municipal Transportation Agency.

Policy Actions

In order to accomplish its goals, the 2009 Bicycle Plan would implement policy actions, near-term improvements, and minor improvements, and consider long-term improvements. The Bicycle Plan also proposes amendments to the *San Francisco General Plan* and *Planning Code*. Each proposed policy; near-term improvement, long-term improvement, and minor improvement is described in Chapter IV, Project Description, and analyzed in Chapter V,

Subsections V.A.2 through V.A.5, pp. V.A.2-1 through V.A.5-30, of the DEIR. Applicable changes to the *General Plan* and *Planning Code* are proposed to reflect the updated Bicycle Plan policies.

Minor Improvements

Minor improvements are treatments that may be implemented as necessary to improve conditions for bicycle use within the City on the bicycle network. They include the following design elements to improve bicycle travel: minor pavement marking and signage changes such as the installation of colored pavement materials or sharrows (shared lane markings) or minor changes to parking and traffic lane configurations; minor changes to intersection traffic signal timing plans; the installation of bicycle boxes at certain intersections; and bicycle parking within the public right-of-way, including bicycle racks on sidewalks meeting certain criteria and on-street bicycle parking. Environmental analysis for the minor improvements is presented in Subsection V.A.4, (p V.A.4-1), of the DEIR.

Long-Term Improvements

Long-term improvements are bicycle route network improvement projects that consist of either major improvements to segments of the existing bicycle route network or are potential future additions of new streets and pathways to the bicycle route network. These proposed long-term improvements include a wide range of potential design features that will improve the overall connectivity and safety of the bicycle route network. Currently, neither a schedule nor specific designs for these projects have been developed.

The anticipated long-term improvements may include, but are not limited to, the following design elements to improve bicycle travel along identified streets: signage changes; pavement marking such as the installation of colored pavement materials and the installation of sharrows; modifications to bus zones and parking configurations such as changes to the location, configuration, and number of metered or unmetered parking spaces and loading zones; changes to the locations and configurations of curbs, sidewalks and medians (including both planted and unplanted), including widening of roadways; reconfiguration of intersections to improve bicycle crossings, including installation of bicycle traffic signals; the installation of traffic calming devices, including designation of bicycle boulevards that prioritize bicycle travel over other transportation modes; installation of bicycle lanes, pathways or other bicycle facilities, including in conjunction with the narrowing or removal of traffic lanes; the removal of parking spaces, and the designation of shared bicycle and transit lanes.

The impacts of these future improvements are evaluated at a program level in this analysis with regard to the Preferred Project footprint (the affected street right-of-way and park land). Once fully developed, these future improvements, individually or collectively, may require further project-level environmental analysis that would consider the potential environmental effects of

these improvements. The program-level analysis for these long-term improvements is presented in Chapter V, Subsection V.A.5, p. V.A.5-1, of the DEIR.

b. Environmental Review

The Planning Department determined that an Environmental Impact Report (“EIR”) was required for the Project and issued a Notice of Preparation and Notice of Public Scoping Meeting on June 5, 2007. The Planning Department held a public scoping meeting on June 26, 2007 and published the initial study for the Bicycle Plan Project on March 15, 2008. The Planning Department published the Draft EIR and provided public notice of the availability of the Draft EIR for public review and comment on November 26, 2008.

On November 26, 2008, a Notice of Completion and copies of the Draft EIR were distributed to the State Clearinghouse. Notices of availability for the Draft EIR of the date and time of the public hearings were posted on the Planning Department’s website on November 26, 2008.

The Planning Commission held a duly noticed public hearing on the Draft EIR on January 8, 2009. At this hearing, opportunity for public comment was given, and public comment was received on the Draft EIR. The Planning Department accepted public comments on the Draft EIR from November 26, 2008 to January 13, 2009. The Department’s Comments and Responses document also responded to comments submitted as late as January 19, 2009.

The Planning Department published the Comments and Responses on the Draft EIR on June 11, 2009. This document includes responses to environmental comments on the Draft EIR made at the public hearing on January 8, 2009 as well as written comments submitted on the Draft EIR from November 26, 2008 to January 13, 2009 and comments submitted after the official close of public comment. The comments and responses document also contains text changes to the Draft EIR made by EIR preparers to correct or clarify information presented in the Draft EIR, including changes to the Draft EIR text made in response to comments.

c. Planning Commission Actions

The Planning Commission is being requested to take the following actions to approve and implement the Preferred Project.

-
- Adopt Revised CEQA findings and a Mitigation Monitoring and Reporting Program.
- Approve and recommend adoption of amendments to the General Plan related to the San Francisco Bicycle Plan, by the Board of Supervisors.
- Approve and recommend to the Board of Supervisors related amendments to the *San Francisco Planning Code*.

d. Location of Records

The record upon which all findings and determinations related to the Project are based includes, but is not limited to, the following:

- The San Francisco Bicycle Plan;
- The EIR and all documents referenced in or relied upon by the EIR;
- All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the proposed approvals and entitlements, the Project, and the alternatives (“Options”) set forth in the EIR;
- All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR, or incorporated into reports presented to the Planning Commission;
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the EIR;
- All applications, letters, testimony and presentations presented to the City by the project sponsor and its consultants in connection with the Project;
- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Project and the EIR;
- For documentary and information purposes, all locally-adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area;
- The MMRP; and
- All other documents comprising the record pursuant to Public Resources Code Section 2116.76(e)

The public hearing transcript, a copy of all letters regarding the Draft EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at the Planning Department, 1650 Mission Street, Suite 400, San Francisco. Linda Avery, Commission Secretary, is the custodian of these documents and materials.

II. Impacts Found Not To Be Significant, Thus Requiring No Mitigation

Finding: Based on substantial evidence in the whole record of this proceeding, the Commission finds that the implementation of the Preferred Project would not result any significant environmental impacts in the following areas: Land Use; Aesthetics; Population and Housing; Parking; Wind and Shadow; Recreation; Utilities and Service Systems; Public Services; Geology and Soils, Hydrology/Water Quality; Hazards/Hazardous Materials; Mineral/Energy Resources; Agricultural Resources. Each of these topics is analyzed and discussed in detail including, but not limited to, in the Initial Study (IS).

III. Findings of Potentially-Significant Impacts that can be Avoided or Reduced to a Less-Than-Significant Level

Finding: The California Environmental Quality Act (CEQA) requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible.

The findings in this Section III and in Section IV concern mitigation measures set forth in the IS and FEIR. These findings discuss mitigation measures as proposed in the IS and FEIR and recommended for adoption by identified parties, including the primary Project sponsor, the MTA Board, which can be implemented by City agencies or departments.

As explained previously, **Exhibit 1**, attached, contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and *CEQA Guidelines* Section 15091. It provides a table setting forth each mitigation measure listed in Chapter V of the EIR that is required to reduce or avoid a significant adverse impact. **Exhibit 1** also specifies the agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

Mitigation Measures as part of Project Approval: The Planning Commission finds that, based on the record before it, the mitigation and improvement measures proposed for adoption in the FEIR are feasible, and that they can and should be carried out by the identified agencies at the designated time. There also are mitigation measures that address those impact areas where the measure may reduce an impact, yet not to a level of insignificance. These impacts would remain significant and unavoidable. Such impacts and the mitigation proposed for adoption that would reduce, but not eliminate these impacts, are discussed in more detail in the following section of these Findings. The record demonstrates that the San Francisco Municipal Transportation Agency, subject to approval from its Board of Directors, has agreed to adopt all mitigation and improvement measures identified in the FEIR. This Planning Commission urges other agencies to adopt and implement applicable mitigation measures set forth in the FEIR that are within the jurisdiction and responsibility of such entities. The Planning Commission acknowledges that if such mitigation measures are not adopted and implemented, the Project may result in additional

significant unavoidable impacts. For this reason, and as discussed in Section VI, the Planning Commission is adopting a Statement of Overriding Considerations as set forth in Section VII.

All mitigation measures identified in the FEIR that would reduce or avoid significant adverse environmental impacts and improvement measures that would lessen environmental impacts which are less-than-significant are proposed for adoption and are set forth in **Exhibit 1**, in the Mitigation Monitoring and Reporting Program.

Initial Study

4. Cultural and Paleontological Resources

1. Impact – Potential disturbance to archeological resources, historic resources, paleontological resources, and human remains

- a) Potentially-Significant Impact

Implementation of the Preferred Project would involve ground disturbance that could result in potential impacts to archeological resources, historic resources, paleontological resources, and human remains.

- b) Mitigation Measure 1: Archaeological Resources: Accidental Discovery and Conclusion

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure 1, which would require the project sponsor to distribute the Planning Department archeological resource “ALERT” sheet to prime contractors. Should any indication of an archeological resource be encountered during any soils disturbing activity of the Project, the project Head Foreman and/or Project Sponsor shall immediately notify an Environmental Review Officer (ERO) and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the Project Sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the Project Sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological

resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

12. Biological Resources

1. Impact – Potential disturbance to biological resources

a) Potentially-Significant Impact

The Preferred Project would not have the potential to degrade the quality of the environment, reduce fish or wildlife habitat, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. Biological resources that could be affected by the Preferred Project would be trees located along streets or sidewalks where improvements would be implemented and any migratory birds nesting in such trees at the time of tree removal. Existing requirements regarding tree removal and California Department of Fish and Game (DFG) regulations with respect to migratory nesting birds would ensure that impacts would be less than significant.

b) Mitigation Measure 3: Biological Resources and Conclusion

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure 3. To implement California Fish and Game Code Section 3503, the Project Sponsor would conduct a field survey 14 to 21 days prior to construction activities that would result in vegetation removal during the breeding season (February 1 through August 31). A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3 to 4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless the California Department of Fish

and Game (and the U.S. Fish and Wildlife Service for migratory birds) authorize otherwise. No surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.

Final EIR

A. Transportation

1. Transportation Impact to passenger loading on the south side of Broadway between Franklin Street and Van Ness Avenue from Project 1-1 under Existing plus Project conditions (Impact TR-P1-1a).

- a) Potentially-Significant Impact

Implementation of Project 1-1, would construct bicycle lanes on Broadway between Polk Street and Webster Street. This would result of the parking lane removal on the south side of Broadway between Franklin Street and Van Ness Avenue, school children loading activities in front of Saint Brigid School could continue to occur in the afternoon (before 4 p.m.), but passenger loading activities would have to be prohibited during the weekday AM peak period (7:00 a.m. to 9:00 a.m.) because of City of San Francisco *Transportation Code* Section 38N which prohibits blocking of a bicycle lane during peak periods. This prohibition would represent a significant impact on passenger loading for the students of Saint Brigid School under Existing plus Project conditions for the AM peak hour as a result of Project 1-1.

- b) Mitigation Measure for the Transportation Impact to passenger loading on the south side of Broadway between Franklin Street and Van Ness Avenue from Project 1-1 under Existing plus Project conditions (Mitigation Measure M-TR-P1-1a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-1a, which would require that an alternative school passenger drop-off location would have to be identified to accommodate passenger loading demand, such as expanding the existing passenger drop-off location along the east side of Franklin Street between Pacific Avenue and Broadway on the west side of the school building. Alternatively, the passenger drop off zone on Broadway could be maintained by eliminating the proposed eastbound bicycle lane between Franklin Street and Van Ness Avenue and having bicyclists share the curb lane with motor vehicles, similar to existing conditions. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.

2. Transportation Impact to passenger loading on the south side of Broadway between Franklin Street and Van Ness Avenue from Project 1-1 under 2025 Cumulative plus Project conditions (Impact TR-P1-1b).

- a) Potentially-Significant Impact

Implementation of Project 1-1 would result in a significant impact to passenger loading for students of Saint Brigid School under 2025 Cumulative plus Project conditions as a result of Project 1-1.

- b) Mitigation Measure for the Transportation Impact to passenger loading on the south side of Broadway between Franklin Street and Van Ness Avenue from Project 1-1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P1-1b) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-1b. Refer to Mitigation Measure 1-1a, above for mitigation of this impact. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.

3. Transportation Impact to passenger loading on the north side of Broadway between Buchanan and Webster Streets from Project 1-1 under Existing plus Project conditions (Impact TR-P1-1c).

- a) Potentially-Significant Impact

Implementation of Project 1-1 would result in the elimination of one westbound travel lane on the north side of Broadway between Buchanan and Webster Streets. School children loading activities in front of Hamlin School would also be prohibited during the weekday AM peak period. This prohibition would represent a significant impact on passenger loading for the students of Hamlin School under Existing plus Project conditions.

- b) Mitigation Measure for the Transportation Impact to passenger loading on the north side of Broadway between Buchanan and Webster Streets from Project 1-1 under Existing plus Project conditions (Mitigation Measure M-TR-P1-1c) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-1c, which will extend the existing passenger loading zone on the north side of Broadway near Webster Street towards the east, all the way to Buchanan Street. The passenger zone

extension would be located to the right of the proposed bicycle lane and would be operational during school arrival and dismissal periods only (typically from 7:00 to 8:30 a.m. and from 2:00 to 3:30 p.m.). This mitigation would reduce or eliminate incidents of double parking related to passenger loading and alleviate any associated congestion. With the implementation of this mitigation measure, the significant impact regarding loading for the students of Hamlin School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.

4. Transportation Impact to passenger loading on the north side of Broadway between Buchanan and Webster Streets from Project 1-1 under 2025 Cumulative plus Project conditions (Impact TR-P1-1d).

- a) Potentially-Significant Impact

Similar to that described above for Significant Impact TR-P1-1c, above, Project 1-1 would result in a significant impact to passenger loading for students of the Hamlin School under 2025 Cumulative plus Project conditions as a result of Project 1-1.

- b) Mitigation Measure for the Transportation Impact to passenger loading on the north side of Broadway between Buchanan and Webster Streets from Project 1-1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P1-1d) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-1d. Refer to Mitigation Measure M-TR-P1-1c, above, for mitigation of this impact. With the implementation of this mitigation measure, the significant impact on loading for the students of Hamlin School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.

5. Transportation Impact to the intersection of Van Ness Avenue and North Point from Project 1-3 under 2025 Cumulative plus Project conditions (Impact TR-P1-3a).

- a) Potentially-Significant Impact

Implementation of Project 1-3, would construct bicycle lanes on North Point Street between The Embarcadero and Van Ness Avenue. This would result in the three-way controlled intersection at Van Ness Avenue/North Point Street would operate at LOS E under 2025 Cumulative plus Project conditions for Project 1-3.

- b) Measure for the Transportation Impact to the intersection of Van Ness Avenue and North Point from Project 1-3 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P1-3a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-3a. Per the California *Manual on Uniform Traffic Control Devices* (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Van Ness/North Point Street intersection. Signalization of the intersection would improve the intersection operations from LOS E to LOS B, and therefore would result in no significant impacts under 2025 Cumulative conditions for Project 1-3.

6. Transportation Impact to Muni line 10 from combined Project 2-1 and Project 2-16 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1o).

- a) Potentially-Significant Impact

Implementation of combined Project 2-1 and Project 2-16 Modified Option 1 would construct bicycle lanes on 2nd Street between King Street and Market Street and would construct bicycle lanes on Townsend Street between 8th Street and The Embarcadero. This would result in Muni bus line 10 experiencing significant delays.

- b) Mitigation Measure for the Transportation Impact to Muni line 10 from combined Project 2-1 and Project 2-16 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1o) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-1o. The implementation of combined Projects 2-1 and 2-16 Modified Option 1 under Existing plus Project conditions would add approximately 863 seconds (14.4 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street, and 2nd Street/Folsom Street intersections (Mitigation Measures M-TR-P2-1c, M-TR-P2-1e, M-TR-P2-1f, M-TR-P2-1g, M-TR-P2-1h, M-TR-P2-1i, and M-TR-P2-1j), approximately 27 seconds of delay southbound and 266 seconds (4.4 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 293 seconds (4.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for combined Projects 2-1 and 2-16 Modified Option 1 under Existing plus Project conditions would be reduced to a less-than-significant level.

7. Transportation Impact to Muni line 10 from Project 2-1 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1s).

a) Potentially-Significant Impact

Project 2-1 Modified Option 1, would construct bicycle lanes on 2nd Street between King Street and Market Street. A significant transit impact to Muni bus line 10 would occur as a result of individual Project 2-1 Modified Option 1 under Existing plus Project conditions

b) Mitigation Measure for the Transportation Impact to Muni line 10 from Project 2-1 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1s) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-1s. The implementation of individual Project 2-1 Modified Option 1 under Existing plus Project conditions would add approximately 845 seconds (14.1 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street, and 2nd Street/Folsom Street intersections (Mitigation Measures M-TR-P2-1c, M-TR-P2-1e, M-TR-P2-1f, M-TR-P2-1g, M-TR-P2-1h, M-TR-P2-1i, and M-TR-P2-1j), approximately 27 seconds of delay southbound and 249 seconds (4.2 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 276 seconds (4.6 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 with Option 1 under Existing plus Project conditions would be reduced to a less-than-significant level.

8. Transportation Impact to Muni line 10 from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1u).

a) Potentially-Significant Impact

A significant transit impact would occur to Muni bus line 10 as a result of individual Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to Muni line 10 from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1u) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-1u. The implementation of individual Project 2-1 Modified Option 1 under 2025 Cumulative plus

Project conditions would add approximately 450 seconds (7.5 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street, and 2nd Street/Folsom Street intersections, delay would be reduced by approximately 170 seconds (2.8 minutes) southbound with approximately 403 seconds (6.7 minutes) of delay added northbound to Muni bus line 10. The total added delay of 233 seconds (3.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.

9. Transportation Impact to commercial freight loading on 2nd Street between Market Street and Bryant Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1aa).

- a) Potentially-Significant Impact

A significant impact on commercial freight loading would occur along 2nd Street between Market and Bryant Streets as a result of Project 2-1 Modified Option 1 under Existing plus Project conditions.

- b) Mitigation Measure for the Transportation Impact to commercial freight loading on 2nd Street between Market Street and Bryant Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1aa) and Conclusion.

No feasible mitigation measures have been identified to mitigate this commercial freight loading impact. Hence, a significant commercial freight loading impact would result along 2nd Street, between Market Street and Bryant Street, with implementation of Project 2-1 Modified Option 1 under Existing plus Project conditions.

10. Transportation Impact to commercial freight loading on 2nd Street between Market Street and Bryant Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1cc).

- a) Potentially-Significant Impact

A significant impact on commercial freight loading would occur along 2nd Street between Market and Bryant Streets as a result of Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions.

- b) Mitigation Measure for the Transportation Impact to commercial freight loading on 2nd Street between Market Street and Bryant Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1cc) and Conclusion.

No feasible mitigation measures have been identified to mitigate this commercial freight loading impact. Hence, a significant commercial freight loading impact would result along 2nd Street, between Market Street and Bryant Street, with implementation of Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions.

11. Transportation Impact to the intersection of 7th Street and Townsend from Project 2-16 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-16c).

- a) Potentially-Significant Impact

Project 2-16 Modified Option 1 would construct bicycle lanes on Townsend Street between 8th Street and The Embarcadero. The 7th Street/Townsend Street intersection would operate at LOS F under Existing plus Project conditions and a significant impact would occur at 7th Street/Townsend Street intersection with the implementation of Project 2-16 Modified Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of 7th Street and Townsend from Project 2-16 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-16c) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-16c. Six seconds of green time shall be added to the eastbound Townsend Street approach and six seconds of green time shall be reduced from the northbound 7th Street approach, to improve the 7th Street/Townsend Street intersection operations from LOS F to LOS D. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level.

12. Transportation Impact to the intersection of 4th Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16g).

- a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the 4th Street/Townsend Street intersection would operate at LOS E and a significant impact would occur at this intersection with the implementation of Project 2-16 Modified Option 1.

- b) Measure for the Transportation Impact to the intersection of 4th Street and Townsend Street from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16g) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-16g. The westbound Townsend Street approach shall be modified from a permitted phase to a protected signal phase. In addition, five seconds of green time shall be added to the westbound Townsend Street approach and five seconds of green time shall be reduced from the southbound 4th Street approach. This would improve the 4th Street/Townsend Street intersection operations from LOS E to LOS D. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level for 2025 Cumulative plus Project conditions.

13. Transportation Impact to the intersection of Masonic Avenue and Fell Street from combined Project 3-1 Option 1 and Project 3-2 Option 1 under Existing plus Project conditions (Impact TR-P3-1a).

- a) Potentially-Significant Impact

Project 3-1 would involve intersection improvements at Fell Street and Masonic Avenue intersection. Project 3-2 would construct bicycle lanes on Masonic Avenue between Fell Street and Geary Boulevard. Implementation of Option 1 of Projects 3-1 and 3-2 combined under Existing plus Project conditions would result in the intersection of Masonic Avenue/Fell Street operating at LOS E.

- b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from combined Project 3-1 Option 1 and Project 3-2 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P3-1a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P3-1a. Four seconds of green time shall be added to the northbound and southbound directions of Masonic Avenue and four seconds of green time shall be reduced from the westbound Fell Street direction. With these adjustments, Masonic Avenue/Fell Street intersection operations would improve to LOS D. Hence, this mitigation measure would reduce impacts from combined Project 3-1 and 3-2 Option 1 to a less-than-significant level under Existing plus Project conditions.

14. Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 2 under Existing plus Project conditions (Impact TR-P3-2f).

a) Potentially-Significant Impact

Project 3-2 would construct bicycle lanes on Masonic Avenue between Fell Street and Geary Boulevard. Under Existing plus Project conditions the Masonic Avenue/Fell Street intersection would operate at LOS E and a significant impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 2

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P3-2f) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P3-2f. Four seconds of green time shall be added to the northbound and southbound Masonic Avenue directions, with a corresponding reduction in green time in the westbound Fell Street direction of four seconds. With these adjustments, the Masonic Avenue/Fell Street intersection operations would improve to LOS D. Hence, this mitigation measure would reduce the project impacts to a less-than-significant level for Project 3-2 with Option 2 under Existing plus Project conditions.

15. Transportation Impact to Muni lines 9, 9X, 9AX and SamTrans 292 from combined Modified Project 5-2 and Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-4f).

a) Potentially-Significant Impact

Implementation of combined Modified Project 5-2 and Project 5-4 Modified Option 2 would install a combination of bicycle lanes and sharrows in both directions on Alemany Boulevard between Bayshore Boulevard and Rousseau Street and would install a combination of bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue. This would result in Muni bus lines 9, 9X, 9AX and SamTrans 292 experiencing significant delays.

- b) Mitigation Measure for the Transportation Impact to Muni lines 9, 9X, 9AX and SamTrans 292 from combined Modified Project 5-2 and Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-4f) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P5-4f. The implementation of Modified Project 5-2 and Project 5-4 Modified Option 2 combined under 2025 Cumulative plus Project Conditions would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4f, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and SamTrans 292 for Modified Project 5-2 and Project 5-4 Modified Option 2 combined under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.

16. Transportation Impact to Muni lines 9, 9X, 9AX and SamTrans 292 from Project 5-4 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-4g).

- a) Potentially-Significant Impact

Implementation of Project 5-4 Modified Option 2 would install a combination of bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue. This would result in Muni bus lines 9, 9X, 9AX and SamTrans 292 experiencing significant delays.

- b) Mitigation Measure for the Transportation Impact to Muni lines 9, 9X, 9AX and SamTrans 292 from Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-4g) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P5-4g. The implementation of Modified Option 2 under 2025 Cumulative plus Project conditions for Project 5-4 only would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4e, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and

SamTrans 292 for Project 5-4 only with Modified Option 2 under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.

B. Air Quality

No significant impacts were identified in relation to air quality.

C. Noise

No significant impacts were identified in relation to noise.

IV. Significant Impacts That Cannot Be Avoided or Reduced to a Less Than Significant Level

Finding: Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that, where feasible, changes or alterations have been required, or incorporated into, the Project to reduce the significant environmental impacts listed below as identified in the FEIR. Based on substantial evidence in the whole record, including the expert opinion of Planning Department staff, the Planning Commission also finds that for some impacts identified in the FEIR, as noted below in this Section IV, no feasible mitigation measure were identified in the FEIR, and those impacts remain significant and unavoidable. The Commission determines that the following significant impacts on the environment, as reflected in the FEIR, are unavoidable, and under Public Resources Code Section 21081(a)(3) and (b), and *CEQA Guidelines* 15091(a)(3), 15092(b)(2)(B), and 15093, the Commission determines that the alternatives are infeasible, as described in Section VI below, but that the impacts are acceptable due to the overriding considerations, which are described in Section VII below. This finding is supported by substantial evidence in the record of this proceeding. Also, as set forth above, the mitigation measures identified in this section and in Exhibit 1, the Mitigation Monitoring and Reporting Program, are adopted as part of the Project even though the impacts will remain significant and unavoidable.

A. Transportation

Program Level

Bicycle Route Network Goals, Objectives and Action Items

17. Predictable indirect Transportation Impacts in the project area from the approval of a policy to implement improvements to streets and paths proposed as near-term improvements (Impact TR-A1.1).

a) Potentially-Significant Impact

Action 1.1 of the Bicycle Plan is to implement improvements to streets and paths identified as proposed near-term bicycle improvement projects and implement minor improvements to other streets and paths on the existing bicycle route network, if feasible. Impact TR-A1.1, the indirect impacts from approval of a policy to implement improvements to streets and paths proposed as near-term improvements, and to implement minor improvements to other streets and paths on the existing bicycle route network, or in the case of bicycle parking, to implement minor improvements within the street right-of-way, would include construction of the aforementioned improvements. The indirect results of this action would, therefore, include all of those environmental impacts identified under the sections of the transportation study for the Bicycle Plan related to the project-level impacts of the near-term improvements and the program-level impacts resulting from implementation of the minor improvements. The results of this analysis are summarized in Subsections V.A.3 and V.A.4 of the Draft EIR. The mitigation measures identified in Subsection V.A.3 of the Draft EIR would lessen some of the impacts that may result from implementation of the near-term improvements. No significant impacts were identified from the minor improvements in Subsection V.A.4 of the Draft EIR. However, there would be some environmental impacts from the near-term improvements that would remain significant and unavoidable as described in Subsection V.A.3 of the Draft EIR.

b) Mitigation Measures for the 60 near-term improvements that would be implemented by the San Francisco Bicycle Plan (M-TR-A1.1) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level with implementation of mitigation measure M-TR-A1.1, which includes all the mitigation measures that would be implemented in association with the 60 near-term projects. These are discussed in greater detail below. Mitigation Measures defined in Subsection V.A.3 of the Draft EIR shall be implemented in association with the 60 near-term improvements proposed and implemented under the Bicycle Plan. As set forth elsewhere herein, some of the impacts would be reduced to a

less-than-significant level within implementation of identified mitigation measures. In other instances, mitigation measures have been identified which would improve conditions, but not reduce impacts to a less than significant level. For those identified significant impacts with respect to traffic, transit, and loading in Subsection V.A.3 of the Draft EIR for which no feasible mitigation measures have been identified, the impacts remain significant and unavoidable.

18. Predictable indirect Transportation Impacts in the project area from the approval of a policy to implement improvements to streets and paths proposed as long-term improvements (Impact TR-A1.2).

- a) Potentially-Significant Impact

Action 1.2 of the Bicycle Plan is to complete the required design and engineering for improvements to streets and paths identified as proposed long-term bicycle improvement projects and implement, if feasible. Predictable indirect impacts from approval of a policy to implement improvements to streets and paths proposed as long-term improvements on the existing bicycle route network as well as additions to the network would include construction of the aforementioned improvements. The indirect results of this action would, therefore, include all of those environmental impacts identified under the sections of the transportation impact study for the Bicycle Plan related to the program-level impacts of the long-term improvements. The results of this analysis are summarized in Subsection V.A.5 of the Draft EIR and include potentially-significant and significant and unavoidable impacts. As has been previously stated, the specific designs for the long-term improvements are unknown at this time. The mitigations measures identified in Subsection V.A.5 of the Draft EIR would lessen some of the impacts that may result from implementation of the long-term improvements. However, there would be some that would remain significant and unavoidable.

- b) Mitigation Measures for the long-term improvements that would be implanted by the San Francisco Bicycle Plan (M-TR-A1.2) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure A1.2, which includes all the mitigation measures that would be implemented in association with the long-term improvements of the Bicycle. These are discussed in greater detail below (M-TR-LT1.1, M-TR-LT1.2, M-TR-LT1.3, M-TR-LT1.4, M-TR-LT2.1, M-TR-LT2.2, M-TR-LT2.3, M-TR-LT2.4, M-TR-LT3.1, and M-TR-LT3.2). Mitigation Measures discussed and defined in Subsection V.A.5 of the Draft EIR shall be implemented in association with long-term improvements proposed and implemented under the Bicycle Plan.

Specific designs for the long-term improvements are unknown at this time. Once specific project designs for the long-term improvements are developed and analyzed for potential environmental impacts with respect to traffic, transit, parking, pedestrian, bicycles and loading, mitigation measures may be identified and implemented. Consequently, the impacts remain potentially significant and unavoidable at this time.

19. Predictable indirect Transportation Impacts in the project area from the collaboration between the SFMTA and other agencies to ensure that San Francisco continues to implement the Transit-First Policy (Impact TR-A1.4).

- a) Potentially-Significant Impact

Action 1.4 of the Bicycle Plan is to work with other City agencies to ensure that San Francisco continues to implement the Transit First Policy. Predictable indirect impacts from the collaboration between the SFMTA and other agencies to ensure that San Francisco continues to implement the Transit-First Policy could include the construction of improvements or implementation of other changes to meet Transit-First Policy goals. The indirect impacts of Action 1.4 would, therefore, include potential impacts identified under the environmental review for all sections of the Bicycle Plan such as those discussed in the analysis of the potential impacts of the near-term improvements, long-term improvements, and minor improvements, as well as impacts that may result from future projects which would be similar to those discussed in this analysis. Physical improvements known at this time are analyzed in Subsections V.A.3, V.A.4, and V.A.5 of the Draft EIR. As discussed in Subsection V.A.4 of the Draft EIR, no significant impacts would result from implementation of the minor improvements. Mitigation measures have been identified in Subsections V.A.3 and V.A.5 of the Draft EIR that would address some of the significant impacts for near-term and long-term improvements. However, there are some impacts that would remain significant and unavoidable, and those are also discussed in the above referenced Subsections.

- b) Mitigation Measures that would be implemented for the San Francisco Bicycle Plan (M-TR-A1.4) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level with implementation of Mitigation Measure A1.4, which includes all the mitigation measures that would be implemented in association with the near-term, long-term, and minor improvements of the Bicycle Plan. These are discussed in greater detail below. The indirect impacts of Action 1.4 could result in the implementation of improvements to support the City's Transit First Policy. Therefore, it would include potential impacts identified under all sections of this environmental review for the Bicycle Plan such as those discussed in the transportation impact analysis

of the potential impacts of the near-term improvements, long-term improvements, and minor improvements as well as impacts that may result from future projects which would be similar to those discussed in this analysis. Physical improvements known at this time are analyzed in Subsections V.A.3, V.A.4, and V.A.5 of the Draft EIR. As discussed in Subsection V.A.4 of the Draft EIR, no significant impacts would result from implementation of the minor improvements. Mitigation measures have been identified in Subsections V.A.3 and V.A.5 of the Draft EIR that would address some of the significant impacts for near-term and long-term improvements. However, there are some impacts that would remain significant and unavoidable and those are also discussed in the above referenced sections.

General Plan Amendments, Environmental Review, and Citywide Coordination Goals, Objectives and Action Items

20. Impacts from the incorporation of the Bicycle Plan into the General Plan, and amendment of sections of the Area Plans relevant to bicycling (Impact TR-A7.1).

a) Potentially-Significant Impact

Action 7.1 of the Bicycle Plan is to acknowledge this Bicycle Plan in the General Plan and amend sections of the General Plan that are relevant to bicycling, including the Transportation Element and relevant Area Plans, according to the goals of this Bicycle Plan. Incorporation of the Bicycle Plan into the *General Plan*, and amendment of sections of the Area Plans relevant to bicycling would accomplish the goals otherwise described in this Bicycle Plan. An indirect result of this action would, therefore, support the construction of improvements or implementation of other changes presented as part of the Bicycle Plan and analyzed in Subsections V.A.3, V.A.4, and V.A.5 of the Draft EIR. Some of these improvements would have a significant impact on the physical environment. The indirect impacts of these actions would include the significant impacts identified for the near-term and long-term improvements in Subsections V.A.3 and V.A.5 of the Draft EIR, including potential worsening of traffic levels-of-service, potential slowing of transit movement in the City, and potential reduction of truck loading spaces. Some of these significant impacts have been determined to be significant and unavoidable.

b) Mitigation Measures that would be implemented for near-term and long-term improvements associated with the San Francisco Bicycle Plan (M-TR-A7.1) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of

mitigation measure M-TR-A7.1 which includes all the mitigation measures that would be implemented in association with the near-term, long-term, and minor improvements of the Bicycle Plan. As described under the mitigation measures M-TR-A1.1 and M-TR-A1.2 above for potential significant impacts TR-A1.2 and TR-A 1.2 resulting from Actions A1.1 and A1.2, Mitigation Measures defined in Subsections V.A.3 and V.A.5 of the Draft EIR shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.1.

21. Impacts from the collaboration between the SFMTA and Planning Department to coordinate updates to the *General Plan* in accord with subsequent updates and amendments to the Bicycle Plan and bicycle route network (Impact TR-A7.3).

- a) Potentially-Significant Impact

Action 7.3 of the Bicycle Plan is to work with the Planning Department to coordinate in making General Plan amendments as subsequent amendments and updates to the Bicycle Plan and bicycle route network occur. Collaboration between the SFMTA and Planning Department to coordinate updates to the *General Plan* in accord with subsequent updates and amendments to the Bicycle Plan and bicycle route network could accomplish the goals otherwise described in this Bicycle Plan. An indirect result of this action may be the construction of improvements or implementation of other changes similar to those presented as part of the Bicycle Plan and analyzed here with respect to potential impacts on traffic, transit, parking, pedestrians, bicycles, and loading in Subsection V.A.3, V.A.4, and V.A.5 of the Draft EIR. Future improvements resulting from Action 7.3 may result in significant impacts on the physical environment similar to those described in the Draft EIR with respect to traffic, transit, and loading for the near-term and long-term improvements in Subsections V.A.3 and V.A.5 of the Draft EIR, including potential worsening of traffic levels-of-service, potential slowing of transit movement in the City, and potential reduction of truck loading spaces. Some of these significant impacts have been determined to be significant and unavoidable. Therefore, there may be indirect significant impacts as a result of Action 7.3.

- b) Mitigation Measures that would be implemented for the San Francisco Bicycle Plan (M-TR-A7.3) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-A7.3, which like includes all the mitigation measures that would be implemented in association with the near-term and long-term improvements of the Bicycle Plan. As described under the mitigation measure M-TR-A1.4 above for potential significant impact TR-A1.4 resulting from Action A1.4, Mitigation Measures

defined in Subsections V.A.3 and V.A.5 of the Draft EIR shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.3.

22. Impacts from the process to develop an Area Plan or update an existing Area Plan to reflect Bicycle Plan policies (Impact TR-A7.4).

a) Potentially-Significant Impact

Action 7.4 of the Bicycle Plan is ensure that all current and proposed Area Plans' objectives and policies on balance are consistent with the goals of the San Francisco Bicycle Plan. Whenever updates or revisions are considered to existing Area Plans, especially those that do not now contain sections on bicycling, these Area Plans should include sections on bicycling consistent with the goals of the Bicycle Plan. The process to develop an Area Plan or update an existing Area Plan to reflect Bicycle Plan policies as appropriate may indirectly result in the construction of bicycle facility improvements or implementation of other changes within an Area. These improvements could result in impacts similar to those summarized in Subsection V.A.3, V.A.4, and V.A.5 of the Draft EIR with respect to potential impacts on traffic, transit, parking, pedestrians, bicycles, and loading. Some of these improvements may have a significant impact on the physical environment. The indirect impacts of these actions would include environmental impacts similar to the identified significant impacts that may result from implementation of the near-term and long-term improvements in Subsections V.A.3, and V.A.5 of the Draft EIR, including potential worsening of traffic levels-of-service, potential slowing of transit movement in the City, and potential reduction of truck loading spaces. Mitigation measures have been identified to address some of these significant impacts. However, there are some for which no feasible mitigation measures have been identified. Therefore, there may be indirect and unavoidable significant impacts as a result of Action 7.4.

b) Mitigation Measures that would be implemented for the San Francisco Bicycle Plan (M-TR-A7.4) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-A7.4, which includes all the mitigation measures that would be implemented in association with the near-term and long-term improvements of the Bicycle Plan. As described under the mitigation measure M-TR-A1.4 for potential indirect impact TR-A1.4 resulting from Action A1.4, Mitigation Measures defined in Subsections V.A.3 and V.A.5 of the Draft EIR shall be implemented in association with improvements proposed and implemented under the Bicycle Plan to address potential indirect impacts

resulting from Action 7.4, which is to develop an Area Plan or update existing Area Plan to reflect Bicycle plan policies.

Bicycle Funding Goals and Objectives

23. Impacts from the collaboration between the SFMTA and other agencies to identify funding to assist in achieving the Bicycle Plan goals and objectives (Impact TR-A8.1).

a) Potentially-Significant Impact

Action 8.1 of the Bicycle Plan is to work with appropriate agencies to identify funding to assist in achieving the goals and objectives set forth in this Bicycle Plan. Collaboration between the SFMTA and other agencies to identify funding to assist in achieving the Bicycle Plan goals and objectives would involve the exchange of information which would have no direct impact on the physical environment. However, success in identifying funding sources would result in implementation of projects to support the Bicycle Plan goals and objectives. This action would, therefore, support the construction of improvements or implementation of other changes presented as part of the Bicycle Plan and analyzed in Subsections V.A.3, V.A.4, and V.A.5 of the Draft EIR; some of these improvements would have a significant impact on the physical environment as identified in the analysis, including potential worsening of traffic levels-of-service, potential slowing of transit movement in the City, and potential reduction of truck loading spaces.

b) Mitigation Measures that would be implemented in association with the near-term and long-term improvements of the San Francisco Bicycle Plan (M-TR-A8.1) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-A8.1. As with M-TR-A1.1 and M-TR-A1.2 discussed above, Mitigation Measure M-TR-A8.1 includes all the near-term and long-term mitigation measures that would be implemented in association with the Bicycle Plan. These mitigation measures will address the potential indirect impacts resulting from Action 8.1.

Project Level

24. Transportation Impact to loading along North Point Street east of Columbus Avenue from Project 1-3 under Existing plus Project conditions (Impact TR-P1-3b).

a) Potentially-Significant Impact

Due to double-parked vehicles and the removal of general travel lanes, a significant loading impact may occur along North Point Street east of Columbus Avenue as a result of Project 1-3 under Existing plus Project conditions, .

- b) Mitigation Measure for the Transportation Impact to loading along North Point Street east of Columbus Avenue from Project 1-3 under Existing plus Project conditions (Mitigation Measure M-TR-P1-3b) and Conclusion.

No feasible mitigation measures have been identified to mitigate this loading impact. Therefore, a significant and unavoidable loading impact may occur along North Point Street east of Columbus Avenue with implementation of Project 1-3 under Existing plus Project conditions.

- 25. Transportation Impact to loading along North Point Street east of Columbus Avenue from Project 1-3 under 2025 Cumulative plus Project conditions (Impact TR-P1-3c).

- a) Potentially-Significant Impact

Due to double-parked vehicles and the removal of general travel lanes, a significant loading impact may occur along North Point Street east of Columbus Avenue as a result of Project 1-3 under 2025 Cumulative plus Project conditions.

- b) Mitigation Measure for the Transportation Impact to loading along North Point Street east of Columbus Avenue from Project 1-3 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P1-3c) and Conclusion.

No feasible mitigation measures have been identified to mitigate this loading impact. Therefore, a significant and unavoidable loading impact may occur along North Point Street east of Columbus Avenue with implementation of Project 1-3 under 2025 Cumulative plus Project conditions.

- 26. Transportation Impact to the intersection of 2nd Street and Bryant Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1a).

- a) Potentially-Significant Impact

The intersection of 2nd Street/Bryant Street would operate at LOS E under Existing plus Project conditions for Project 2-1 Modified Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Bryant Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1a) and Conclusion.

No feasible mitigation measures have been identified for the 2nd Street/Bryant Street intersection under Existing plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of Project 2-1 Modified Option 1.

27. Transportation Impact to the intersection of 2nd Street and Bryant Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1b).

a) Potentially-Significant Impact

The intersection of 2nd Street/Bryant Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Bryant Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1b) and Conclusion.

No feasible mitigation measures have been identified for the 2nd Street/Bryant Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur.

28. Transportation Impact to the intersection of 2nd Street and Harrison Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1c).

a) Potentially-Significant Impact

The intersection of 2nd Street/Harrison Street would operate at LOS E under Existing plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Harrison Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1c) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-1c. It is proposed that five seconds of green time be added to the northbound 2nd Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach. This would improve the intersection operations from LOS F to LOS E. It has been ensured that the minimum green times required for pedestrians to cross the 2nd Street/Harrison Street intersection have been maintained even after the green time adjustments to the signal. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.

29. Transportation Impact to the intersection of 2nd Street and Harrison Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1e).

a) Potentially-Significant Impact

The intersection of 2nd Street/Harrison Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Harrison Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1e) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-1e. It is proposed that five seconds of green time be added to the northbound 2nd Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach, thus improving the 2nd Street/Harrison Street intersection operations and reducing average delay by 50.2 seconds. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.

30. Transportation Impact to the intersection of 2nd Street and Folsom Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1i).

a) Potentially-Significant Impact

The intersection of 2nd Street/Folsom Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Folsom Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1i) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-1i. It is proposed that the southbound 2nd Street approach be modified from a protected phase to a permitted phase with no changes to green time allocation. This would improve the 2nd Street/Folsom Street intersection operations and reduce the average delay. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.

31. Transportation Impact to the intersection of 2nd Street and Howard Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1k).

a) Potentially-Significant Impact

The intersection of 2nd Street/Howard Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Howard Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1k) and Conclusion.

No feasible mitigation measures have been identified for the 2nd Street/Howard Street intersection under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable traffic impact would occur at the 2nd Street/Howard Street intersection with the implementation of Project 2-1 Modified Option 1.

32. Transportation Impact to Muni bus line 10 from combined Project 2-1 Modified Option 1 and Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1q).

a) Potentially-Significant Impact

Muni bus line 10 would experience significant delays as a result of combined Projects 2-1 and 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to Muni bus line 10 from Project 2-1 Modified Option 1 and Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1q) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-1q. The implementation of combined Projects 2-1 and 2-16 Modified Option 1, under 2025 Cumulative plus Project conditions, would add approximately 672 seconds (11.2 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street, and 2nd Street/Folsom Street intersections, (M-TR-P2-1c, M-TR-P2-1e, M-TR-P2-1f, M-TR-P2-1g, M-TR-P2-1h, M-TR-P2-1i; and M-TR-P2-1j) delay would be reduced by approximately 169 seconds (2.8 minutes) southbound with approximately 625 seconds (10.4 minutes) of delay added northbound to Muni bus line 10. The total added delay of 495 seconds (7.6 minutes) would be greater than the transit delay threshold of six minutes. Therefore, a significant

transit impact to Muni bus line 10 would occur resulting from combined Projects 2-1 and 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions.

33. Transportation Impact to the intersection of 5th Street and Bryant Street from Project 2-2 Modified Option 2 under Existing plus Project conditions (Impact TR-P2-2b).

a) Potentially-Significant Impact

Project 2-2 would construct bicycle lanes on 5th Street between Market Street and Townsend Street. The intersection of 5th Street/Bryant Street would operate at LOS F under Existing plus Project conditions for Option 2 of Project 2-2.

b) Mitigation Measure for the Transportation Impact to the intersection of 5th Street and Bryant Street from Project 2-2 Modified Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P2-2b) and Conclusion.

No feasible mitigation measures have been identified for the 5th Street/Bryant Street intersection under Existing plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the 5th Street/Bryant Street intersection with the implementation of Project 2-2 Modified Option 2.

34. Transportation Impact to the intersection of 5th Street and Bryant Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-2d).

a) Potentially-Significant Impact

The intersection of 5th Street/Bryant Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-2 Modified Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of 5th Street and Bryant Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-2d) and Conclusion

No feasible mitigation measures have been identified for the 5th Street/Bryant Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the 5th Street/Bryant Street intersection with the implementation of Project 2-2. Option 2

35. Transportation Impact to the intersection of 5th Street and Howard Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-2e).

a) Potentially-Significant Impact

The intersection of 5th Street/Howard Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-2 Modified Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of 5th Street and Howard Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-2e) and Conclusion

No feasible mitigation measures have been identified for the 5th Street/Howard Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the 5th Street/Howard Street intersection with the implementation of Project 2-2.

36. Transportation Impact to the intersection of 5th Street and Brannan Street for Project 2-2 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-2f).

a) Potentially-Significant Impact

The intersection of 5th Street and Brannan Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-2 Modified Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of 5th Street and Brannan Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-2f) and Conclusion

No feasible mitigation measures have been identified for the 5th Street and Brannan Street intersection from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of Modified Project 2-2 Option 2..

37. Transportation Impact to the intersection of Church Street, Market Street and 14th Street from combined Project 2-3 Option 1 and Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-3b).

a) Potentially-Significant Impact

Project 2-3 would construct bicycle lanes on 14th Street between Dolores Street and Market Street. Project 2-11 would construct bicycle lanes on Market Street between 17th Street and Octavia Boulevard. Implementation of Projects 2-3 and 2-11 combined under

2025 Cumulative plus Project conditions would result in the intersection of Church Street/Market Street/14th Street operating at LOS F.

- b) Mitigation Measure for the Transportation Impact to the intersection of Church Street, Market Street and 14th Street from combined Project 2-3 Option 1 and Project 2-11 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-3b) and Conclusion

No feasible mitigation measures have been identified for the Church Street/Market Street/14th Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of Option 1 of combined Project 2-3 and 2-11.

- 38. Transportation Impact to the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street from combined Project 2-4 and Project 2-6 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-4a).

- a) Potentially-Significant Impact

Combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 would construct bicycle lanes on Sanchez Street from 17th Street to 16th Street, on 17th Street between Church Street and Potrero Avenue, on Potrero Avenue between 17th Street and Division Street, on Kansas Street between 16th Street and 17th Street, and on Division Street between 9th Street and 11th Street. Implementation of combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 under Existing plus Project conditions would result in the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street would operate at LOS E.

- b) Mitigation Measure for the Transportation Impact to the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street from combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P2-4a) and Conclusion

No feasible mitigation measures have been identified for the 10th Street/ Brannan Street/Potrero Avenue/Division Street intersection under Existing plus Project conditions. Hence, a significant impact would occur at the 10th Street/ Brannan Street/Potrero Avenue/ Division Street intersection with the implementation of combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2.

39. Transportation Impact to the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street from combined Project 2-4 and Project 2-6 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-4b).

a) Potentially-Significant Impact

Combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 would construct bicycle lanes on Sanchez Street from 17th Street to 16th Street, on 17th Street between Church Street and Potrero Avenue, on Potrero Avenue between 17th Street and Division Street, on Kansas Street between 16th Street and 17th Street, and on Division Street between 9th Street and 11th Street. Implementation of combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 under 2025 Cumulative plus Project conditions would result in the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street would operate at LOS F.

b) Mitigation Measure for the Transportation Impact to the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street from combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-4b) and Conclusion

No feasible mitigation measures have been identified for the 10th Street/ Brannan Street/Potrero Avenue/Division Street intersection under 2025 Cumulative plus Project conditions. Hence, a significant impact would occur at the 10th Street/ Brannan Street/Potrero Avenue/ Division Street intersection with the implementation of combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2.

40. Transportation Impact to the intersection of Potrero Avenue and 16th Street from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4d).

a) Potentially-Significant Impact

Project 2-4 would construct bicycle lanes on 17th Street between Corbett Avenue and Kansas Street, including connections to the 16th Street BART Station via Hoff Street or Valencia Street and 17th Street to Division Street via Potrero Avenue. Under 2025 Cumulative plus Project conditions for Project 2-4 Option 2, the Potrero Avenue/16th Street intersection would operate at LOS F, and a significant impact would occur at this intersection with the implementation of Project 2-4 Option 2.

- b) Mitigation Measure for the Transportation Impact to the intersection of Potrero Avenue and 16th Street from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-4d) and Conclusion.

No feasible mitigation measures have been identified for the Potrero Avenue/16th Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Potrero Avenue/16th Street intersection with the implementation of Project 2-4 Option 2.

41. Transportation Impact to Muni bus line 9 from Project 2-4 Option 2 and Project 2-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4e).

- a) Potentially-Significant Impact

Project 2-4 would construct bicycle lanes on 17th Street between Corbett Avenue and Kansas Street, including connections to the 16th Street BART Station via Hoff Street or Valencia Street and 17th Street to Division Street via Potrero Avenue. Project 2-6 would construct bicycles lanes on Division Street between 9th Street to 11th Street. Muni bus line 9 would experience significant delays under 2025 Cumulative plus Project conditions for combined Projects 2-4 and 2-6 Option 2.

- b) Mitigation Measure for the Transportation Impact to Muni bus line 9 from Project 2-4 Option 2 and Project 2-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-3e) and Conclusion

No feasible mitigation measures have been identified for delay on Muni bus line 9 for combined Projects 2-4 and 2-6 Option 2 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur for Muni bus line 9 with implementation of combined Projects 2-4 and 2-6 Option 2.

42. Transportation Impact to SamTrans bus line 292 from Project 2-4 Option 2 and Project 2-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4f).-Mitigation Measure for the Transportation Impact to SamTrans bus line 292 from Project 2-4 Option 2 and Project 2-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-3d) and Conclusion

SamTrans bus line 292 would experience significant delays under 2025 Cumulative plus Project conditions for combined Projects 2-4 and 2-6 Option 2.

- a) Mitigation Measure M-TR-P2-4f and Conclusion

No feasible mitigation measures have been identified for delay on SamTrans bus line 292 for combined Projects 2-4 and 2-6 Option 2 under 2025 Cumulative plus Project

conditions. Hence, a significant and unavoidable impact would occur for SamTrans bus line 292 with implementation of Projects 2-4 and 2-6 combined with Option 2.

43. Transportation Impact to Muni bus line 9 from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4g).

a) Potentially-Significant Impact

Muni bus line 9 would experience significant delays under 2025 Cumulative plus Project conditions for individual Project 2-4 Option 2.

b) Mitigation Measure for the Transportation Impact to Muni bus line 9 from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-4g) and Conclusion

No feasible mitigation measures have been identified for delay on Muni bus line 9 for individual Project 2-4 Option 2 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur for Muni bus line 9 with implementation of Project 2-4 Option 2.

44. Transportation Impact to SamTrans bus line 292 from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4h).

a) Potentially-Significant Impact

SamTrans bus line 292 would experience significant delays under 2025 Cumulative plus Project conditions for individual Project 2-4 Option 2.

b) Mitigation Measure for the Transportation Impact to SamTrans bus line 292 from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-4h) and Conclusion.

No feasible mitigation measures have been identified for delay on SamTrans bus line 292 for Project 2-4 Option 2 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur for SamTrans bus line 292 with implementation of individual Project 2-4 Option 2.

45. Transportation Impact to the intersection of Fremont Street and Howard Street from combined Project 2-7 and Project 2-9 under Existing plus Project conditions (Impact TR-P2-7a).

a) Potentially-Significant Impact

Project 2-7 would construct bicycle lanes on Fremont Street between Harrison Street and Howard Street. Project 2-9 would construct bicycles lanes on Howard Street between The Embarcadero and Fremont Street. The intersection of Fremont Street/Howard Street would operate at LOS E under Existing plus Project conditions for combined Projects 2-7 and 2-9.

b) Mitigation Measure for the Transportation Impact to the intersection of Fremont Street and Howard Street from combined Project 2-7 and Project 2-9 under Existing plus Project conditions (Mitigation Measure M-TR-P2-7a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-7a. The cycle length at the Fremont Street/Howard Street intersection shall be increased by 35 seconds, so that the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of combined Projects 2-7 and 2-9 to a less-than-significant level for Existing plus Project conditions.

46. Transportation Impact to the intersection of Fremont Street and Howard Street from combined Project 2-7 and Project 2-9 under 2025 Cumulative plus Project conditions (Impact TR-P2-7b).

a) Potentially-Significant Impact

The intersection of Fremont Street/Howard Street would operate at LOS F under 2025 Cumulative plus Project conditions for combined Projects 2-7 and 2-9.

b) Mitigation Measure for the Transportation Impact to the intersection of Fremont Street and Howard Street from combined Project 2-7 and Project 2-9 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-7b) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level even with implementation of mitigation measure M-TR-P2-7b. The Fremont Street/Howard Street intersection operates at LOS D with 54.9 seconds of delay under Existing plus Project conditions relative to Existing conditions,

with mitigation shown in Mitigation Measure M-TR-P2-7a. This is determined to be a significant impact since it is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. As a consequence, a corresponding LOS deterioration is expected at this intersection for 2025 Cumulative plus Project compared to 2025 Cumulative conditions. Therefore, a significant and unavoidable impact would occur at the Fremont Street/Howard Street intersection.

47. Transportation Impact to the intersection of Fremont Street and Howard Street from Project 2-9 under Existing plus Project conditions (Impact TR-P2-9a).

a) Potentially-Significant Impact

Project 2-9 would construct bicycles lanes on Howard Street between The Embarcadero and Fremont Street. The Fremont Street/Howard Street intersection would operate unsatisfactorily at LOS E under Existing plus Project conditions for Project 2-9.

b) Mitigation Measure for the Transportation Impact to the intersection of Fremont Street and Howard Street from Project 2-9 under Existing plus Project conditions (Mitigation Measure M-TR-P2-9a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level even with implementation of mitigation measure M-TR-P2-9a. It is proposed that the cycle length at the Fremont Street/Howard Street intersection be increased by 35 seconds. With this improvement, the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level for Existing plus Project conditions and the impact would remain significant and unavoidable.

48. Transportation Impact to the intersection of Fremont Street and Howard Street from Project 2-9 under 2025 Cumulative plus Project conditions (Impact TR-P2-9b).

a) Potentially-Significant Impact

The intersection of Fremont Street/Howard Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-9.

- b) Mitigation Measure for the Transportation Impact to the intersection of Fremont Street and Howard Street from Project 2-9 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-9b) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level with implementation of mitigation measure M-TR-P2-9b. It is proposed that lane configuration adjustments be made to the westbound Howard Street direction to improve LOS and reduce the delay at the Fremont Street/Howard Street intersection. The westbound Howard Street approach shall be modified from one through lane and one shared through-right turn lane, into two through lanes and one exclusive right-turn lane. The LOS will remain at level F. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level for 2025 Cumulative plus Project conditions and the impact would remain significant and unavoidable.

49. Transportation Impact to the intersection of Church Street, Market Street, and 14th Street from Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-11b).

- a) Potentially-Significant Impact

Project 2-11 would construct bicycle lanes on Market Street between 17th Street and Octavia Boulevard. The intersection of Church Street/Market Street/14th Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-11 Option 1 for the PM peak hour.

- b) Mitigation Measure for the Transportation Impact to the intersection of Church Street, Market Street, and 14th Street from Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-11b) and Conclusion.

No feasible mitigation measures have been identified for the Church Street/Market Street/14th Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Church Street/Market Street/14th Street intersection with the implementation of Project 2-11 Option 1.

50. Transportation Impact to loading on the north side of Market Street near Noe Street from Project 2-11 Option 1 under Existing plus Project conditions (Impact TR-P2-11c).

- a) Potentially-Significant Impact

A significant impact to loading would result on the north side of Market Street near Noe Street from implementation of Project 2-11 Option 1 under Existing plus Project conditions.

- b) Mitigation Measure for the Transportation Impact to loading on the north side of Market Street near Noe Street under Existing plus Project conditions (Mitigation Measure M-TR-P2-11c) and Conclusion.

No feasible mitigation measures have been identified. Therefore, a significant and unavoidable loading impact would occur on Market Street near Noe Street with implementation of Project 2-11 Option 1 under Existing plus Project conditions.

- 51. Transportation Impact to loading on the north side of Market Street near Noe Street from Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-11d).

- a) Potentially-Significant Impact

A significant impact to loading would result on the north side of Market Street near Noe Street from implementation of Project 2-11 Option 1 under 2025 Cumulative plus Project conditions.

- b) Mitigation Measure for the Transportation Impact to loading on the north side of Market Street near Noe Street from Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-11d) and Conclusion.

No feasible mitigation measures have been identified. Therefore, a significant and unavoidable loading impact would occur on Market Street near Noe Street with implementation of Project 2-11 Option 1 under 2025 Cumulative plus Project conditions.

- 52. Transportation Impact to the intersection of 2nd Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16a).

- a) Potentially-Significant Impact

Project 2-16 would construct bicycle lanes on Townsend Street between 8th Street and The Embarcadero. The 2nd Street/Townsend Street intersection would operate unsatisfactorily at LOS E under 2025 Cumulative plus Project conditions and a significant impact would occur at this intersection with the implementation of Project 2-16 Modified Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16a) and Conclusion.

No feasible mitigation measures have been identified for the 2nd Street/Townsend Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the 2nd Street/Townsend Street intersection with the implementation of Project 2-16 Modified Option 1.

53. Transportation Impact to the intersection of 7th Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16e)

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the 7th Street/Townsend Street intersection would operate at LOS F and, a significant impact would occur at this intersection with the implementation of Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 7th Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16e) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-16e. It is proposed that lane configuration adjustments be made to the eastbound Townsend Street direction to improve LOS and decrease the amount of average delay. However, the LOS would remain at LOS F. Therefore, a significant impact would occur at the 7th Street/Townsend Street intersection with the implementation of Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions.

54. Transportation Impact to Muni bus line 30 from Project 2-16 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-16h).

a) Potentially-Significant Impact

A significant transit impact would occur to Muni bus line 30 under Existing plus Project conditions for Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 30 from Project 2-16 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-16h) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-16h. Feasibility of the following mitigation measures has not yet been determined. There is a range of potential treatments to address the issue at this intersection. One would be repositioning of the bus zone along the south side of Townsend Street. Another treatment would be reconfiguring the approach lanes to the intersection of 4th and Townsend Streets. Finally, installation of discontinuous bicycle lanes at the approach of the 4th Street/Townsend Street intersection could also be

considered. Therefore, a significant transit impact would occur with implementation of Project 2-16 Modified Option 1 under Existing plus Project conditions.

55. Transportation Impact to Muni bus line 45 from Project 2-16 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-16i).

a) Potentially-Significant Impact

A significant transit impact would occur to Muni bus line 45 under Existing plus Project conditions for Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 45 from Project 2-16 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-16i) and Conclusion.

Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant and unavoidable transit impact would occur to Muni bus line 45 under Existing plus Project conditions for Project 2-16 Modified Option 1.

56. Transportation Impact to Muni bus line 30 from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16l).

a) Potentially-Significant Impact

A significant transit impact would occur to Muni bus line 30 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 30 from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16l) and Conclusion.

Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant and unavoidable transit impact would occur to Muni bus line 30 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.

57. Transportation Impact to Muni bus line 45 from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16m).

a) Potentially-Significant Impact

A significant transit impact would occur to Muni bus line 45 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.

- b) Mitigation Measure for the Transportation Impact to Muni bus line 45 from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16m) and Conclusion.

Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant and unavoidable transit impact would occur to Muni bus line 45 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.

- 58. Transportation Impact to the intersection of Masonic Avenue and Fell Street from combined Project 3-1 and Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-1b).

- a) Potentially-Significant Impact

The intersection of Masonic Avenue/Fell Street would operate at LOS E under 2025 Cumulative plus Project conditions for combined Projects 3-1 and 3-2 Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from combined Project 3-1 and Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-1b) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fell Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of combined Projects 3-1 and 3-2 Option 1.

- 59. Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2a).

- a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Turk Street intersection would operate at LOS F in the AM Peak hour and a significant impact would occur at the Masonic Avenue/Turk Street intersection with the implementation of Project 3-2 Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2a) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Turk Street intersection under 2025 Cumulative plus Project conditions for Project 3-2

Option 1. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Turk Street intersection in the AM Peak hour with the implementation of Project 3-2 Option 1.

60. Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P3-2b).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Turk Street intersection would operate at LOS F in the AM Peak hour and a significant impact would occur at this intersection with the implementation of Project 3-2 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2b) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Turk Street intersection under 2025 Cumulative plus Project conditions in the AM peak hour for Project 3-2 Option 2. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Turk Street intersection with the implementation of Project 3-2 Option 2.

61. Transportation Impact to the intersection of Masonic Avenue and Fulton Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2c).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for the AM peak hour the Masonic Avenue/Fulton Street intersection would operate at LOS F and a significant impact would occur at the Masonic Avenue/Fulton Street intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fulton Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2c) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fulton Street intersection under 2025 Cumulative plus Project conditions for the AM Peak hour. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fulton Street intersection with the implementation of Project 3-2 Option 1.

62. Transportation Impact to the intersection of Masonic Avenue and Fulton Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P3-2d).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 2, the Masonic Avenue/Fulton Street intersection would operate at LOS F in the AM Peak hour and a significant impact would occur at the Masonic Avenue/Fulton Street intersection with the implementation of Project 3-2 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fulton Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2d) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fulton Street intersection under 2025 Cumulative plus Project conditions the AM Peak hour. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fulton Street intersection with the implementation of Project 3-2 Option 2.

63. Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 1 under Existing plus Project conditions (Impact TR-P3-2e).

a) Potentially-Significant Impact

Under Existing plus Project conditions the Masonic Avenue/Fell Street intersection would operate at LOS E and a significant impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P3-2e) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fell Street intersection under Existing plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 1.

64. Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2g).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Fell Street intersection would operate at LOS F and a significant impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2g) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fell Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 1 under 2025 Cumulative plus Project conditions.

65. Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P3-2h).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Fell Street intersection would operate at LOS E and a significant impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2h) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fell Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 2.

66. Transportation Impact to the intersection of Masonic Avenue and Geary Boulevard from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2i).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Geary Boulevard intersection would operate at LOS E and a significant impact would occur at the Masonic Avenue/Geary Boulevard intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Geary Boulevard from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2i) and Conclusion.

No feasible mitigation measures have been identified for Option 1 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Geary Boulevard intersection with the implementation of Project 3-2 Option 1.

67. Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2j).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Turk Street intersection would operate at LOS F and a significant impact would occur at the Masonic Avenue/Turk Street intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2j) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P3-2j. It is proposed that ten seconds of green time be added to the northbound Masonic Avenue direction, with a corresponding reduction of green time in the eastbound Turk Street direction of ten seconds, to improve intersection operations to LOS E. However, the Masonic Avenue/Turk Street intersection would continue to operate at an unacceptable LOS; therefore, the traffic impact would remain significant even after this mitigation measure is implemented for Project 3-2 Option 1.

68. Transportation Impact to Muni bus line 43 from combined Project 3-1 and Project 3-2 Option 1 under Existing plus Project conditions (Impact TR-P3-2k).

a) Potentially-Significant Impact

Under Existing plus Project conditions combined Projects 3-1 and 3-2 Option 1 would result in a significant transit impact for Muni bus line 43 in the PM peak hour.

b) Mitigation Measure for the Transportation Impact to Muni bus line 43 from combined Project 3-1 and Project 3-2 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P3-2k) and Conclusion.

No feasible mitigation measures have been identified to reduce the delay on Muni bus line 43 under Existing plus Project conditions for Option 1. Therefore, a significant and unavoidable transit impact would occur to Muni bus line 43 as a result of combined Projects 3-1 and 3-2 Option 1 under Existing plus Project conditions in the PM peak hour.

69. Transportation Impact to Muni bus line 43 from combined Project 3-1 and Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2l).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions, combined Projects 3-1 and 3-2 Option 1 would result in a significant transit impact for Muni bus line 43 in the PM peak hour.

b) Mitigation Measure for the Transportation Impact to Muni bus line 43 from combined Project 3-1 and Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2l) and Conclusion.

No feasible mitigation measures have been identified and a significant and unavoidable transit impact would occur to Muni bus line 43 as a result of combined Projects 3-1 and 3-2 Option 1 under 2025 Cumulative plus Project conditions in the PM peak hour.

70. Transportation Impact to the Muni bus line 43 from Project 3-2 Option 1 under Existing plus Project conditions (Impact TR-P3-2m).

a) Potentially-Significant Impact

Under Existing plus Project conditions individual Project 3-2 Option 1 would result in a significant transit impact for Muni bus line 43 in the PM peak hour.

- b) Mitigation Measure for the Transportation Impact to Muni bus line 43 from Project 3-2 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P3-2m) and Conclusion.

No feasible mitigation measures have been identified for Option 1 under Existing plus Project conditions in the PM peak hour. Therefore, a significant and unavoidable transit impact would occur to Muni bus line 43 as a result of individual Project 3-2 Option 1 under Existing plus Project conditions in the PM peak hour.

- 71. Transportation Impact to the Muni bus line 43 from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2n).

- a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions, individual Project 3-2 Option 1 would result in a significant impact to transit for Muni bus line 43 in the PM peak hour.

- b) Mitigation Measure for the Transportation Impact to Muni bus line 43 from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2n) and Conclusion.

No feasible mitigation measures have been identified and a significant and unavoidable transit impact would occur to Muni bus line 43 as a result of individual Project 3-2 Option 1 under 2025 Cumulative plus Project conditions in the PM peak hour.

- 72. Loading impact on Bayshore Boulevard between Cesar Chavez and Industrial Streets as a result of Project 5-4 Modified Option 2 under Existing plus Project conditions. (Impact TR-P5-4h).

- a) Potentially-Significant Impact

Project 5-4 Modified Option 2 would construct bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue except between Oakdale and Jerrold Avenues, where the existing southbound Class III bicycle route would remain on Jerrold Avenue, Barneveld Avenue, and Loomis Street and the existing northbound Class III bicycle route would be relocated from Bayshore Boulevard to Oakdale Avenue, Loomis Street, Barneveld Avenue and Jerrold Avenue.

Under Existing plus Project conditions Bayshore Boulevard would experience a significant loading impact, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-4 Modified Option 2.

- b) Mitigation Measure for the loading impact on Bayshore Boulevard between Cesar Chavez and Industrial Streets as a result of Project 5-4 Modified Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-4h) and Conclusion.

No feasible mitigation measures have been identified. Therefore, a significant loading impact would occur on Bayshore Boulevard between Cesar Chavez and Industrial Streets with implementation of Project 5-4 Modified Option 2 under Existing plus Project conditions.

- 73. Loading impact on Bayshore Boulevard between Cesar Chavez and Industrial Streets as a result of Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions. (Impact TR-P5-4i).

- a) Potentially-Significant Impact

Project 5-4 Modified Option 2 would construct bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue, except between Oakdale and Jerrold Avenues, where the existing southbound Class III bicycle route would remain on Jerrold Avenue, Barneveld Avenue, and Loomis Street and the existing northbound Class III bicycle route would be relocated from Bayshore Boulevard to Oakdale Avenue, Loomis Street, Barneveld Avenue and Jerrold Avenue. Under 2025 Cumulative plus Project conditions Bayshore Boulevard would experience a significant loading impact, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-4 Modified Option 2.

- b) Mitigation Measure for the loading impact on Bayshore Boulevard between Cesar Chavez and Industrial Streets as a result of Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-4i) and Conclusion.

No feasible mitigation measures have been identified. Therefore, a significant loading impact would occur on Bayshore Boulevard between Cesar Chavez and Industrial Streets with implementation of Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions.

- 74. Transportation Impact to the intersection of Evans Avenue and Cesar Chavez Street from Project 5-5 Option 1 under Existing plus Project conditions (Impact TR-P5-5a).

- a) Potentially-Significant Impact

Project 5-5 would construct bicycle lanes on Cesar Chavez Street between I-280 and US 101 Freeways. Under Existing plus Project conditions the Evans Avenue/Cesar Chavez

Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-5 Option 1

- b) Mitigation Measure for the Transportation Impact to the intersection of Evans Avenue and Cesar Chavez Street from Project 5-5 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-5a) and Conclusion.

No feasible mitigation measures have been identified for the Evans Avenue/Cesar Chavez Street intersection under Existing plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Evans Avenue/Cesar Chavez Street intersection with the implementation of Project 5-5 Option 1 under Existing plus Project conditions.

- 75. Transportation Impact to the intersection of Evans Avenue and Cesar Chavez Street from Project 5-5 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-5b).

- a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Evans Avenue/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-5 Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of Evans Avenue and Cesar Chavez Street from Project 5-5 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-5b) and Conclusion.

No feasible mitigation measures have been identified for the Evans Avenue/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Evans Avenue/Cesar Chavez Street intersection with the implementation of Project 5-5 Option 1 under 2025 Cumulative plus Project conditions.

- 76. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6a).

- a) Potentially-Significant Impact

Project 5-6 would construct bicycle lanes on Cesar Chavez/26th Street between Sanchez Street and US 101. Under 2025 Cumulative plus Project conditions the Mission Street/Cesar Chavez Street intersection would operate at LOS F in the AM Peak hour, and therefore, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6a. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection from LOS F to LOS E. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at the Mission Street/Cesar Chavez Street intersection in the AM Peak hour with the implementation of Project 5-6 Option 1.

77. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6b).

- a) Potentially-Significant Impact

The Mission Street/Cesar Chavez Street intersection would operate unsatisfactorily at LOS E in the AM Peak hour under 2025 Cumulative plus Project conditions for Project 5-6 Option 2. Therefore, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with implementation of Project 5-6 Option 2.

- b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6b) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6b. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at this intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which

feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 2.

78. Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6c).

a) Potentially-Significant Impact

Under Existing plus Project conditions the Guerrero Street/Cesar Chavez Street intersection would operate at LOS F in the AM Peak hour, and therefore, a significant impact may occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6c) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6c Lane configuration adjustments to the westbound direction on Cesar Chavez Street would improve LOS and reduce the delay for this intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound Cesar Chavez Street approach. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

79. Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Impact TR-P5-6d).

a) Potentially-Significant Impact

Under Existing plus Project conditions the Guerrero Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at

the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

- b) Mitigation Measure for the Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6d) and Conclusion.

No feasible mitigation measures have been identified for the Guerrero Street/Cesar Chavez Street intersection under Existing plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

- 80. Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6e).

- a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Guerrero Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6e) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6e. Lane configuration adjustments to the westbound direction of Cesar Chavez Street would improve LOS and reduce the delay at the Guerrero Street/Cesar Chavez Street intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound Cesar Chavez Street approach. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 5-6 Option 1.

81. Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6f).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Guerrero Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6f) and Conclusion.

No feasible mitigation measures have been identified for the Guerrero Street/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

82. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6g).

a) Potentially-Significant Impact

Under Existing plus Project conditions the Mission Street/Cesar Chavez Street intersection would operate unsatisfactorily at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6g) and Conclusion.

No feasible mitigation measures have been identified for the Mission Street/Cesar Chavez Street intersection under Existing plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

83. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Impact TR-P5-6h).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 2 the Mission Street/Cesar Chavez Street intersection would operate unsatisfactorily at LOS E, and therefore, a significant impact may occur at this intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6h) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6h. It is proposed that lane configuration adjustments be made to the eastbound and westbound directions on Cesar Chavez Street, to improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is further proposed that on-street parking be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) along Cesar Chavez Street in the eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from E to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact may occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2. In addition, bicycle lane discontinuity could occur at this location.

84. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6i).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 1, the Mission Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6i) and Conclusion.

No feasible mitigation measures have been identified for the Mission Street/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

- 85. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6j).

- a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 2, the Mission Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 2.

- b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6j) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6j. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) along Cesar Chavez Street in the eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from F to E. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

86. Transportation Impact to the intersection of Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6k).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 1, the South Van Ness Avenue/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact may occur at this intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6k) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6k. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at this intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street which would provide an additional through lane along both approaches. These lane adjustments would decrease the delay and improve LOS from F to D. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

87. Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Impact TR-P5-6l).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 2, the South Van Ness Avenue/Cesar Chavez Street intersection would operate at LOS E, and therefore, a significant impact may occur at the South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

- b) Mitigation Measure for the Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6l) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6l. Lane configuration adjustments to the westbound direction on Cesar Chavez Street would improve LOS and reduce the delay at this intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P 5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) in the westbound direction on Cesar Chavez Street which would provide an additional through lane along this approach. This lane adjustment would decrease the delay and improve LOS from E to D. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at this intersection with the implementation of Project 5-6 Option 2.

88. Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6m).

- a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 1, the Cesar Chavez Street/South Van Ness Avenue intersection would operate at LOS F, and therefore, a significant impact would occur at the South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6m) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6m. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness Avenue intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 of proposed possible Mitigation Measures M-TR-P5-6w in conjunction with proposed

possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street which would provide an additional through lane along both approaches. Nevertheless, this mitigation measure would not reduce Project 5-6 Option 1 impacts to a less-than-significant level.

89. Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6n).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 2, the South Van Ness Avenue/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at the South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6n) and Conclusion.

No feasible mitigation measures have been identified for the South Van Ness Avenue/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

90. Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6o).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 1, the Bryant Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact may occur at this intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6o) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of

mitigation measure M-TR-P5-6o. Lane configuration adjustments to the eastbound direction and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Bryant Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) along Cesar Chavez Street along the eastbound and westbound directions which would provide an additional through lane in both directions. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

91. Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Impact TR-P5-6p).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 2, the Bryant Street/Cesar Chavez Street intersection would operate at LOS E, and therefore, a significant impact would occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6p) and Conclusion.

No feasible mitigation measures have been identified for the Bryant Street/Cesar Chavez Street intersection under Existing plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

92. Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6q).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 1, the Bryant Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 1.

- b) Mitigation Measure for the Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6q) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6q. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at this intersection. It is proposed that on-street parking be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) along Cesar Chavez Street in the eastbound and westbound directions which would provide an additional through lane along both approaches. Nevertheless, this mitigation measure would not reduce the impacts of Project 5-6 Option 1 to a less-than-significant level.

93. Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6r).

- a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 2, the Bryant Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 2.

- b) Mitigation Measure for the Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6r) and Conclusion.

No feasible mitigation measures have been identified for the Bryant Street/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

94. Transportation Impact to Muni bus line 12 from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6s).

- a) Potentially-Significant Impact

Muni bus line 12 would experience significant delays under Existing plus Project conditions for Project 5-6 Option 1.

- b) Mitigation Measure for the Transportation Impact to Muni bus line 12 from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6s) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6r. The implementation of Option 1 under Existing plus Project conditions would add 474 seconds (7.9 minutes) of total delay for Muni bus line 12 westbound. With mitigation as described in proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q above, this delay would be reduced. This would reduce total delay below the transit delay threshold of six minutes. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant transit impact would occur for Muni bus line 12 for Project 5-6 Option 1 under Existing plus Project conditions.

95. Transportation Impact to Muni bus line 27 from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6t).

- a) Potentially-Significant Impact

Muni bus line 27 would experience significant delays under Existing plus Project conditions for Project 5-6 Option 1.

- b) Mitigation Measure for the Transportation Impact to Muni bus line 27 from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6t) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6t. The implementation of Option 1 under Existing plus Project conditions would add 867 seconds (14.5 minutes) of total delay for Muni bus line 27. With mitigation as described in proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q above, delay in the westbound direction would be reduced. Total transit delay would be below the transit delay threshold of six minutes. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur to Muni bus line 27 for Project 5-6 Option 1 under Existing plus Project conditions.

96. Transportation Impact to Muni bus line 12 from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6u).

a) Potentially-Significant Impact

Muni bus line 12 would experience significant delays under 2025 Cumulative plus Project conditions for Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 12 from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6u) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6u. The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 1,487 seconds (24.7 minutes) of total delay for Muni bus line 12 westbound. With mitigation as described in proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q above, this delay would not change. Therefore, a significant transit impact to Muni bus line 12 would occur with implementation of Project 5-6 Option 1 under 2025 Cumulative plus Project conditions.

97. Transportation Impact to Muni bus line 27 from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6v).

a) Potentially-Significant Impact

Muni bus line 27 would experience significant delays under 2025 Cumulative plus Project conditions for Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 27 from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6v) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6v. The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 1,487 seconds (24.7 minutes) of total delay for Muni bus line 12 westbound. With mitigation as described in proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k,

M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q above, this delay would not change. Therefore, a significant transit impact to Muni bus line 12 would occur with implementation of Project 5-6 Option 1 under 2025 Cumulative plus Project conditions.

98. Transportation Impact to the four intersections along Cesar Chavez for the segment between Bryant and Guerrero Streets analyzed under Project 5-6 Option 1 or Option 2 (Impact TR-P5-6w).

a) Potentially-Significant Impact

Intersections along Cesar Chavez for the segment between Hampshire and Guerrero Streets analyzed under Project 5-6 Option 1 or Option 2 would operate at unsatisfactory level of service, therefore, a significant impact would occur at these intersections with the implementation of Project 5-6 Option 1 or Option 2.

b) Mitigation Measure for the Transportation Impact to the four intersections along Cesar Chavez for the segment between Bryant and Guerrero Streets analyzed under Project 5-6 Option 1 or Option 2 (Mitigation Measure M-TR-P5-6w) and Conclusion.

As referenced in the above Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q, the traffic analysis conducted for Project 5-6 included four study intersections along Cesar Chavez for the segment between Bryant and Guerrero Streets. Analysis indicates that if the lane configurations corresponding to the No Project conditions can be provided, some impacts will be mitigated at these intersections. The following two options are part of proposed possible mitigation measures, for which feasibility has not yet been determined, to reinstate the lane configuration under No Project conditions.

- Option 1

Removal of parking – For the four study intersections analyzed, approximately 100 spaces would need to be removed on Cesar Chavez Street to mitigate the impacts at these locations. However, additional parking spaces may need to be removed to reduce impacts along the entire corridor.

- Option 2

Implementing a discontinuous bicycle lane –The consultant recommends the bicycle lane be discontinued at selected intersection approaches along Cesar Chavez Street. This option may reduce the number of parking spaces that need to be removed on Cesar Chavez Street compared to Option 1.

99. Transportation Impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue from Project 5-13 Option 1 under Existing plus Project conditions (Impact TR-P5-13a).

a) Potentially-Significant Impact

Project 5-13 would construct bicycle lanes on San Bruno Avenue between Paul Avenue and Silver Avenue. Project 5-13 would result in a significant impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue with implementation of Option 1 under Existing plus Project conditions.

b) Mitigation Measure for the Transportation Impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue from Project 5-13 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-13a) and Conclusion

No feasible mitigation measures have been identified for Option 1. Hence, a significant and unavoidable loading impact would occur on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue with the implementation of Project 5-13 Option 1 under Existing plus Project conditions.

100. Transportation Impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue from Project 5-13 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-13c).

a) Potentially-Significant Impact

Project 5-13 would result in a significant impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue with implementation of Option 1 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue from Project 5-13 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-13c) and Conclusion

No feasible mitigation measures have been identified for Option 1. Hence, a significant and unavoidable loading impact would occur on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue with the implementation of Project 5-13 with Option 1 under 2025 Cumulative plus Project conditions.

101. Transportation Impact to Muni line 48 from Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P6-5j).

a) Potentially-Significant Impact

Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 would result in a significant impact to Muni line 48 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to Muni line 48 from Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P6-5j) and Conclusion

No feasible mitigation measure was identified and therefore the impact on Muni bus line 48 under 2025 Cumulative plus Project conditions would remain significant.

102. Transportation Impact to Muni line 52 from Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P6-5k).

a) Potentially-Significant Impact

Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 would result in a significant impact to Muni line 52 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to Muni line 52 from Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P6-5k) and Conclusion

No feasible mitigation measure was identified and therefore the impact on Muni bus line 52 under 2025 Cumulative plus Project conditions would remain significant.

Transportation Impacts of Minor Improvements

No significant impacts were identified in relation to Minor Improvements.

Transportation Impacts of Long-Term Improvements

103. Long-term Transportation Impact to roadway capacity and traffic delays from the implementation of long-term improvements (Impact TR-LT1).

a) Potentially-Significant Impact

Both individually, and in a cumulative scenario, the implementation of long-term improvements could result in a reduction in roadway capacity and increased traffic

delays. Reduction in the number of travel lanes could subject vehicles, including transit using the affected roadways, to increased congestion and delays.

b) Mitigation Measures for the Long-term Transportation Impact to roadway capacity and traffic delays from the implementation of long-term improvements (Mitigation Measures; M-TR-LT1.1, M-TR-LT1.2, M-TR-LT1.3, M-TR-LT1.4, and M-TR-LT1.5) and Conclusion

Measures that could potentially reduce significant traffic impacts to less-than-significant levels include:

- M-TR-LT1.1: Unsignalized intersections may be signalized, as appropriate.
- M-TR-LT1.2: Changes may be made to signal timing (including redistributing green time from one phase to another, lengthening of signal cycle times, changing permitted movements to protected movements, signal coordination/progression), as appropriate.
- M-TR-LT1.3: Changes may be made to roadway geometry (e.g., changing shared lanes to exclusive turn lanes, providing exclusive right-turn or left-turn pockets), as appropriate.
- M-TR-LT1.4: Floating bicycle lanes may be implemented, where on-street parking is restricted during peak periods, to provide for additional vehicular capacity, as appropriate.
- M-TR-LT1.5: Parking may be eliminated to provide for additional vehicular capacity, as appropriate.

In some instances, where either existing or projected cumulative conditions at intersections operate at LOS E or LOS F conditions, mitigation measures would not be available, and in these cases traffic impacts would remain significant and unavoidable.

104. Long-term Transportation Impact to transit delays from the implementation of long-term improvements (Impact TR-LT2).

a) Potentially-Significant Impact

Both individually, and in a cumulative scenario, the implementation of long-term improvements may cause transit to experience increased travel time on streets where these improvements reduce capacity of roadways and result in significant increases in delay. Buses may experience increased difficulty pulling into and out of curb bus stops due to reconfiguration of bus stops to accommodate bicycle lanes.

b) Mitigation Measures for the Long-term Transportation Impact to transit delays from the implementation of long-term improvements (Mitigation Measures; M-TR-LT2.1, M-TR-LT2.2, M-TR-LT2.3, and M-TR-LT2.4) and Conclusion

Potential mitigation measures that could reduce significant transit impacts to less-than-significant levels include:

- M-TR-LT2.1: Signal pre-emption or other transit priority techniques may be applied to reduce overall transit travel times, as appropriate.
- M-TR-LT2.2: Bicycle proposals may be modified to create discontinuities in bicycle treatment to avoid transit delays, as appropriate.
- M-TR-LT2.3: Bus stops may be reconfigured to facilitate bus operations, as appropriate.
- M-TR-LT2.4: Parking may be eliminated to substitute for lane removal and/or increase roadway capacity, as appropriate.

In some instances, where either existing or projected cumulative conditions at intersections operate at LOS E or LOS F conditions, feasible mitigation measures would not be available, and transit impacts would remain significant and unavoidable.

105. Long-term Transportation Impact to loading from the implementation of long-term improvements (Impact TR-LT3).

a) Potentially-Significant Impact

Both individually, and in a cumulative scenario, the implementation of long-term improvements may result in elimination of curb space currently dedicated to yellow commercial vehicle freight loading zones, or active passenger loading/unloading zones.

b) Mitigation Measures for the Long-term Transportation Impact to loading from the implementation of long-term improvements (Mitigation Measures; M-TR-LT3.1, and M-TR-LT3.2) and Conclusion

The following mitigation measures could reduce significant loading impacts to less-than-significant levels.

- M-TR-LT3.1: Where feasible and required to respond to loading zone impacts, on-street parking layouts shall be modified to accommodate additional yellow commercial freight loading zones.
- M-TR-LT3.2: Traffic management strategies shall be developed and implemented, where feasible, to accommodate short-term passenger loading/unloading activities.

In some locations, feasible mitigation measures would not be available, and loading impacts would remain significant and unavoidable.

V. Why Subsequent Environmental Analysis or Recirculation is not Required

Finding: For the reasons set forth below and elsewhere in the Administrative Record, none of the factors are present which would necessitate recirculation of the Final EIR under CEQA Guideline Section 15088.5 or the preparation of a subsequent or supplemental EIR under CEQA Guideline Section 15162. The Comments and Responses document thoroughly addressed all public comments that the Planning Department received on the Draft EIR. In response to these comments, the Department added new and clarifying text to the EIR and modified some mitigation measures. In addition, since publication of the Draft EIR, the staff, in response to public comments and additional staff evaluation of the San Francisco Bicycle Plan proposal, made modifications to a number of projects covered in the Bicycle Plan in order to avoid or alleviate specific concerns raised by the public and City departments.

The Comments and Responses document, which is incorporated herein by reference, analyzed all of these changes, including the Preferred Project, discussed in greater detail in Section A below, and determined that these changes did not constitute new information of significance that would add new significant environmental effects, or substantially increase the severity of effects identified in the Final EIR. Further, additional changes to the Preferred Project have been incorporated into the project after publication of the Comments and Responses document. These changes have been addressed orally by staff or in staff reports, which statements and reports are incorporated herein by reference and based on this information, the Planning Department has determined that these additional changes do not constitute new information of significance that would alter any of the conclusions of the EIR.

Based on the information set forth above and other substantial evidence in light of the whole record on the Final EIR, the Commission determines that the Preferred Project, is within the scope of project analyzed in the Final EIR; (2) approval of Preferred Project will not require important revisions to the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (3) taking into account the Preferred Project and other changes analyzed in the Final EIR, no substantial changes have occurred with respect to the circumstances under which the Project are undertaken which would require major revisions to the Final EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final EIR; and (4) no new information of substantial importance to the Project has become available which would indicate (a) the Preferred Project or the approval actions will have significant effects not discussed in the Final EIR; (b) significant environmental effects will be substantially more severe; (c) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or

alternatives which are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment. Consequently, there is no need to recirculate the Final EIR under CEQA Guideline 15088.5 or to prepare a subsequent or supplemental EIR under CEQA Guideline Section 15162.

VI. Evaluation of Project Alternatives

This Section describes the EIR alternatives (“EIR Options”) and the reasons for finding the Alternatives infeasible and rejecting them as required by Public Resources Code section 21081(a)(3) and *CEQA Guidelines* section 15091(a)(3). This Section also outlines the Preferred Project’s purposes and provides the rationale for selecting alternatives or rejecting alternatives as infeasible, describes the Preferred Project alternative components analyzed in the EIR, and identifies the environmentally superior alternative, where appropriate for the near-term projects.

CEQA mandates that an EIR evaluate a reasonable range of alternatives to the project, which would “feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen effects of the project, and evaluate the comparative merits of the project.” (*CEQA Guidelines*, Section 15126.6(a)).

CEQA requires that every EIR evaluate a “No Project” alternative as part of the range of alternatives analyzed in the EIR. The San Francisco Bicycle Plan EIR’s No Project analysis was prepared in accordance with *CEQA Guidelines* Sections 15126.6(e)(3)(A) and (C).

Alternatives provide a basis of comparison to the Preferred Project in terms of beneficial, significant, and unavoidable impacts and ability to achieve project objectives. This comparative analysis is used to consider reasonable feasible options for minimizing environmental consequences of the Preferred Project.

The Alternatives listed below and rejected are rejected as infeasible based upon substantial evidence in the record, including evidence of economic, legal, social, technological, and other considerations described in this Section, and for the reasons described in Section VII below, which is incorporated herein by reference.

Reasons for Selection of the Preferred Project - Alternatives Rejected as Infeasible and Reasons for Rejection as Infeasible - Environmentally Superior Alternative

As described above and in this section, the Preferred Project constitutes adoption of the 2009 Bicycle Plan, related amendments to the General Plan and Planning Code, approval of 60 near-term projects of which 55 have preferred options, authorization to implement minor improvements on the bicycle network, identification of 24 long-term projects, and related actions. This Preferred Project encompasses Program-level Alternative A, as identified in the

Draft EIR on pages VII – 12-14, which constitutes the minor and long-term improvements as described above.

As stated in Section 15126.6 (a) of the *CEQA Guidelines*, “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” These are presented in Section VII of the DEIR. In regard to alternatives, the Draft EIR states: “[u]nlike most EIRs, this EIR contains no separate chapter analyzing alternatives to the proposed project. This is because this EIR does not analyze a preferred project. Instead, for many of the near-term improvements, this EIR evaluates two options as well as a future No-Project scenario (i.e., year 2025 Cumulative conditions, assuming that none of the bicycle facility options is adopted), at an equal level of detail, as EIR alternatives.” The Draft EIR further states: “Because the Bicycle Plan Project includes both project-level and program-level elements, this discussion of Alternatives focuses on a comparison of two project-level alternatives, as well as a comparison of two program-level alternatives The project-level and program-level alternatives can be paired up with each other in a variety of combinations. In addition, other alternatives would result by combining different near-term improvement options as well as different optional designs within the near-term improvements that offer multiple segment options.”

Rejection as Infeasible of the No Project Alternative

The No Project Alternative assumes that no City agency, board, commission, or department would take any action to adopt and/or implement the Preferred Project or any part of the Preferred Project. This No Project Alternative is rejected as infeasible for the reasons set forth in this section. The No Project Alternative would not be desirable nor meet the Preferred Project objectives. The No Project Alternative would not satisfy Bicycle Plan Project’s overall goal to increase safe bicycle use nor would it meet the Bicycle Plan’s specific goals. The No Project Alternative would fail to meet the objectives set forth in San Francisco’s Transit First Policy (San Francisco Charter, Section 8A.115), the Regional Transportation Plan, and the SFMTA Climate Action Plan, among other Plans.

The No Project Alternative would not implement any new bicycle facilities, would not build or maintain bicycle pathways beyond current levels, and would not implement new bicycle safety programs beyond current levels. Therefore, the No Project Alternative would fail to increase bicycle safety and ridership on San Francisco streets because studies have linked bicycle safety to education and to the existence of a defined space on the roadway, either through striped bicycle

lanes or shared lane markings, which make a bicyclist's behavior more predictable to motorists and positions bicyclists outside of the door zone of parked cars.

The No Project Alternative would fail to close gaps in the existing bicycle route network, which surveys have shown is a major impediment to additional increases in bicycle mode share in San Francisco. Studies show a significant increase in the number of people making regular bicycle trips in San Francisco, while recent surveys also reveal that an even greater number would make bicycle trips if there were more bicycle lanes and sharrows on the roadways. Furthermore, the City would not benefit from any potential air quality improvements that could result from an increase in bicycle mode share.

The No Project Alternative would not guarantee the maintenance of roadway capacities and transit service at their current levels. With San Francisco's continued growth as an employment center, and population growth over time, new vehicles would be added to the City's roadways and if alternative commute modes are not enhanced to help serve the City's transportation needs, or a plan for such alternative modes is not undertaken (bicycling, or other new transit service), these future trips would continue to be distributed among personal vehicles, bicycles, pedestrian travel, and transit in much the same proportions as is currently the case. By the year 2025 for the No Project Alternative, city intersection levels-of-service (LOS) would worsen at more than two thirds of the intersections studied for this Bicycle Plan Project analysis, and only a little more than one third of the total intersections studied would remain at LOS D or better.

For the foregoing reasons as well as the other economic, legal, social, technological, and other considerations set forth in Section VII (Statement of Overriding Considerations), which are incorporated as though fully set forth herein, the No-Project alternative is hereby rejected and found infeasible.

Rejection of Project-Level Alternatives A and B and Program-Level Alternative B as Infeasible

Project-Level Alternative A would include adoption of the Bicycle Plan along with all near-term improvement projects Option 2 (or Option 1 if there is only one option) as these produce fewer identified significant environmental impacts, and therefore Project-Level Alternative A is the Environmentally Superior Alternative as between Project-Level Alternatives A and B.

Project-Level Alternative A assumes that the Bicycle Plan options would be selected solely on the basis of the number of potential impacts the given option could have on the physical environment in the area of the improvements (identified as "Cluster Areas" in this EIR). However, the number of environmental impacts is not necessarily indicative of the project

alternative's full effect. A project alternative could, potentially, have fewer identified impacts than another alternative, but these impacts could have a greater negative effect on City residents, or could contradict City programs and goals to a greater extent, than a scenario with apparently more impacts. This alternative does not attempt to define the value or importance of each impact, or to rank the impacts in order of absolute importance to local residents or the City of San Francisco.

The comparison of impacts resulting from Project-level Alternative A and Project-level Alternative B counts impacts resulting from Existing plus Project Conditions separately from those resulting from 2025 Cumulative plus Project Conditions.

For Project-Level Alternative A there would be: 17 significant and unavoidable traffic impacts at 10 different intersections in Cluster 2; three significant and unavoidable traffic impacts at as many different intersections in Cluster 3; and 10 significant and unavoidable traffic impacts at four different intersections in Cluster 5. There also would be significant and unavoidable transit impacts to four Muni and one SamTrans bus lines, all in Cluster 2. Furthermore there would be: two significant and unavoidable loading impacts in Cluster 1, four significant and unavoidable loading impacts in Cluster 2, and four significant and unavoidable loading impacts in Cluster 5.

Project-Level Alternatives B would include adoption of the Bicycle Plan along with all near-term improvement projects Option 1 as these may result in more identified significant environmental impacts than Alternative A. However, as noted above, the additional impacts related to a project do not necessarily mean that the impacts would result in a greater magnitude of effect on the quality of life or overall transportation network functioning in the City of San Francisco.

For Project-Level Alternative B there would be: 21 significant and unavoidable traffic impacts at 10 different intersections in Cluster 2; seven significant and unavoidable traffic impacts at four different intersections in Cluster 3; 16 significant and unavoidable traffic impacts at as many different intersections in Cluster 5; and 13 significant and unavoidable traffic impacts at two different intersections in Cluster 6. There also would be significant and unavoidable transit impacts to: three Muni bus lines in Cluster 2; one Muni bus line in Cluster 3; two Muni bus lines in Cluster 5; and two Muni bus lines in Cluster 6. Furthermore, there would be: two significant and unavoidable loading impacts in Cluster 1, six significant and unavoidable loading impacts in Cluster 2, and two significant and unavoidable loading impacts in Cluster 5.

Although Project-Level Alternatives A and B would accomplish the Bicycle Plan Project goals, they would not benefit from the project refinements and modifications made by SFMTA to improve upon the project options that were originally analyzed in the DEIR, since some of the

refinements are based on Option 1, and some are based on Option 2, of the near-term improvement projects. In several instances, these refinements would avoid or substantially lessen some of the significant effects of the project. And by refining many of the near-term projects SFMTA further expanded the range of alternatives to give decision-makers a wider array of alternatives from which to select. The Preferred Project includes a combination of some Option 1 projects, some Modified Option 1 projects, some Option 2 projects, and some Modified Option 2 projects (with different options selected for different clusters). In contrast, as stated above, Project-Level Alternative A only includes Option 2 projects and Project-Level Alternative B only includes Option 1 projects. By limiting the options available in this way, Project-Level Alternatives A and B do not improve bicycle network functioning and safety as would be accomplished by the Preferred Project, and do not allow the decision-makers to have the flexibility to respond to the individual, site specific public, stakeholder and City agency considerations incorporated into the Preferred Project. For these reasons, and for the reasons set forth below rejecting the individual alternative designs not chosen for the Preferred Project, project-Level Alternatives A and B are rejected as infeasible.

Program-Level Alternative B would limit the program-level actions to activities involved in locating, placing, and maintaining sharrows to the streets or areas identified for long-term improvements to complete the bicycle route network. This alternative would have no significant and unavoidable impacts, and therefore it is the Environmentally Superior Alternative as between Program-Level Alternatives A and B. In order to attract the greatest number of riders, a bicycle network must include a combination of bicycle facilities that takes all skill-levels of bicyclists and all potential uses (e.g., commute, recreation, and shopping) into account. Sharrows, in and of themselves, are not as likely to attract novice or even intermediate-level bicyclists, whom surveys have shown prefer the comfort and security of bicycle lanes and paths. This is particularly the case in an urban environment like San Francisco where all available transportation modes occur within a very limited right-of-way. Bicycle lanes and paths provide a greater level of comfort and security for bicyclists, which translates into increased mode share and the aforementioned concomitant benefits thereof. Thus, in contrast to Program-level Alternative B, Program-level Alternative A, which is part of the Preferred Project and includes minor improvements on the Bicycle Network and long-term improvements, would be more successful in promoting this and other goals of the 2009 Bicycle Plan.

For the foregoing reasons as well as other economic, legal, social, technological, and other considerations set forth in Section VII (Statement of Overriding Considerations), which is incorporated herein by reference, Project-Level Alternatives A and B and Program-Level

Alternative B are hereby rejected as infeasible. Program-level Alternative A is retained as part of the Preferred Project.

Near-term Improvements – Rejection of Options/Alternatives as Infeasible and Reasons for Selection of the Preferred Alternative Design Option

The near-term improvements are bicycle route network improvement projects that will address gaps and deficiencies within the existing bicycle route network. These near-term improvements include bicycle projects that were originally listed as priority projects in the April 2005 draft Network Improvement Document (NID); projects that were already funded, but not implemented prior to the Superior Court of California ruling that prevented implementation; and projects that have been designed subsequently. There are 60 near-term improvements with complete and specific project designs.

The proposed near-term improvements consist of design elements intended to enhance safety and improve bicycle travel in the City. These elements vary from simple improvements such as pavement markings, including sharrows, to more complex treatments, like the installation of bicycle lanes, pathways or other bicycle facilities. Some of these treatments may be implemented in conjunction with the removal or narrowing of traffic lanes. For most of the specific near-term improvements, more than one design option has been developed for consideration by decision makers. The design options chosen for analysis for each project represent a range in terms of resulting environmental effects. As such, these options now constitute a suite of design elements from which decision-makers may choose in order to address the network deficiencies at a specific location. With certification of the Bicycle Plan Project EIR, no further environmental analysis would be required to implement any such design element that is within the range of design elements studied as part of this environmental review process.

Written project descriptions for each of the 60 near-term improvements are included in the Project Description section of the DEIR and project drawings showing existing and proposed road configurations are provided in Appendix B of the DEIR. The project-level analysis of potential environmental effects is included in Chapter V, Section V.A.3, p. V.A.3-1 of the DEIR. Additional project refinements have been presented and analyzed in the Comments and Response Document (C&R). Please see Section D, staff-initiated changes, as well as Appendix F, for revised project drawings in the C&R document. The implementation of these design-ready projects will close network gaps and improve safety and cyclists' experience, thereby increasing bicycle ridership to meet the overall goal of the Bicycle Plan.

This EIR provides project-level CEQA review for specific near-term bicycle route network improvement projects (“near-term projects”). These near-term projects are evaluated as part of the Preferred Project. The EIR concluded that the Project, and more specifically the near-term projects, will have various significant unmitigated environmental impacts, primarily to traffic and transit. Alternatives are thus presented and discussed below. The Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the EIR and in the record. The EIR reflects the Planning Commission's independent judgment. In approving those components of the Preferred Project within its jurisdiction, the Planning Commission has carefully considered the attributes and the environmental effects of the Preferred Project and the scenarios discussed in the EIR. This consideration, along with reports from City staff, public testimony, and community workshops has resulted in the Preferred Project. The Commission finds that the Preferred Project provides the best balance between satisfaction of the project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the EIR. A statement of overriding considerations is found in Section VII and adopted.

After consultation with the public, City staff, and other stakeholders, the Municipal Transportation Agency (MTA) staff selected preferred near-term project alternatives (individually and collectively referred to as "Preferred Alternative") that are identified below as each one promotes the greatest achievement of all of the Bicycle Plan goals and provides other benefits, which would not be attained to the same extent by any of the other EIR alternatives/design options which are thus rejected as infeasible for the reasons stated herein and in Section VII (Statement of Overriding Considerations), which is hereby incorporated by reference. Each Preferred Alternative achieves the Project's goals in the way(s) discussed. In some cases as specified below, the MTA has not identified a Preferred Alternative, but has elected to retain the analyzed options as part of the overall Project for further planning. Further, for the reasons stated above under *“Rejection as Infeasible of the No Project Alternative,”* the No Project Alternative is specifically rejected as infeasible for each of the near-term projects listed below for the legal, social, technological, and other considerations stated above and in Section VII (Statement of Overriding Considerations) which is incorporated by reference.

Project 1-1 Broadway Bicycle Lanes, Polk Street to Webster Street

The DEIR analyzed only a single option for Project 1-1, Option 1. However, SFMTA, while approving Option 1 as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of that option at this time. Instead, it will continue to work with

the public, stakeholders, and City agencies on the planning effort for this project. Consequently, there is no preferred project at this location.

Option 1 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Broadway corridor, an existing major east-west bicycle route that provides a connection between the Chinatown and Russian Hill neighborhoods, as well as a connection to existing bicycle facilities on Webster, Polk, and Taylor Streets. Option 1 also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The No Project Alternative, which is associated with fewer impacts, is the Environmentally Superior Alternative, but as stated above, the No Project alternative is rejected as infeasible for the reasons noted above. However, SFMTA is making no decision to select a preferred project at this location at this time pending further public, stakeholder and City agency input and planning, so it is retaining Option 1 as part of the project approval of the Bicycle Plan.

Project 1-2 Broadway Tunnel Signage Improvements

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 1-2 would install sharrows in the Broadway tunnel and on Broadway frontage road, and install warning and way-finding signage at the approaches to the tunnel.

The Preferred Alternative for Project 1-2 would promote and encourage safe bicycling in and around the Broadway Tunnel, would fill the gap in the existing bicycle route network on Broadway and would expand the existing bicycle route network by installing sharrows on Broadway and warning and way-finding signage. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Project 1-2 does not create any significant environmental impacts. The Preferred Alternative would improve the current interactions between buses and bicyclists, and could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 1-3 North Point Street Bicycle Lanes, The Embarcadero to Van Ness Avenue

Project 1-3 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes on North Point Street between The Embarcadero and Van Ness Avenue.

The Preferred Alternative for Project 1-3 would promote and encourage safe bicycling along this segment of the North Point Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the North Beach, Russian Hill and Marina neighborhoods, as well as a connection to popular recreational areas like Fisherman's Wharf and Fort Mason. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The difference between Option 1 and the Preferred Alternative is that Option 1 would eliminate two bus zones on North Point Street which would provide a small increase of eight on-street parking spaces as compared to the Preferred Alternative, but also would increase the distance between transit stops. Other than these differences, Option 1 and the Preferred Alternative have similar impacts with significant and unavoidable impacts to traffic at one intersection and to loading in two locations, as well as transit delays. For both Option 1 and the Preferred Alternative, the implementation of mitigation measure M-TR-P1-3a will reduce the impact at the intersection of Van Ness Avenue and North Point Street to a less than significant level. The Preferred Alternative accomplishes the project goals without additional bus zone changes and associated effects to transit stop spacing. Also, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative also is the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 2-1 2nd Street Bicycle Lanes, King Street to Market Street

Project 2-1 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified

Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on 2nd Street between King Street and Market Street.

The Preferred Alternative for Project 2-1 would promote and encourage safe bicycling along this segment of 2nd Street and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between Market Street, the southern Financial District, and South Beach neighborhoods, as well as a connection to Bay Area Rapid Transit stations on Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Although each of the options for this project is associated with numerous impacts, the Preferred Alternative has less severe impacts than Option 1 or Option 2 and it eliminates a number of impacts altogether due to its refined design. The Preferred Alternative would remove substantially fewer parking spaces and freight loading zones than Option 1 or Option 2. Also, the Preferred Alternative includes traffic engineering elements, such as restricting left turns from 2nd Street at several intersections, designed to permit better traffic flow through the single lane of traffic and facilitate better transit service. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. Also, given the above considerations, both Option 1 and Option 2 are hereby rejected as infeasible.

Project 2-2 5th Street Bicycle Lanes, Market Street to Townsend Street

The DEIR analyzed two options for Project 2-2, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on 5th Street between Market Street and Townsend Street.

The Preferred Alternative for Project 2-2 would promote and encourage safe bicycling along this segment of 5th Street and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between Market Street, the southern Financial District, South of Market, and Mission Bay neighborhoods, as well as a connection to Bay Area Rapid Transit stations on Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also

would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

All of the options for this project have similar impacts with significant and unavoidable impacts to traffic at three intersections. The Preferred Alternative eliminates the impacts associated with Option 1 at the 5th and Bryant Streets intersection in both the existing and cumulative scenarios. Yet, it shares the same impacts as Option 2. However, the Preferred Alternative has benefits over Option 1 and Option 2 due to the Preferred Alternatives refined design. The Preferred Alternative includes traffic engineering elements such as lane configuration changes that would maintain sufficient capacity for northbound traffic entering or exiting the freeway on and off-ramps at Bryant Street and Harrison Street, respectively, and for northbound traffic accessing the 5th and Mission Streets public parking garage, which serves the South of Market and Union Square areas. Other traffic engineering elements, such as restricting left turns and installing right-turn lanes at key intersections, would permit better traffic flow through the single lane of traffic in the southbound direction. The Preferred Alternative also would provide enhanced bicycle accommodations such as better aligned continuous bicycle lanes with fewer lateral shifts, as compared to Option 1 or Option 2, and would result in fewer parking spaces removed than Option 1 or Option 2. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. In addition, for the reasons set forth herein, both Option 1 and Option 2 are hereby rejected as infeasible.

Project 2-3 14th Street Bicycle Lane, Dolores Street to Market Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for Project 2-3. The Preferred Alternative would install an eastbound bicycle lane on 14th Street from Market Street to Dolores Street and convert this segment of 14th Street from two-way operation to one-way eastbound operation.

The Preferred Alternative would promote and encourage safe bicycling along this segment of the 14th Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between Market Street and other points west with the Mission and South of Market neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative was implemented on March 27, 2006 prior to the Bicycle Plan Injunction, and certification of the EIR. Therefore, Option 2 would require a change to the

existing traffic operations by converting this segment of 14th Street back to two-way operation from one-way eastbound operation. While this could provide a minor improvement to traffic circulation in the area, it also would require traffic signal modifications and decrease the eastbound traffic capacity of the street, which could result in higher traffic volumes and increased delays on Market Street, a major transit corridor. The Preferred Alternative achieves the project goals without these potentially adverse consequences. The Preferred Alternative, when considered alone, has no significant impacts to traffic, transit, parking, pedestrians, bicycle or loading, but could have the beneficial effect of improving roadway conditions and safety for bicyclists. For the foregoing reasons, the Preferred Alternative is the environmentally superior alternative, and Option 2 is hereby rejected as infeasible.

Project 2-4 17th Street Bicycle Lanes, Corbett Avenue to Kansas Street, including connections to the 16th Street BART Station via Hoff Street or Valencia Street, and 17th Street to Division Street via Potrero Avenue

Project 2-4 involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative is divided into three segments: the west segment, between Corbett Avenue and Church Street; the central segment, between Church Street and Potrero Avenue; and the east segment, between Potrero Avenue and Kansas Street.

In the west segment the Preferred Alternative would install sharrows on eastbound 17th Street between from Castro Street to Hartford Street and install bicycle lanes on eastbound 17th Street from Hartford Street to Church Street. In the westbound direction the Preferred Alternative would move the existing bicycle route on 17th Street between Sanchez Street and Market Street to a new route with sharrows on northbound Sanchez Street from 17th Street to 16th Street, and a left-turn bicycle lane on westbound 16th Street from Sanchez Street to Market Street.

In the center segment the Preferred Alternative would install bicycle lanes in both directions on 17th Street between Church Street and Potrero Avenue.

In the east segment the Preferred Alternative would install bicycle lanes in both directions on 17th Street between Potrero Avenue and Kansas Street, a combination of bicycle lanes and sharrows in both directions on Potrero Avenue between 17th Street and Division Street, and bicycle lanes in both directions on Kansas Street between 16th Street and 17th Street.

The Preferred Alternative for Project 2-4 would promote and encourage safe bicycling along this segment of the 17th Street corridor and the other adjacent streets as described. The Preferred Alternative would fill a gap in the existing bicycle route network along this important east-west route, providing a connection between the Mission Bay, Potrero Hill, Mission, and Castro neighborhoods. In addition, it would provide a connection to existing and planned bicycle facilities on 16th Street, Division Street, Harrison Street, Valencia Street, and Market Street, as well as a connection to Bay Area Rapid Transit stations on 16th Street and Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2 would result in significant and unavoidable impacts at the 16th Street/Potrero Avenue intersection and to two bus lines. Both Option 1 and the Preferred Alternative have similar impacts with significant and unavoidable impacts at the 10th/Potrero/Brannan/Division Streets intersection. The Preferred Alternative would add sharrows instead of a westbound bicycle lane on 17th Street between Eureka and Douglass Streets, as proposed in Option 1, which results in the removal of fewer parking spaces as compared to Option 1 or Option 2. The Preferred Alternative would provide an enhanced bicycle connection at the west end of Project 2-4 as compared to Option 1, via Sanchez and 16th streets, similar to Option 2, which avoids the light-rail tracks on 17th Street approaching Castro Street. Under the Preferred Alternative, a westbound left-turn bicycle lane would be added for the entire length of 16th Street, from Sanchez Street to Market Street. The Preferred Alternative also would provide an enhanced bicycle facility along the center segment of 17th Street between Church Street and Potrero Avenue by removing parking along one or both sides of 17th Street. This design would improve safety and operating conditions for bicyclists as compared to Option 1. At the east end of Project 2-4, the Preferred Alternative would add a southbound left-turn lane on Potrero Avenue approaching Alameda Street, and sharrows would be added on northbound Potrero Avenue between Alameda and Division streets instead of removing a travel lane and adding a bicycle lane, which eliminates a traffic impact as compared to Option 2 and makes some of the traffic impacts that remain less severe. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative.

However, SFMTA, although identifying the Preferred Alternative as described above, has elected not to proceed with legislation or implementation of the central segment portion of Project 2-4. Instead, it will continue to work with the public, stakeholders, and City agencies on the planning effort for this portion of the project. As such, there is no preferred project for the

central segment. Consequently, both Option 1 and Option 2 are hereby rejected as infeasible for the east and west segments only of Project 2-4. For the central segment, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 2-5 Beale Street Bicycle Lane, Bryant Street to Folsom Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-5 would add a new route to the City's existing bicycle route network and install a southbound bicycle lane on Beale Street from Folsom Street to Bryant Street.

The Preferred Alternative for Project 2-5 would promote and encourage safe bicycling in the rapidly developing, densely populated area of San Francisco, providing a connection between the South of Market and the South Park neighborhoods, as well as a connection to existing bicycle facilities on Folsom Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 2-5. The Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-6 Division Street Bicycle Lanes, 9th Street to 11th Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 2 as the Preferred Alternative for this project. The Preferred Alternative for Project 2-6 would install bicycle lanes on Division Street between 9th Street and 11th Street.

The Preferred Alternative for Project 2-6 would promote and encourage safe bicycling along this segment of the Division Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the South of Market area with points to the west and to the north, as well as a connection to existing bicycle facilities on 11th Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 1 nor the Preferred Alternative has significant impacts to transit, parking, pedestrians, bicycles or loading. And although the Preferred Alternative removes

approximately 25 more parking spaces than Option 1, it maintains the current number of travel lanes and therefore the Preferred Alternative does not have significant impacts to traffic, which would be associated with Option 1. Also, the Preferred Alternative would have the added benefit of eliminating the hazard for ‘dooring’ by parking vehicles and could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative also is the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 2-7 Fremont Street southbound Bicycle Lane, Harrison Street to Howard Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-7 would add a new route to the City’s existing bicycle route network and install a combination of bicycle lanes and sharrows on Fremont Street between Folsom Street and Harrison Street.

The Preferred Alternative for Project 2-7 would promote and encourage safe bicycling along this segment of the Fremont Street corridor and would fill the gap in the existing bicycle route network, providing a connection between the South of Market area with points to the north and to the south, as well as a connection to existing bicycle facilities on Howard Street and Folsom Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project’s overall goal to increase safe bicycle use, as well as the Bicycle Plan’s specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 2-7, when considered alone, has no impacts to traffic, transit, parking, pedestrians, bicycle or loading, but the Preferred Alternative would benefit pedestrians by providing more buffer space for increased pedestrian safety and circulation. It also could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-8 Howard Street westbound Bicycle Lane, short extension at 9th Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-8 would install a bicycle lane in the westbound direction on Howard Street approaching 9th Street.

The Preferred Alternative for Project 2-8 would promote and encourage safe bicycling along this segment of the Howard Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the Embarcadero

and the South of Market and Mission neighborhoods, as well as a connection to existing bicycle facilities on 11th Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 2-8. The Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-9 Howard Street, westbound Bicycle lane, The Embarcadero to Fremont Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-9 would install a bicycle lane in the westbound direction on Howard Street between The Embarcadero and Fremont Street.

The Preferred Alternative for Project 2-9 would promote and encourage safe bicycling along this segment of the Howard Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the Embarcadero and the South of Market neighborhoods, as well as a connection to existing bicycle facilities on The Embarcadero. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 2-9 has no impacts to transit, parking, pedestrians, bicycles or loading, but it has traffic impacts at the intersection of Fremont Street and Howard Street that are significant and unavoidable in both the existing plus project and 2025 cumulative plus project scenarios. Nevertheless, these impacts are isolated to a single intersection and would be outweighed by the added benefit the Preferred Alternative would provide to transit operations at another intersection in the project area as well as the beneficial effect of improving roadway conditions and safety for bicyclists. Given that the Preferred Alternative is associated with significant and unavoidable impacts, the no project alternative is considered the Environmentally Superior Alternative. Nevertheless, for the same reasons stated above, the no project alternative is rejected as infeasible.

Project 2-10 Market Street and Valencia Street Intersection Improvements

Project 2-10 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle signal heads at the intersection of Market Street and Valencia Street, and narrow the existing sidewalk, from 15 feet to 10 feet, to provide a queuing area for bicyclists traveling from westbound Market Street to southbound Valencia Street.

The Preferred Alternative for Project 2-10 would promote and encourage safe bicycling along this segment of the Market Street corridor, and would provide a critical link at this juncture of two important east-west (Market Street) and north-south (Valencia Street) routes in the existing bicycle route network. The Preferred Alternative also would provide a connection between the Noe Valley and Mission neighborhoods to destinations on Market Street and to points north of Market Street such as the Civic Center and Union Square areas, and the Financial District. Moreover the Preferred Alternative would connect bicyclists with the Bay Area Rapid Transit stations on Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The principal difference between design Option 1 and the Preferred Alternative is that Option 1 would install a westbound left-turn bicycle lane from Market Street to Valencia Street in addition to the queuing area for these left turns. The Preferred Alternative accomplishes the project goal of providing designated space on the right side of the road for bicyclists traveling from westbound Market Street to southbound Valencia Street. The addition of a bicycle left-turn lane in Option 1 would simply be redundant and therefore unnecessary. In addition, Option 1 would require bicyclists to merge across lanes of vehicular traffic and light-rail tracks to access the left-turn lane, which introduces conflict points. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. In addition, for the foregoing considerations, Option 1 is hereby rejected as infeasible.

Project 2-11 Market Street Bicycle Lanes, 17th Street to Octavia Boulevard

Project 2-11 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes on short segments of Market Street between 17th Street and Octavia Boulevard to close gaps in otherwise continuous bicycle lanes.

The Preferred Alternative for Project 2-11 would promote and encourage safe bicycling along this important segment of the Market Street corridor, which is part of the City's most heavily used bicycle route. It would provide a connection between the Castro and Civic Center neighborhoods, connections to destinations on Market Street, and to points north and south of Market Street by connecting with existing and planned bicycle facilities on 17th Street, Sanchez Street, 16th Street, 14th Street, Duboce Avenue, and Octavia Boulevard. Moreover the Preferred Alternative would connect bicyclists with the Bay Area Rapid Transit stations on Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Both Option 1 and Modified Option 1 have significant and unavoidable impacts to traffic at one intersection and to loading at one location. However, the Preferred Alternative reduces that traffic impact to a less than significant level in the existing plus project scenario. Option 2 would remove fewer parking spaces than Option 1 or the Preferred Alternative, but option 2 would narrow the existing sidewalk at several locations, thereby increasing the pedestrian crossing distances at several intersections. The Preferred Alternative would remove fewer parking spaces than Option 1. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 and Option 2 are hereby rejected as infeasible.

Project 2-12 Market Street Bicycle Lanes, Octavia Boulevard to Van Ness Avenue

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-12 would install a combination of bicycle lanes and sharrows in both directions on Market Street between Octavia Boulevard and Van Ness Avenue.

The Preferred Alternative for Project 2-12 would promote and encourage safe bicycling along this segment of the Market Street corridor and would fill the gap in the existing bicycle route network along this critical east-west route. Market Street is the main artery in the City's downtown street network, therefore the Preferred Alternative would provide a connection between the Civic Center, Mid-Market, and Union Square areas, and to points in almost every direction by connecting with existing bicycle facilities on Octavia Boulevard, Valencia Street, Page Street and 11th Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 2-12 was implemented on May 15, 2006, prior to the Bicycle Plan Injunction and certification of the EIR. The Preferred Alternative results in a net loss of six motorcycle parking spaces. However, the Preferred Alternative has increased motor vehicle driver's awareness that bicyclists may be on the road and has helped bicyclists identify a safe travel pathway outside the 'door zone'. It also has had the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-13 McCoppin Street Bicycle Path, Market Street to Valencia Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-13 would install a bi-directional bicycle path connecting the intersection of Market Street and Octavia Boulevard to the intersection of McCoppin Street and Valencia Street.

The Preferred Alternative for Project 2-13 would promote and encourage safe bicycling along this critical link in the existing bicycle route network by providing a connection between the most heavily used north-south bicycle route on Valencia Street with the most heavily used east-west bicycle route on Market Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 2-13. The Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-14 McCoppin Street Bicycle Lane, Gough Street to Valencia Street

Project 2-14 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a bicycle lane on westbound McCoppin Street from Gough Street to Valencia Street.

The Preferred Alternative for Project 2-14 would promote and encourage safe bicycling along this segment of the McCoppin Street corridor and would fill the gap in the existing bicycle route network along this east-west route, providing a connection between the Civic Center and Mission neighborhoods, as well as a connection to existing and proposed bicycle facilities on McCoppin Street and Valencia Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with this project, and while Option 1 would result in a net loss of one parking space, the Preferred Alternative would result in a net gain of four parking spaces. Also, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative also is the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 2-15 Otis Street westbound Bicycle Lane, Gough Street to South Van Ness Avenue

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-15 would install a bicycle lane on Otis Street from South Van Ness Avenue to Gough Street.

The Preferred Alternative for Project 2-15 would promote and encourage safe bicycling along this segment of the Otis Street corridor and would fill the gap in the existing bicycle route network by providing a connection between the Civic Center area and points to the south, as well as a connection to planned bicycle facilities on McCoppin Street, which connects with the existing north-south bicycle route on Valencia Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 2-15. The Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-16 Townsend Street Bicycle Lanes, 8th Street to The Embarcadero

Project 2-16 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Townsend Street between 8th Street and The Embarcadero.

The Preferred Alternative for Project 2-16 would promote and encourage safe bicycling along this segment of Townsend Street and would fill a gap in the existing bicycle route network along this important east-west route, providing a connection between the South of Market and South Beach neighborhoods and the Caltrain Depot at 4th and Townsend streets. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Although each of the options for this project is associated with numerous significant and unavoidable impacts, the Preferred Alternative is less impactful than Option 1 or Option 2 due to its refined design. The Preferred Alternative has eight fewer significant impacts than Option 2 and it reduces two of the impacts it shares with Option 1 to a less than significant level. The Preferred Alternative would result in more overall parking loss than Option 1 or Option 2 but this is almost entirely because the Preferred Alternative formalizes the existence of a 10-foot wide sidewalk on the north side of Townsend Street in those areas where it has not yet been constructed, and as a result, motorists have adopted the convention of parking perpendicular to the roadway. Although this perpendicular parking is technically illegal given the legislated sidewalk, such parking regulations are typically not enforced until sidewalks are constructed, therefore the parking 'loss' associated with converting this parking from perpendicular to parallel has been included in the EIR analysis for this project.

Option 1 and Option 2 do not fully account for the planned changes to 4th Street that are part of the Central Subway project. The Central Subway project would convert 4th Street into a two-way street north of Townsend Street, add rail tracks down the center of the street, and eliminate two southbound left turn lanes on 4th Street. The proposed configuration on southbound 4th Street

would be one through lane and one shared through-right turn lane. On northbound 4th Street there would be a shared through-right turn lane.

The Preferred Alternative would not add a two-way left-turn lane on Townsend Street between 3rd and 4th streets and would convert the angled parking on the south side of Townsend Street from 150 feet west of 5th Street to 4th Street to parallel parking. These refinements were made to maintain two eastbound lanes between 5th Street and 4th Street to accommodate the anticipated increase in Muni bus traffic due to the above-described changes by the Central Subway.

For these considerations, the Preferred Alternative is the Environmentally Superior Alternative. Also, based on the reasons cited above and elsewhere in this document and the administrative record, both Option 1 and Option 2 are hereby rejected as infeasible.

Project 3-1 Fell Street and Masonic Avenue Intersection Improvements

In response to the large number of reported collisions and in order to improve pedestrian and bicycle safety at the intersection of Fell Street and Masonic Avenue, the City requested relief from the Bicycle Plan injunction to implement Project 3-1 prior to the completion of the Bicycle Plan EIR. In May 2008, the Superior Court granted the City's motion to modify the injunction so as to allow implementation of the recommended safety improvements at the intersection of Fell Street and Masonic Avenue. Modifications to the existing traffic signal and lane configuration of the intersection were made, and as of September 16, 2008, SFMTA has implemented Project 3-1. Therefore, the environmental analysis of Project 3-1 is being presented as part of the Bicycle Plan EIR for informational purposes.

The DEIR analyzed only a single option for this project, Option 1, and SFMTA identified this as the Preferred Alternative. The Preferred Alternative for Project 3-1 involved signal phasing and timing changes that would eliminate the conflict between Fell Street westbound left-turn vehicles and pedestrians and bicycles crossing Masonic Avenue on the south side of Fell Street. The traffic signal phasing was changed to provide exclusive phases for westbound Fell Street left turns and for Panhandle Pathway traffic.

The Preferred Alternative for Project 3-1 would promote and encourage safe bicycling at this critical point along the heavily used east-west multi-use pedestrian/bicycle pathway in the Panhandle, providing a connection to existing and planned bicycle facilities on Fell Street and access to and from Golden Gate Park. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative has significant and unavoidable impacts to traffic in both the existing and cumulative scenarios in combination with Project 3-2, however, with the implementation of mitigation measure M-TR-P3-1a impacts in the existing scenario would be reduced to a less than significant level. The Preferred Alternative also eliminates the conflict between westbound left-turning vehicles on Fell Street and bicyclists and pedestrians on the Panhandle Pathway, which provides a significant increase in safety. Even though this project is associated with significant and unavoidable impacts, it already has been implemented. Technically, the no project alternative would have been the Environmentally Superior Alternative in comparative terms, but the no project alternative is rejected as infeasible for the reasons stated above.

Project 3-2 Masonic Avenue Bicycle Lanes, Fell Street to Geary Boulevard

The DEIR analyzed two options for Project 3-2, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Both Option 1 and Option 2 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Masonic Avenue corridor, an existing major north-south bicycle route that provides a connection to existing and planned bicycle facilities on Post Street, Geary Boulevard, Turk Street, Golden Gate Avenue, Fell Street and the Pan Handle multi-use path that lead to and from Golden Gate Park. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2, which is associated with fewer impacts, is the Environmentally Superior Alternative. However, as stated above, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 3-3 McAllister Street Bicycle Lane, Market Street to Masonic Avenue

The DEIR analyzed only a single option for Project 3-3, Option 1. However, SFMTA, while approving Option 1 as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of that option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Option 1 would promote and encourage safe bicycling by providing on-street bicycle facilities along this segment of the McAllister Street corridor, an existing major east-west bicycle route that provides a connection between the Central Market Street, Civic Center, Tenderloin, and Western Addition neighborhoods, as well as a connection to existing and planned bicycle facilities on Market, Polk, Webster, Steiner, Scott, and Baker Streets, and Masonic Avenue. Option 1 also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 1 for Project 3-12 has no impacts to traffic, transit, parking, pedestrians, bicycles or loading; but Option 1 has the potential to increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 3-4 Polk Street Bicycle Lane, Market Street to McAllister Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 3-4 would install a bicycle lane in the northbound direction on Polk Street between Market Street and McAllister Street.

The Preferred Alternative for Project 3-4 would promote and encourage safe bicycling along this segment of the Polk Street corridor and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between Market Street and areas to the south with the Civic Center area, as well as a connection to existing and planned bicycle facilities on Market, Grove, and McAllister Streets. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither the Preferred Alternative nor Option 2 has significant impacts to transit, parking, pedestrians, bicycles or loading. Option 2 would require a change to the existing traffic operations by converting Polk Street between Market Street and Hayes Street to two-way operation from one-way southbound operation. Although this could provide a minor improvement to traffic circulation in the immediate area, it also would require major traffic signal modifications and decrease the southbound traffic capacity of the street, which could result in higher traffic volumes and increased delays on Polk Street, a major transit corridor. Option 2 would also force northbound traffic to make a left turn at Hayes Street, which could

offset any traffic circulation improvement, and it removes more parking than Option 1. The Preferred Alternative achieves the project goals without these potentially adverse consequences and public inconveniences. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative and Option 2 is hereby rejected as infeasible.

Project 3-5 Scott Street Bicycle Lane, Fell Street to Oak Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 3-5 would install a northbound left-turn bicycle lane on Scott Street between Oak Street and Fell Street.

The Preferred Alternative for Project 3-5 would promote and encourage safe bicycling along this segment of Scott Street and would provide an enhanced bicycle facility at this important north-south connection point between the 'Wiggle' and the major east-west bicycle route on Fell Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 1 nor the Preferred Alternative has significant impacts to transit, parking, pedestrians, bicycles or loading. Option 2 would remove three on-street parking spaces. The Preferred Alternative would increase the on-street parking supply, improve the ability of bicyclists to access the bicycle lanes on Fell Street, and could have the beneficial effect of improving roadway conditions and safety for bicyclists. Based on these considerations, the Preferred Alternative is the Environmentally Superior Alternative. In addition, Option 2 is hereby rejected as infeasible for the reasons set forth above.

Project 3-6 The "Wiggle" Improvements

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 3-6 would install sharrows on Duboce Avenue, Steiner Street, Waller Street, Pierce Street, Haight Street, and Scott Street. It would install a northbound bicycle lane on Scott Street between Haight and Oak Streets, and a bicycle box and right turn restriction on northbound Scott Street at Oak Street

The Preferred Alternative for Project 3-6 would promote and encourage safe bicycling along this important segmented, multi-street that provides the primary for bicyclists traveling between the

north and northwest parts of the City, and the east and southeast parts of the City. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 3-6 was implemented on May 13, 2006 prior to the Bicycle Plan Injunction and certification of the EIR. The Preferred Alternative has no impacts and has increased the motor vehicle drivers' awareness that bicyclists may be on the road as well as identified for bicyclists the pathway outside the 'door zone'. It also has had the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 4-1 16th Street Bicycle Lanes, 3rd Street to Terry Francois Boulevard

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 4-1 would install bicycle lanes in both directions on 16th Street between 3rd Street and Terry A. Francois Boulevard.

The Preferred Alternative for Project 4-1 would promote and encourage safe bicycling in the Mission Bay, a rapidly developing area of the City, and would fill the gap in the existing bicycle route network. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 4-1. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 4-2 Cargo Way Bicycle Lanes, 3rd Street to Jennings Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 4-2 would install bicycle lanes in both directions on Cargo Way between 3rd Street and Jennings Street.

The Preferred Alternative for Project 4-2 would promote and encourage safe bicycling along this segment of Cargo Way and would fill the gap in the existing bicycle route network along this important east-west route, providing bicycle facilities where none currently exist and providing

a connection between the San Francisco Bay Trail and existing or planned bicycle facilities on Illinois Street, which links to bicycle facilities providing access to all areas of the City, including Mission Bay and China Basin. The Preferred Alternative would provide access to the 3rd Street light rail corridor and its multi-modal connections, and would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 2 nor the Preferred Alternative has significant impacts. And although the Preferred Alternative removes approximately 160 on-street parking spaces, the demand for these spaces is very low due to the fact that the adjacent land is either undeveloped or not fronting Cargo Way, and those buildings which do front Cargo Way have off-street parking lots to accommodate their demand. Option 2 would involve substantial capital expenses to construct the off-street bicycle path and to modify and upgrade the intersections at cross streets to the path to regulate right-of-way, and to connect the path, which would be on the south side of roadway, with the new bicycle facility on the Illinois Street bridge. For these reasons an on-street bicycle facility is preferable from both an operational and economic viewpoint. Also, the Preferred Alternative would have the added benefit of eliminating the hazard for 'dooring' by parking vehicles and could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 2 is hereby rejected as infeasible.

Project 4-3 Illinois Street Bicycle Lanes, 16th Street to Cargo Way

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 4-3 would install bicycle lanes in both directions on Illinois Street between 16th Street and Cargo Way.

The Preferred Alternative for Project 4-3 would promote and encourage safe bicycling on the Illinois Street corridor and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between the Mission Bay and India Basin areas, and connections to existing or planned bicycle facilities on 16th Street, Mariposa Street, Cesar Chavez Street, and Cargo Way. The Preferred Alternative would provide access to the 3rd Street light rail corridor and its multi-modal connections, and would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 4-3. However, the Preferred Alternative would substantially increase the on-street parking supply by converting the pull-in angled

on-street parking on Illinois Street into back-in angled parking, which would potentially benefit bicyclists by increasing the drivers' visibility of oncoming bicyclists and other vehicles both when entering and exiting a parking stall. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 4-4 Innes Avenue Bicycle Lanes, Donahue Street to Hunters Point Boulevard

The DEIR analyzed two options for Project 4-4, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Both Option 1 and Option 2 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Innes Avenue corridor, an existing east-west bicycle route that provides a connection between the 3rd Street Corridor and the Hunter's Point Shipyard area. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2, which is associated with fewer impacts, is the Environmentally Superior Alternative. However, as stated above, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 4-5 Mississippi Street Bicycle Lanes, 16th Street to Mariposa Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 4-5 would install bicycle lanes in both directions on Mississippi Street between 16th Street and Mariposa Street.

The Preferred Alternative for Project 4-5 would promote and encourage safe bicycling in the Mission Bay area, a rapidly developing area of the City, and would fill the gap in the existing bicycle route network, providing a connection between Mission Bay and Potrero Hill. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 4-5. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 5-1 23rd Street Bicycle Lanes, Kansas Street to Potrero Avenue

Project 5-1 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows in both directions on 23rd Street between Kansas Street and Potrero Avenue.

The Preferred Alternative for Project 5-1 would promote and encourage safe bicycling along this segment of 23rd Street and would fill a gap in the existing bicycle route network along this important east-west route, providing a connection between the Mission and Potrero Hill neighborhoods and San Francisco General Hospital. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 1 nor the Preferred Alternative has significant impacts. The Preferred Alternative would remove 36 on-street parking spaces on the north side of 23rd Street between Kansas Street and Potrero Avenue. It also would add sharrows instead of a bicycle lane on eastbound 23rd Street from Potrero Avenue to Utah Street, and on westbound 23rd Street from 50 feet west of Utah Street to Potrero Avenue. The Preferred Alternative would provide an enhanced bicycle facility on 23rd Street as compared to Option 1. The removal of parking along the non-residential side of the street would provide sufficient street space for bicycle lanes in both directions on 23rd Street between Utah and Kansas Streets and wider traffic lanes, which could reduce potential conflicts between bicycles and parked cars and between bicycles and motor vehicles in the adjacent lane. In addition, installing sharrows instead of bicycle lanes in the block generally between Potrero Avenue and Utah Street, maintains the existing lane configuration and therefore would not affect traffic operations at the 23rd Street and Potrero Avenue intersection. In contrast, Option 1 proposed a bicycle lane in the eastbound direction only, with sharrows in the westbound direction, and narrowing of the traffic lanes from 12 feet to 10 feet, and narrowing of the south side parking strip from 8 feet to 7 feet. The Preferred Alternative achieves the project goals without these potential adverse consequences. For these reasons, the

Preferred Alternative also is the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 5-2 Alemany Boulevard Bicycle Lanes, Bayshore Boulevard to Rousseau Street

Project 5-2 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows in both directions on Alemany Boulevard between Bayshore Boulevard and Rousseau Street.

The Preferred Alternative for Project 5-2 would promote and encourage safe bicycling along this segment of Alemany Boulevard and would fill a gap in the existing bicycle route network by providing a new route connecting the Bayview, Bernal Heights, Excelsior and Portola neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 1 nor the Preferred Alternative has significant impacts. Option 1, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. The Preferred Alternative would remove approximately 375 on-street parking spaces, but the demand for many of these spaces is very low due to the fact that the adjacent land is either undeveloped or where developed off-street parking is available. The Preferred Alternative require bicyclists to ride adjacent to fast-moving traffic on portions of Alemany Boulevard near the I-280 on and off ramps. The Preferred Alternative would remove a travel lane in these areas in order to provide a buffer lane between fast moving traffic and the proposed bicycle lane. This lane removal would not impact intersection operating conditions or cause delay, but it would provide an enhanced level of comfort and safety for bicyclists. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For the foregoing reasons, Option 1 is hereby rejected as infeasible.

Project 5-3 Alemany Boulevard Bicycle Lanes, Rousseau Street to San Jose Avenue

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 5-3 would install a

combination of bicycle lanes and sharrows in both directions on Alemany Boulevard between Rousseau Street and San Jose Avenue.

The Preferred Alternative for Project 5-3 would promote and encourage safe bicycling on this portion of the Alemany Boulevard corridor and would fill the gap in the existing bicycle route network along this very important north-south route, providing a connection between the outer Mission, Excelsior and Mission neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 5-3 was implemented on April 28, 2006 prior to the Bicycle Plan Injunction and certification of the EIR. The Preferred Alternative has no significant impacts and has increased the motor vehicle drivers' awareness that bicyclists may be on the road as well as identified for bicyclists the pathway outside the 'door zone'. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 5-4 Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue

Project 5-4 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue, except between Oakdale and Jerrold Avenues, where the existing southbound Class III bicycle route would remain on Jerrold Avenue, Barneveld Avenue, and Loomis Street and the existing northbound Class III bicycle route would be relocated from Bayshore Boulevard to Oakdale Avenue, Loomis Street, Barneveld Avenue and Jerrold Avenue. The Preferred Alternative also would add a shared transit and bicycle lane on northbound Bayshore Boulevard between Helena Street and Marengo Street.

The Preferred Alternative for Project 5-4 would promote and encourage safe bicycling along this segment of the Bayshore Boulevard corridor and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between the Bayview, Mission, Potrero Hill and Portola neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

All of the options for this project have similar impacts with significant and unavoidable impacts to traffic (at two intersections), to transit, and to loading. The Preferred Alternative eliminates the impacts associated with Option 1, and shares the same impacts as Option 2. However, the Preferred Alternative has benefits over Option 1 and Option 2 due to the Preferred Alternative's refined design. The Preferred Alternative includes design modifications at the intersection of Bayshore Boulevard and Oakdale Avenue that would improve intersection operating conditions slightly compared to Option 2. In addition, the Preferred Alternative would add a shared transit and bicycle lane on northbound Bayshore Boulevard between Helena Street and Marengo Street. Currently the right-side travel lane on northbound Bayshore Boulevard is used by buses, regular traffic, and bicycles. A shared bus and transit lane would carry less traffic than a general traffic lane, and therefore, it would be an improvement over the existing condition for transit vehicles. Furthermore, with the implementation of mitigation measures M-TR-P5-4f and M-TR-P5-4g, the Preferred Alternative would reduce the aforementioned loading impacts to less than significant levels. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists and is considered the Environmentally Superior Alternative. For the foregoing reasons, Option 1 and Option 2 are hereby rejected as infeasible.

Project 5-5 Cesar Chavez Street Bicycle Lanes, I-280 to US 101 Freeways

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 5-5 would install bicycle lanes in both directions on Cesar Chavez Street between the I-280 and US-101 freeways, or generally between Pennsylvania Avenue and Kansas Street.

The Preferred Alternative for Project 5-5 would promote and encourage safe bicycling along this segment of the Cesar Chavez Street corridor and would fill the gap in the existing bicycle route network along this important east-west route. The Preferred Alternative would also be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative is associated with significant and unavoidable impacts to one intersection in both the existing and cumulative scenarios. However, the Preferred Alternative achieves the project goals, and provides an enhanced bicycle facility because where a traffic lane would be removed, bicyclists generally would be operating next to a single lane of traffic instead of two lanes. The resultant decrease in vehicle speeds from this design feature would provide an enhanced level of comfort and safety for bicyclists. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. Option 2 is

associated with the fewest overall impacts, and consequently, is considered the Environmentally Superior Alternative. Nevertheless, for the reasons specified above, Option 2 is hereby rejected as infeasible.

Project 5-6 Cesar Chavez Street/26th Street Bicycle Lanes, Sanchez Street to US-101

The DEIR analyzed two options for Project 5-6, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Both Option 1 and Option 2 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Cesar Chavez/26th Streets corridor, an existing major east-west bicycle route that provides a connection between the Mission Bay, Bayview, Mission, and Noe Valley neighborhoods, as well as a connection to existing bicycle facilities on Sanchez, Harrison, and Cesar Chavez Streets, and Potrero Avenue. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2, which is associated with fewer impacts, is the Environmentally Superior Alternative. However, as stated above, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 5-7 Glen Park Area Bicycle Lanes, (A) Connection between Alemany Boulevard and San Jose Avenue and (B) Connection between Monterey Boulevard and San Jose Avenue

Project 5-7 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. The project is divided into two segments: A and B. Segment A is the connection between Alemany Boulevard and San Jose Avenue via Arlington Street, Bosworth Street, Lyell Street, Milton Street, Rousseau Street, and Still Street, and it originally had two options. Segment B is the connection between Monterey Boulevard and San Jose Avenue via Monterey Boulevard and San Jose Avenue ramps, and it originally had only one option. For both segments, the Preferred Alternative would install a

combination of bicycle lanes and sharrows on portions of the streets listed. SFMTA has identified Modified Option 2 as the Preferred Alternative for this project, in its entirety.

The Preferred Alternative for Project 5-7 would promote and encourage safe bicycling in and around the Glen Park BART station and would fill several gaps in the existing bicycle route network in the Glen Park area, providing connections to the multi-modal BART station from all directions via streets with existing or planned bicycle facilities such as Alemany Boulevard, San Jose Avenue, Diamond Street, Circular Avenue, Arlington Street, and Bosworth Street. The preferred alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 5-7 would create a significant environmental impact. The Preferred Alternative would provide an enhanced bicycle facility such as a bicycle left-turn lane from Alemany Boulevard to Lyell Street providing a shorter, flatter, more direct bicycle route. Also, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative.

However, SFMTA, although identifying the Preferred Alternative as described above, has elected not to proceed with legislation or implementation of the following parts of Segment A: Arlington Street between Wilder and Bosworth Streets, and Bosworth Street between Arlington and Diamond Streets. Instead, SFMTA will continue to work with the public, stakeholders, and City agencies on the planning effort for this part of the project. As such, there is no preferred project for this part. Consequently, Option 1 and Option 2 are hereby rejected as infeasible for all of Project 5-7 except for the above-listed parts of Arlington and Bosworth Streets. SFMTA is making no decision to select an alternative pending further public input and planning.

Project 5-8 Kansas Street Bicycle Lanes, 23rd Street to 26th Street

Project 5-8 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes in both directions on Kansas Street between 23rd and 26th Streets.

The Preferred Alternative for Project 5-8 would promote and encourage safe bicycling along this segment of Kansas Street and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between the southeast area of the City and all points to the north and the west. It also would provide a connection to existing and planned bicycle facilities on Cesar Chavez Street and Potrero Avenue, and provide bicycle access to San Francisco General Hospital. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 5-8. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 5-9 Ocean Avenue Bicycle Lanes, Alemany Boulevard to Lee Avenue

Project 5-9 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative for this project in its entirety. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Ocean Avenue between Alemany Boulevard and Lee Avenue.

The Preferred Alternative for Project 5-9 would promote and encourage safe bicycling along this segment of Ocean Avenue and would fill a gap in the existing bicycle route network along this important east-west route, providing a connection between the Outer Mission and Ingleside/Sunnyside neighborhoods and between the Balboa Park BART and Muni Metro Station and San Francisco City College. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options has any significant impacts. Options 1 and 2 would remove travel lanes and parking along portions of Ocean Avenue between Lee Avenue and San Jose Avenue to provide bicycle lanes; the Preferred Alternative includes several design changes to Options 1 and 2, including modified travel lane and parking removals, and modified locations for bicycle lanes and sharrows. These design changes would enhance traffic and transit operations compared to Options 1 and 2. The Preferred Alternative would increase the drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone'. Based

on the foregoing, the Preferred Alternative is the Environmentally Superior Alternative. In addition, the abovementioned considerations are the basis to reject Options 1 and 2 as infeasible.

Project 5-10 Phelan Avenue Bicycle Lanes, Judson Avenue to Ocean Avenue

The DEIR analyzed two options for Project 5-10, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Both Option 1 and Option 2 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Phelan Avenue corridor, an existing major north-south bicycle route that provides a connection between the Ingleside neighborhood and points north, and connections to City College of San Francisco, as well as a connection to planned bicycle facilities on Ocean Avenue. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2, which is associated with fewer impacts, is the Environmentally Superior Alternative. However, as stated above, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 5-11 Potrero Avenue and Bayshore Boulevard Bicycle Lanes, 25th Street to Cesar Chavez Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 5-11 would install bicycle lanes in both directions on Potrero Avenue generally between 25th Street and Cesar Chavez Street.

The Preferred Alternative for Project 5-11 would promote and encourage safe bicycling on this portion of the Potrero Avenue corridor, and would fill the gap in the existing bicycle route network along this very important north-south route, providing a connection between the Bernal Heights and Mission neighborhoods, as well as facilitate bicycle access to San Francisco General Hospital and nearby recreational facilities. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 5-11. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 5-12 Sagamore Street and Sickles Avenue Bicycle Lanes, Alemany Boulevard to Brotherhood Way

Project 5-12 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative for this project. The Preferred Alternative would install bicycle lanes in both directions on Sagamore Street and Sickles Avenue between Alemany Boulevard and Brotherhood Way.

The Preferred Alternative for Project 5-12 would promote and encourage safe bicycling along these segments of Sagamore Street and Sickles Avenue and would fill a gap in the existing bicycle route network along this east-west route, providing an important connection between the eastern and western halves of the City, as well as a connection to existing and planned bicycle facilities on Alemany Boulevard, San Jose Avenue, and Brotherhood Way. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 5-12 would create a significant environmental impact. The Preferred Alternative would convert the pull-in angled on-street parking on Sagamore Street into back-in angled parking, which would benefit bicyclists by increasing the drivers' visibility of oncoming bicyclists and other vehicles both when entering and exiting a parking stall. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. Option 2, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. However, for the reasons above Option 1 and Option 2 are hereby rejected as infeasible.

Project 5-13 San Bruno Avenue Bicycle Lanes, Paul to Silver Avenues

The DEIR analyzed two options for Project 5-13, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Both Options 1

and 2 would install bicycle lanes in both directions on San Bruno Avenue between Paul Avenue and Silver Avenue.

Both options for Project 5-13 would promote and encourage safe bicycling along this segment of the San Bruno Avenue corridor and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between the Bayview, Outer Excelsior, and Portola neighborhoods. In addition, both options would provide a connection to existing and planned bicycle facilities on Bayshore Boulevard, Paul Avenue, and Silver Avenue. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Both options for this project have the same significant and unavoidable impacts to loading. Additionally, both Option 1 or Option 2 could have the beneficial effect of improving roadway conditions and safety for bicyclists. Notwithstanding the aforementioned loading impacts, Option 2, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. Nevertheless, Option 1 has fewer impacts to bicycles because it would provide a wider parking lane, which would reduce the possibility of bicyclists riding inside the 'door zone'. Option 1 would also provide 10-foot wide traffic lanes, which are common throughout the City and therefore not expected to have any impact on traffic operations. Therefore SFMTA has selected Option 1 as the Preferred Alternative. However, as stated above, SFMTA has elected not to proceed with legislation or implementation of an option at this time and therefore is not rejecting Option 2 pending further public input and planning.

Project 6-1 Claremont Boulevard Bicycle Lanes, Dewey Boulevard to Portola Drive

Project 6-1 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Claremont Boulevard between Dewey Boulevard and Portola Drive.

The Preferred Alternative for Project 6-1 would promote and encourage safe bicycling along this segment of Claremont Boulevard and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between the Forest Hill, West Portal, and St. Francis Wood neighborhoods, as well as a connection to existing and planned bicycle facilities on Dewey Boulevard, Taraval Street, and Portola Drive. The Preferred

Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 6-1 would create a significant environmental impact. Yet, Option 1, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. The Preferred Alternative would remove approximately three parking spaces near Portola Drive in order to maintain a sufficient turning radii for traffic turning from westbound Portola Drive to northbound Claremont Boulevard. The Preferred Alternative also would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, Option 1 is hereby rejected as infeasible in favor of the Preferred Alternative.

Project 6-2 Clipper Street Bicycle Lanes, Douglass Street to Portola Drive

Project 6-2 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA clarified the project limits. As a result, the original Option 1 for Segment II on Diamond Heights Boulevard from the intersection of Diamond Heights Boulevard with Clipper Street to the intersection of Diamond Heights Boulevard and Portola Avenue already has been rejected from further consideration in the Comments and Responses document. Therefore there is only one option for each project segment. Option 1 for Segments I and II is described and analyzed in more detail in the Comments and Responses document for this EIR. The SFMTA identified Option 1 as the Preferred Alternative for Project 6-2. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Clipper Street and Diamond Heights boulevard between Douglass Street and Portola Avenue.

The Preferred Alternative for Project 6-2 would promote and encourage safe bicycling along these segments of Clipper Street and Diamond Heights Boulevard and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the Noe Valley, Diamond Heights, and Portola neighborhoods, as well as a connection to existing and planned bicycle facilities on Portola Drive. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options retained in the EIR's analysis for Project 6-2 would create a significant environmental impact except for a cumulative transit impact from combined Projects 6-2, 6-5, and 6-6. The Preferred Alternative would increase the motor vehicle drivers' awareness that

bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. Based on the abovementioned considerations, the Preferred Alternative is the Environmentally Superior Alternative. Option 1 is hereby rejected as infeasible on the grounds set forth above and elsewhere in this document.

Project 6-3 Laguna Honda Boulevard Bicycle Lanes, Plaza Street to Woodside

Project 6-3 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative for this project in its entirety. The Preferred Alternative would install bicycle lanes in both directions on Laguna Honda Boulevard between Clarendon Avenue and Woodside Avenue.

The Preferred Alternative for Project 6-3 would promote and encourage safe bicycling along this segment of Laguna Honda Boulevard and would connect and extend the proposed bicycle route on Laguna Honda Boulevard between Portola Drive and Woodside Avenue which connects to the proposed Portola Drive bicycle route. Project 6-3, Option 2 would provide north-south access to the Portola Drive bicycle route which is an important northwest and southwest link for various neighborhoods in the City and also an important link to the other bicycle routes accessing the Financial District and the neighboring districts. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 6-3 would create a significant environmental impact. Option 2, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. However, the Preferred Alternative would extend the northern project boundary from Plaza Street to Clarendon Avenue, and therefore, would provide an enhanced, longer continuous bicycle facility, as compared to Option 1 or Option 2. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. For the reasons contained herein, Option 1 and Option 2 are hereby rejected as infeasible in favor of the Preferred Alternative.

Project 6-4 Laguna Honda Boulevard Bicycle Lanes, Portola Drive to Woodside Avenue

Project 6-4 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Laguna Honda Boulevard between Portola Drive and Woodside Avenue.

The Preferred Alternative for Project 6-4 would promote and encourage safe bicycling along this segment of Laguna Honda Boulevard and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between the Forest Hill, West Portal, and St. Francis Wood neighborhoods, as well as a connection to existing and planned bicycle facilities on Laguna Honda Boulevard and Portola Drive. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 6-4 would create a significant environmental impact. The Preferred Alternative would remove fewer parking spaces than Option 1, it would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 6-5 Portola Drive Bicycle Lanes, Corbett Avenue to O'Shaughnessy Boulevard

Project 6-5 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows in both directions on Portola Drive between Corbett Avenue and O'Shaughnessy Boulevard.

The Preferred Alternative for Project 6-5 would promote and encourage safe bicycling along this segment of Portola Drive and would fill a gap in the existing bicycle route network along this

important route, providing a connection between the Diamond Heights, Noe Valley and Twin Peaks neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 1 for this project has several significant and unavoidable impacts to traffic and to transit. The significant and unavoidable transit impacts in the cumulative scenario would remain with the Preferred Alternative. However, the Preferred Alternative eliminates all of traffic impacts because it retains the existing lane configurations at the intersections of Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue and Portola Avenue/Burnett Avenue/Diamond Heights Boulevard/Clipper Street. The Preferred Alternative would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. Also, these abovementioned considerations are the reasons to reject as infeasible Option 1.

Project 6-6: Portola Drive Bicycle Lanes, O'Shaughnessy Boulevard/Woodside Avenue to Sloat Boulevard/St. Francis Boulevard

Project 6-6 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative for this project in its entirety. The Preferred Alternative would install a combination of bicycle lanes and sharrows in both directions on Portola Drive between O'Shaughnessy Boulevard/Woodside Avenue and Sloat Boulevard/St. Francis Boulevard.

The Preferred Alternative for Project 6-6 would promote and encourage safe bicycling along this segment of Portola Drive and would fill a gap in the existing bicycle route network along this important route, providing a connection between the Diamond Heights, Saint Francis Wood and West Portal neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 1 for this project has several significant impacts to traffic. However, both Option 2 and the Preferred Alternative eliminate those impacts by retaining the existing lane configurations at

the intersection of Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue. Option 2, which is associated with fewer overall impacts than the Preferred Alternative, is the Environmentally Superior Alternative. However, the Preferred Alternative would provide a continuous northbound bicycle lane, which is an enhanced bicycle facility as compared to Option 2. Also, the Preferred Alternative would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, Option 1 and Option 2 are hereby rejected as infeasible in favor of the Preferred Alternative.

Project 7-1 Intersection Improvements at 7th Avenue and Lincoln Way

Project 7-1 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. The Final EIR analyzed two options for this project, Option 1 and Modified Option 1. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would involve modifications at the intersection of 7th Avenue the Lincoln Way to allow northbound bicyclists to cross Lincoln Way. These modifications would involve the installation of a cut-through in raised median and installation of a northbound bicycle-only lane on the south leg of the intersection.

The Preferred Alternative for Project 7-1 would promote and encourage safe bicycling and would fill the gap in the existing bicycle route network at this intersection, providing a connection between the Inner Sunset area and Golden Gate Park. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-1 would create a significant environmental impact. The Preferred Alternative would provide bicyclists with a designated right-of-way for travel and could have the beneficial effect of improving roadway conditions and safety for bicyclists. Based on these considerations, the Preferred Alternative is the Environmentally Superior Alternative. Option 1 also is hereby rejected as infeasible in reliance on the reasons set forth above and elsewhere in this document and the administrative record.

Project 7-2 7th Avenue Bicycle Lanes, Lawton Street to Lincoln Way

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 7-2 would add a combination of bicycle lanes and sharrows in both directions on 7th Avenue between Lawton Street and Lincoln Way.

The Preferred Alternative for Project 7-2 would promote and encourage safe bicycling along the 7th Avenue corridor and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between the West Portal, Laguna Honda, and Forest Hill areas with the Inner Sunset and UC Medical Center, as well as a connection to existing and planned bicycle facilities on Kirkham Street, Parnassus Street, and the intersection of 7th Avenue and Lincoln Way. The preferred alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-2 would create a significant environmental impact. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 7-3 Great Highway and Point Lobos Avenue Bicycle Lanes, 48th Avenue/El Camino Del Mar to Fulton Street

Project 7-3 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes in both directions on Great Highway and Point Lobos Avenue between 48th Avenue/El Camino Del Mar and Fulton Street, and would install sharrows to the following street segments, which would be added to the bicycle route network: Balboa Street, between Point Lobos/Great Highway and La Playa Street; and La Playa Street between Balboa and Cabrillo Streets.

The Preferred Alternative for Project 7-3 would promote and encourage safe bicycling along these segments of Great Highway, Point Lobos Avenue, Balboa Street and La Playa Street, and would fill a gap in the existing bicycle route network along this important route, providing a connection between Golden Gate Park, Ocean Beach and Sutro Heights Park. The Preferred

Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-3 would create a significant environmental impact. The Preferred Alternative would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. Also, based on the foregoing considerations, Option 1 is hereby rejected as infeasible.

Project 7-4 John F. Kennedy Drive and Kezar Drive Bicycle Lanes, Stanyan Street to Transverse Drive

Project 7-4 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes in both directions on John F. Kennedy Drive and Kezar Drive between Stanyan Street and Transverse Drive.

The Preferred Alternative for Project 7-4 would promote and encourage safe bicycling and would fill the gap in the existing bicycle route network along this major east-west route through Golden Gate Park, which serves as a key commuter route between the Richmond and Sunset neighborhoods and downtown business areas, and serves as one of the most popular recreational routes providing access to all of attractions and destinations in Golden Gate Park. In addition the Preferred alternative would connect to the several north-south routes the also pass through Golden Gate Park increasing the overall completeness of the bicycle route network. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-4 would create a significant environmental impact. Parking and travel lane changes that are required to create the Preferred Alternative have already been implemented by the Recreation and Park Department and the Golden Gate Park Concourse Authority as part of the John F. Kennedy Drive Bicycle and Pedestrian Improvements project. These improvements were the subject of a separate EIR on the Music Concourse Underground Garage and Golden Gate Concourse Authority Projects, which the Planning

Commission certified on July 23, 2003. The Preferred Alternative would provide bicyclists with a designated right-of-way for travel and could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 7-5 Kirkham Street Bicycle Lanes, 9th Avenue to Great Highway

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 7-5 would install bicycle lanes in both directions on Kirkham Street between 9th Avenue and Great Highway. The Preferred Alternative is divided into three segments: the east segment, between 9th and 18th Avenues; the central segment between 18th and 20th Avenues; and the west segment, between 20th Avenue and Great Highway.

The Preferred Alternative for Project 7-5 would promote and encourage safe bicycling along the Kirkham Street corridor and would fill a gap in the existing bicycle route network along this important east-east route in the Sunset District, providing a connection between the Inner Sunset and Outer Sunset neighborhoods, access to the Pacific Ocean, as well as a connection to existing and planned bicycle facilities on 20th and 34th Avenues, and Great Highway. The preferred alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-5 would create a significant environmental impact. Option 2, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. Nevertheless, the Preferred Alternative would provide continuous bicycle lanes which would be an enhanced bicycle facility as compared to Option 2. Also, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. However, SFMTA, although identifying the Preferred Alternative as described above, has elected not to proceed with legislation or implementation of the central segment portion of Project 7-5. Instead, it will continue to work with the public, stakeholders, and City agencies on the planning effort for this portion of the project. As such, there is no preferred project for the central segment. Consequently, Project 7-5 Option 2 is hereby rejected for the east and west segments only. For the central segment, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 7-6 Page and Stanyan Streets Intersection Traffic Signal Improvements

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 7-6 would signalize the Page and Stanyan Streets intersection and add pedestrian push buttons and bicycle signal heads.

The Preferred Alternative for Project 7-6 would promote and encourage safe bicycling at this intersection which is the connection between the east-west route on page Street and Golden Gate Park. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Project 7-6 does not create any significant environmental impacts. The Preferred Alternative would improve pedestrian and bicyclist safety by signalizing the intersection and eliminating right-of-way conflicts. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 8-1 19th Avenue Mixed-use Path, Buckingham Way to Holloway Avenue

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 2 as the Preferred Alternative for this project. The Preferred Alternative for Project 8-1 would construct a new mixed-use pedestrian/bicycle pathway within the San Francisco State University campus between Buckingham Way and Holloway Avenue and a mixed-use pedestrian/bicycle bridge extending between the student housing complex at University Park North and the north side of Thornton Hall.

The Preferred Alternative for Project 8-1 would promote and encourage safe bicycling through the SFSU campus and would provide a connection to existing and planned bicycle facilities on Buckingham Way and Holloway Avenue. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative has no impacts and would be constructed entirely outside of the public right-of-way. Option 1 would remove approximately 45 on-street parking spaces and 35 motorcycle spaces. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative., Given these considerations and the other benefits of the Preferred Alternative, Option 1 is hereby rejected as infeasible.

Project 8-2 Buckingham Way Bicycle Lanes, 19th Avenue to 20th Avenue

Project 8-2 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install sharrows on westbound Buckingham Way from 19th Avenue to 20th Avenue.

The Preferred Alternative for Project 8-2 would promote and encourage safe bicycling along this short segment of Buckingham Way and would fill the gap in the existing bicycle route network by providing a connection between the existing and planned bicycle facilities on 19th Avenue, 20th Avenue, and the multi-use pedestrian/bicycle pathway through the San Francisco State University campus. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 8-2. Option 1 would remove approximately 10 on-street parking spaces, but the Preferred Alternative would not change the parking conditions in the project area. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 8-3 Holloway Avenue Bicycle Lanes, Junipero Serra Boulevard to Varela Avenue

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 8-3 would install bicycle lanes in both directions on Holloway Avenue between Junipero Serra Boulevard and Varela Avenue.

The Preferred Alternative for Project 8-3 would promote and encourage safe bicycling along this segment of the Holloway Avenue corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the Ingleside and Park Merced neighborhoods, as well as a connection to the San Francisco State University campus and planned bicycle facilities therein. The Preferred Alternative also would be

consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither the Preferred Alternative nor Option 2 has any significant impacts. However, Option 2 would remove approximately 50 parking spaces along Holloway Avenue, which is a residential area. When classes are in session, these parking spaces are used mostly by San Francisco State University students. The Preferred would achieve the project goals without the public inconvenience associated with this parking loss and could have the beneficial effect of improving roadway conditions and safety for bicyclists. In light of the reasons described above, the Preferred Alternative is the Environmentally Superior Alternative. Also, based on the considerations set forth herein and elsewhere in the record, Option 2 is hereby rejected as infeasible.

Project 8-4 John Muir Drive Bicycle Lanes, Lake Merced Blvd to Skyline Boulevard

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 8-4 would install bicycle lanes in both directions on John Muir Drive between Lake Merced Boulevard and Skyline Boulevard.

The Preferred Alternative for Project 8-4 would promote and encourage safe bicycling along this segment of John Muir Drive and provide a connection between existing bicycle facilities on Lake Merced and Skyline Boulevards, as well as improve bicyclists' access to recreational facilities at Lake Merced and Fort Funston. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 8-4 has no significant impacts. The Preferred Alternative would convert the pull-in angled on-street parking on John Muir Drive into back-in angled parking which would potentially benefit bicyclists by increasing the drivers' visibility of oncoming bicyclists and other vehicles both when entering and exiting a parking stall. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 8-5 Sloat Boulevard Bicycle Lanes, Great Highway to Skyline Boulevard

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 8-5 would install bicycle lanes in both directions on Sloat Boulevard between the Great Highway and Skyline Boulevard.

The Preferred Alternative for Project 8-5 would promote and encourage safe bicycling along this segment of Sloat Boulevard and provide a connection between existing and planned bicycle facilities on the Great Highway and Lake Merced Boulevard, as well as improve bicyclists' access to recreational facilities at the Pacific Ocean, the San Francisco Zoo, and Lake Merced. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 8-5. The Preferred Alternative would benefit transit operation on Sloat Boulevard between 37th and 39th Avenues, and could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Additional Alternatives Proposed by the Public

During the term of analysis of the 2009 Bicycle Plan and its associated EIR and their related comment period, various property owners, residents, and commentators proposed alternative near-term project design options to the Preferred Project(s). To the extent that these comments addressed the adequacy of the EIR analysis, they were described and analyzed in the Responses to Comments document. As presented in the record, the Final EIR reviewed a reasonable range of alternatives, and CEQA does not require the project sponsor to consider every proposed alternative so long as the CEQA requirements for alternatives analysis have been satisfied. For the foregoing reasons as well as economic, legal, social, technological, and other considerations set forth herein and elsewhere in the record and this document, these alternatives are hereby rejected as infeasible in favor of the Preferred Project.

VII. Statement of Overriding Considerations

Notwithstanding the significant and unavoidable impacts for the Preferred Project and related actions, the Commission finds, after considering the Final EIR and based on substantial evidence in the record and as set forth elsewhere in these findings and herein, that specific overriding economic, legal, social, technological, or other considerations outweigh the identified significant effects on the environment.

1. Approval of this Project would help fulfill the mandate of San Francisco's Transit First Policy as set forth in the San Francisco Charter, Section 8A.115, to make bicycling an attractive alternative to travel by private automobile, and to promote bicycling by encouraging safe streets for riding, convenient access to transit, bicycle lanes and secure bicycle parking.
2. Approval of the Project is consistent with San Francisco Charter Section 8A.113(a) which requires MTA to facilitate the design and operation of City streets to enhance alternative forms of transit, including bicycling.
3. This Project is also consistent with the Metropolitan Transportation Commission's Regional Bicycle Plan, updated in 2009 as part of the update to the Regional Transportation Plan, "Transportation 2035." The Regional Bicycle Plan recognizes regionally significant elements of the San Francisco Bicycle Route Network and allows for funding for improvements to the those regionally significant elements from MTC funding sources.
4. The Project is consistent with state, region and Citywide plans and policies to reduce greenhouse gas emissions by facilitating the increased use of bicycles in San Francisco, which will help reduce dependence on the private automobile, because private automobiles are a major source of greenhouse gas emissions. These plans and policies include, but are not limited to:
 - a. San Francisco's "Climate Action Plan: Local Actions to Reduce Greenhouse Gas Emissions," adopted in September 2004, which affirms San Francisco's commitment to reducing greenhouse gas emissions by 20% below 1990 levels by 2012. Among other policies, the Climate Action Plan outlines policies to encourage bicycling and discourage trips by private automobile.
 - b. San Francisco Department of the Environment's Strategic Plan 2009-2011, a annually updated mission statement by the Department of the Environment, which among other topics, outlines goals and actions to promote bicycle use in San Francisco in order to reduce greenhouse gas emissions from transportation by 963,000 tons per year by 2012.

- c. the Global Warming Solutions Act of 2006, otherwise known as AB 32, a California state law that requires the state's greenhouse gas emissions be reduced to 1990 levels by 2020.
 - d. United Nations Urban Environmental Accords, a series of implementable goals that can be adopted at a city level to achieve urban sustainability, promote healthy economies, advance social equity and protect the world's ecosystem. Adopted in 2005, and signed by San Francisco, the Accords, among other goals, advocates for policies to reduce the percentage of commute trips by single occupancy vehicles by ten percent in seven years.
5. Approval of the Project, will allow the City to be eligible for substantial amounts of bicycle funding. For example, to be eligible for many sources of funds, California cities and counties must have a Bicycle Transportation Plan (BTP) that discusses items (a) through (k) in Section 891.2 of the California Streets and Highways Code. The city or county must adopt the BTP or certify that it has been updated and complies with Section 891.2 of the California Streets and Highways Code and the Regional Transportation Plan (RTP). Approval of the Bicycle Plan will enable the City to use money from these sources instead of requiring the use of General Fund or other money.
6. The Project has identified eight specific goals whose achievement would result in substantial and measurable positive benefits to the City. These goals are outlined below and their specific benefits provide further evidence that the implementation of the Project outweighs its unavoidable adverse environmental effects.
- a. Goal 1 – Refine and Expand the Existing Bicycle Route Network: Achievement of this goal would significantly improve the connectivity of the Bicycle Route Network throughout the City. The proposed infrastructure improvements, namely the addition of striped Class II bike lanes and marked shared lane pavement markings, or “sharrows,” would nearly double the number of miles of bike routes. Achievement of this goal and its proposed actions would also result in improved coordination with other City agencies, more robust data systems for monitoring network performance, the integration of best practices for facility design, and a revision of the City's project evaluation methodologies so that they better respond to the multimodal nature of the City's transportation system.
 - b. Goal 2 – Ensure Plentiful, High-Quality Bicycle Parking: Achievement of this goal and its proposed actions will result in a significant increase of bicycle parking in key locations throughout the City and improved access to crucial destinations. Achievement of this goal would also modify the Planning Code to better prioritize bicycle parking in new and existing residential and commercial

developments, while ensuring well-defined guidelines for bicycle facility design, parking outreach, and enforcement of bicycle theft.

- c. Goal 3 – Expand Bicycle Access to Transit and Bridges: Achievement of this goal and its proposed actions would result in bicyclists being able to utilize existing transit services much more effectively through expanded installation of bicycle racks and the implementation of policies that permit bicyclists on transit vehicles. Ultimately, the achievement of this goal will result in enhanced connections to regional destinations for bicyclists.
- d. Goal 4 – Educate the Public about Bicycle Safety: In recent years, bicycling in the City has increased by 43 percent, and now bicycle trips make up 6 percent of all daily trips. This goal seeks to ensure that current and future bicyclists are well-trained and knowledgeable about how to ride a bicycle safely. Achievement of this goal and its proposed actions would result in expanded and targeted training and outreach to all bicyclists, but especially for youth and novice bicyclists. Implementation of these actions will ultimately reduce bicycle collisions and the number of traffic conflicts in the City.
- e. Goal 5 – Improve Bicycle Safety through Targeted Enforcement: Achievement of this goal and its proposed actions would result in increased enforcement of both bicyclist and motorist violations that most frequently cause injuries and fatalities, while ensuring that all SFPD police officers are better informed about the rights and responsibilities of bicyclists and techniques required for safe and legal sharing of the roadway. The proposed actions for this goal also call for more standardized reporting procedures for bicycle collisions, thereby facilitating the City's ability to measure the effectiveness of its facilities and programs, as well as respond to locations with a high number of bicycle collisions.
- f. Goal 6 – Promote and Encourage Safe Bicycling: Achievement of this goal and its proposed actions would result in more awareness about the benefits of bicycling to residents, especially among diverse age, income, and ethnic populations. This goal also prioritizes more coordinated outreach efforts, economic development of bicycle-related business, and the development of public bicycle sharing in the City, a program that has been demonstrably successful in cities around the world.
- g. Goal 7 – Adopt Bicycle-Friendly Practices and Policies: Achievement of this goal and its proposed actions would result in modifications to the General Plan's Transportation Element, Downtown Area Plan and to the City's environmental review guidelines. As a result of these changes, bicycling as a safe and sustainable transportation mode would be better integrated and prioritized in the future development and growth of the City. In addition, this goal seeks to provide City

staff with more robust data about the growth, impact, and scope of bicycling in the City.

- h. Goal 8 - Prioritize and Increase Bicycle Funding: Achievement of this goal and its proposed actions would enable the City to fund the proposed improvements to the City's bicycle network. Funds dedicated to bicycling infrastructure are very scarce and competition amongst municipalities is fierce. In order for the City to be able to fund its desired bicycle improvements, it must comprehensively develop a long-range funding plan, as outlined in this goal.
7. With its temperate climate, dense neighborhoods, limited supply of automobile parking and compact geography, the City offers an ideal venue for a diverse group of bicyclists: commuters, shoppers, recreational riders, and tourists. Bicycling in the City has increased dramatically in recent years, and implementation of this Project will ensure a continued increase in the number of people that use bicycles as a safe transportation mode. Such an increase in bicycling is a critical component to improving the future health and prosperity of San Francisco. By investing in and implementing the bicycle facility improvements, educational efforts, and innovative policies and programs recommended in the Project, the City will make bicycling a more viable mobility option. Finally, this Project supports larger City efforts to revitalize and transform its streets into more inviting public spaces that prioritize non-motorized travel.
 8. The benefits of increased bicycle usage are varied and well-documented. Bicycling not only has health benefits for the bicyclist, but also it contributes to an improved quality of life for society as a whole. More specifically, bicycling as a safe and ubiquitous mode of travel can benefit the City in the following ways:
 - a. Transportation: Bicycling can significantly reduce gridlock on, and facilitate more efficient use of, City streets. The vast majority of trips made by automobile are within a few miles of their origins. These short trips could be accomplished by bicycle, provided there is adequate and safe infrastructure. By promoting the policies and implementing the projects in this Project, the City can dramatically shift the number of people driving to more sustainable modes of travel. Augmented bicycle infrastructure and enhanced policies that promote bicycling, as proposed in this Project, can also improve connections to other public transportation modes, further reducing the number of trips made by private automobile.
 - b. Health and safety: Bicycling not only provides an efficient mode of travel, but also a great way for people to exercise. As rates of obesity and physical inactivity continue to rise in America, the importance of bicycling cannot be understated. Even minimal amounts of bicycling have been shown to produce measurable

physical and mental health benefits. Investments in increased physical activity have also been shown to reduce long-term health care costs. Implementation of the near-term projects, enforcement policies, and education efforts in this Project will also result in increased visibility of bicyclists, a reduction in moving violations, and increased awareness of driver and bicyclist responsibilities. The end result will be a reduction in the number of bicycle collisions on City streets.

- c. Environmental: Bicycles are the most environmentally sustainable vehicle available. They produce none of the greenhouse gases associated with global warming, nor any of the pollutants linked to asthma or other chronic health problems. Furthermore, bicycles are quiet and do not contribute to noise pollution. Implementation of this Project will undoubtedly facilitate the City's push to become a more sustainable City that preserves and protects its natural resources for future generations.
- d. Economic: The annual costs of congestion, pollution, traffic accidents, as well as constructing new, and maintaining existing, automobile infrastructure are significant. Augmenting and improving bicycling infrastructure in the City can significantly reduce the economic costs associated with driving by shifting drivers to more cost-effective transportation options. Furthermore, increased bicycling infrastructure can improve access to many of the City's commercial corridors. Studies have shown that in a dense urban environment such as the City many shoppers do not access commercial centers by automobile, but rather through transit or other non-motorized modes. This Project would stimulate significant economic growth by facilitating access to commercial zones and encouraging the development of these zones not just as shopping "centers," but rather as vibrant public spaces.
- e. Equity: The annual costs of driving are in thousands of dollars, leaving many segments of the population unable to afford the luxury of owning an automobile. Conversely, bicycles are one of the cheapest modes of transportation available. For many low-income individuals, bicycles constitute their predominant mode of travel. The implementation of the projects and policies in this Project will significantly expand bicycle infrastructure in the City, thereby providing enhanced transportation access to underserved segments of the population.

Project-level Significant and Unavoidable Impacts and Overriding Considerations

In addition to the reasons set forth above, the following specific overriding economic, legal, social, technological, or other considerations outweigh the identified significant, unavoidable

effects (as referenced by their Impact Numbers noted in Section IV) on the environment due to the implementation of the specific projects contained in the Preferred Project.

Project 1-3: North Point Bicycle Lanes, Embarcadero to Van Ness Avenue, Mod. Option 1

This project is associated with a significant and unavoidable loading impact (North Point east of Columbus) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impacts #24 and 25). Notwithstanding these impacts, the preferred project is acceptable because the bike lanes on North Point are a critical link between the waterfront, Van Ness Avenue (a major north-south arterial and US Route 101), and Fort Mason, which provides further connections to the Marina District, Chrissy Field and the Golden Gate Bridge. Project 1-3 is already part of the Route 2 of Bicycle Network and would extend existing Class II bike lanes from the Embarcadero to Fort Mason. Furthermore, this route is the flattest east-west bicycle route option in this area. Finally, although on-street loading will be impacted on North Point during peak commute hours, the proposed North Point bicycle lanes will make on-street, double-parked loading activities easier during non-peak hours. Loading is legally allowed from Class II bicycle lanes when curb-side loading is not available. Therefore, between 9:00 a.m. and 3:30 p.m. double parked loading will actually be safer and more convenient for legitimate commercial loading on North Point.

Project 2-1: 2nd Street Bicycle Lanes, King Street to Market Street, Mod. Option 1

This project is associated with a variety of significant and unavoidable intersection impacts, transit delays, and loading impacts in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #26 through 32). Notwithstanding these impacts, the preferred project benefits the City because 2nd Street serves as a vital element of the Bicycle Network. As part of Bicycle Route 11, 2nd Street provides a critical link between Market Street (Route 50 – a major bicycle thoroughfare), Bicycle Routes 30/5, the Montgomery Street BART station, and key destinations in SoMa – the 4th and King Caltrain station, AT&T Park, and the waterfront. Bicyclists are currently using 2nd Street as a route through SoMa and to/from downtown, and recent bicycle counts have shown an increase in the number of bicyclists using this corridor (a 39 percent increase at 2nd/Townsend from 2006 to 2008). Unfortunately, the narrow width of the street and high traffic volumes make 2nd Street a particularly challenging bicycling environment. The addition of bicycle lanes on 2nd Street would reduce the likelihood of “dooring” collisions, while improving bicyclist visibility and reducing vehicle speeds.

Project 2-2: 5th Street Bicycle Lanes, Market Street to Townsend Street, Mod. Option 2

This project is associated with numerous significant and unavoidable intersection impacts in both the existing and cumulative conditions, as further detailed in the section on significant and

unavoidable impacts. (See Impacts #33 through 36). Even with these impacts, the preferred project is acceptable because 5th Street serves as a crucial element of the Bicycle Network. As part of Bicycle Route 19, 5th Street provides a critical link between Market Street (Route 50 – a major bicycle thoroughfare), Bicycle Routes 30/36, the Powell Street BART station, and key destinations in SoMa – the 4th and King Caltrain station, AT&T Park, and the waterfront. 5th Street provides the most proximate north-south bicycle route between the 4th and King Caltrain station and downtown, and, therefore, is essential to connecting bicyclists to regional transit services. Bicycle ridership in this corridor has also increased substantially in recent years (a 21 percent increase at 5th/Townsend and a 31 percent increase at 5th/Market since 2006). At the same time, the 5th Street corridor ranked 10th in 2007 in the number of bicycle collisions. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on 5th Street will ensure that a growing number of bicyclists can travel safely between downtown and important destinations in SoMa.

Project 2-3: 14th Street Bicycle Lanes, Dolores Street to Market Street, Option 1; Project 2-11: Market Street Bicycle Lanes, 17th Street to Octavia Boulevard, Mod. Option 1

Project 2-3 by itself is not associated with any significant and unavoidable impact. However, the combined design modifications of Project 2-3 and Project 2-11 produces a significant and unavoidable intersection impact (Church/Market/14th) in the cumulative condition, as further detailed in the section on significant and unavoidable impacts. (See Impact #37). Notwithstanding these impacts, Project 2-3 provides multiple benefits by filling a gap within the Bicycle Route Network that extends bicycle lanes on Route 30 from Dolores Street to Market Street. The installation of bicycle lanes will have a number of positive results for pedestrians and bicyclists, including reduced crossing distances, improved visibility, slower vehicular speeds, and reduced numbers of bicyclists using the sidewalks. Motorists will also benefit from this project as traffic circulation will improve because the proposed lane design is consistent with the configuration east of Dolores Street. Finally, the widened parking lane will facilitate more convenient and safer parking conditions. See below for more on the statement of overriding consideration for Project 2-11.

Project 2-4: 17th Street Bicycle Lanes, Corbett Avenue to Kansas Street, Mod. Option 1; Project 2-6: Division Street Bicycle Lanes, 9th Street to 11th Street, Option 2

The combined design modifications of Project 2-4 and Project 2-6 result in a number of significant and unavoidable intersection and transit delay impacts, as further detailed in the section on significant and unavoidable impacts. (See Impact #38 through 44.) Project 2-4 outweighs these impacts because 17th Street serves as a vital east-west route in the Bicycle Route Network. 17th Street is Route 40 in the Bicycle Route Network and bicycle lanes on this street would dramatically improve east-west travel for bicyclists, as well as enhance connectivity to transit services at the 16th Street BART Station and the Castro Muni station. Furthermore, Route

40 offers connections to numerous other north-south bicycle routes. The 17th Street corridor also has seen substantial growth in the number of bicyclists (a 57 percent increase at 17th/Valencia since 2006). The benefits of Project 2-6 also outweigh these impacts. Project 2-6 would promote and encourage safe bicycling along the Division Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the South of Market area with points to the west and to the north, as well as a connection to existing bicycle facilities on 11th Street. Because of its location under the US 101 freeway, and the prevalence of vehicular traffic, this segment of Division Street is especially inhospitable to bicyclists. The addition of Class II bicycle lanes on Division Street would greatly enhance the road environment and bicycling experience in this corridor. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, the addition of bicycle lanes on 17th Street and Division Street will ensure that a growing number of bicyclists can travel safely through the these areas.

Project 2-7: Fremont Street Bicycle Lane, Harrison Street to Howard Street, Option 1; Project 2-9: Howard Street Bicycle Lane, Embarcadero to Fremont Street, Option 1

Project 2-7 by itself is not associated with any significant or unavoidable impact. However, the combined design modifications of Project 2-7 and Project 2-9 produces a significant and unavoidable intersection impact (Fremont/Howard) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #45-46.) Notwithstanding this impact, Project 2-7 is acceptable because it would add an important new segment to the City's Bicycle Route Network. The addition of Class II and III bicycle facilities on Fremont Street would facilitate connections to Route 30 on Folsom Street and the larger bicycle route network. Fremont Street also serves as a major off-ramp from I-80 into San Francisco and high vehicle speeds make Fremont Street a particularly challenging bicycling environment. Finally, the nearby construction of the Transbay Terminal and planned residential growth in this area necessitates an improved environment for bicyclists and pedestrians. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Fremont Street will ensure that a growing number of bicyclists can travel safely in this area. See below for more on the statement of overriding consideration for Project 2-9.

Project 2-9: Howard Street Bicycle Lane, Embarcadero to Fremont Street, Option 1

In addition to the significant and unavoidable impact generated by the combination of Project 2-7 and Project 2-9 (as discussed above), Project 2-9 by itself results in a significant and unavoidable intersection impact (Howard/Fremont) for both existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #47-48.) Even with this impact, the preferred project will benefit the City in that it would extend existing bicycle lanes on Howard Street (Route 30) east to the Embarcadero. These new lanes would

provide a needed connection between the Embarcadero and destinations west into SoMa. Bicycle ridership along the Howard Street corridor is also on the rise (47 percent increase at 11th/Howard since 2006), and this project would ensure additional safe connections for growing numbers of riders. Finally, Route 30 will help to enhance regional transit connections for bicycle riders due to its proximity to the Transbay Transit Terminal.

Project 2-11: Market Street Bicycle Lanes, 17th Street to Octavia Boulevard, Mod. Option 1

This project is associated with a significant and unavoidable intersection impact (Church/Market/14th Streets) in the cumulative condition. This project is also associated with a significant and unavoidable loading impact (north side of Market Street near Noe Street) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #49-51.) Notwithstanding these significant and unavoidable impacts, the benefits of the preferred project outweigh these detriments because the project creates continuous bicycle infrastructure on Market Street, the primary bicyclist connection to/from downtown and a major connector to local and regional transit services. Bicycle ridership on Market Street during the P.M. peak has increased dramatically in recent years a 33 percent increase at 11th/Market and a 31 percent increase at 5th/Market since 2006. At the same time, the Market Street corridor ranked first in the number of bicycle injury collisions from 2003 to 2007 with 179. By reducing lane width, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Market Street will ensure that a growing number of bicyclists can travel safely to and from the downtown core.

Project 2-16: Townsend Bicycle Lanes, 8th Street to Embarcadero, Mod. Option 1

Numerous significant and unavoidable intersection and transit delay impacts accompany this project as further detailed in the section on significant and unavoidable impacts. (See Impact #32 and #52-57.) These impacts, however, are balanced against the benefits of the preferred project supporting a crucial element of the Bicycle Network along Townsend Street. As part of Bicycle Route 36, Townsend Street provides a critical link from the Embarcadero west through SoMa, as well as connections to numerous north-south bicycle routes to/from downtown and key destinations in SoMa – the 4th and King Caltrain station, AT&T Park, and the waterfront. Townsend Street provides the most proximate east-west bicycle route to the 4th and King Caltrain station and is essential to connecting bicyclists to regional transit services. Bicycle ridership in this corridor has also increased substantially in recent years (a 39 percent increase at 2nd/Townsend since 2006). By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Townsend Street will ensure that a growing number of bicyclists can travel safely to destinations in SoMa. The abovementioned benefits outweigh the identified impacts of this project.

Project 3-2: Masonic Avenue Bicycle Lanes, Fell Street to Geary Boulevard, Preferred Option not yet determined; Project 3-1: Fell Street and Masonic Avenue Intersection Improvements

Project 3-2 by itself results in significant and unavoidable intersection and transit delay impacts as further detailed in the section on significant and unavoidable impacts. (See Impact # 58-71.) In addition, the combined design modifications of Project 3-2 and Project 3-1 generates a significant and unavoidable intersection impact (Masonic/Fell) in the cumulative condition. Nevertheless, this Project provides an important north-south connection between the Panhandle/Golden Gate Park vicinity and Geary Boulevard, a primary east-west corridor in the western part of the City. Masonic Avenue (Route 55) is a major north-south route for bicyclists and connects to several east-west bicycle routes, as well as the University of San Francisco, a significant generator of bicycle trips. Bicycle ridership in this corridor is also on the rise, as the 2008 bicycle counts revealed a 39 percent increase in bicyclists at Masonic Avenue and the Panhandle since 2006. The presence and speed of vehicles in this area also presents a particularly challenging environment for bicyclists. From 2003 to 2007, the Masonic Avenue Corridor ranked 10th in the number of bicycle injury collisions, while the intersection of Fell Street and Masonic Avenue ranked 1st. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Masonic Avenue will ensure that a growing number of bicyclists can travel safely in this area.

Due to a high number of bicycle injury collisions and escalating safety concerns at the Fell Street and Masonic Avenue intersection, Project 3-1 was granted relief from the Bicycle Plan injunction and was implemented in September of 2008. As a result, Project 3-1 is not included in this statement of overriding considerations.

Project 5-4: Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue, Mod. Option 1

This project is associated with a significant and unavoidable loading impact (Bayshore Boulevard between Cesar Chavez and Industrial Streets) for both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #72-73.) Notwithstanding these significant and unavoidable impacts, the Project 5-4 is acceptable because it promotes and encourages safe bicycling along this segment of the Bayshore Boulevard corridor and would fill a gap in the existing bicycle route network, providing a connection between the Bayview, Mission, Potrero Hill and Portola neighborhoods. The new bicycle lanes and sharrows on Bayshore Boulevard would greatly improve the north-south bicycle network in this vital corridor, as well as enhance bicyclists' links to numerous east-west bicycle routes. The proximity of Route 25 to both the US-101 and I-280 freeways make Project 5-4 essential to improving bicyclist safety. The presence of and speed of vehicles in this corridor make it a challenging environment for bicyclists. The dedication of exclusive street space to bicyclists will

greatly improve bicyclist visibility, limit the number of conflicts with parked vehicles, and reduce vehicle speeds. As a result, Project 5-4 is consistent with the City goal of improving road conditions and safety for bicyclists.

Project 5-5: Cesar Chavez Bicycle Lanes, I-280 to US 101 Freeways, Mod. Option 1

This project is associated a significant and unavoidable intersection impact (Evans/Cesar Chavez) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #74-75.) However, the preferred project provides substantial City-wide benefit as it provides a critical east-west connection between I-280 and US 101. Bicycle lanes on Cesar Chavez Boulevard (Route 60) would enhance connections between Potrero Hill and the Mission neighborhood and help to overcome the significant barrier presented by US 101. Route 60 also links with Route 525 and Route 68, which connect to major destinations like S.F. General Hospital and China Basin. Bicycle lanes on Cesar Chavez also would improve safety for bicyclists by increasing space dedicated to bicycle travel and reducing traffic conflicts in one of the more auto-oriented section of the City.

Project 5-6: Cesar Chavez/26th Street Bicycle Lanes, Sanchez Street to US 101, Preferred Option not yet determined

This project results in numerous significant and unavoidable intersection and transit delay impacts as further detailed in the section on significant and unavoidable impacts. (See Impact #76-98.) Yet, even with such impacts, the Cesar Chavez bicycle segment serves as valuable elements of the Bicycle Network. As part of Bicycle Route 60, Cesar Chavez and 26th Street provide a critical east-west route through the Bernal Heights and Mission neighborhoods. Bicycle ridership in this corridor also has increased substantially in recent years (a 39 percent increase at Cesar Chavez/Harrison since 2006). However, Cesar Chavez is one of the major arteries that serve US 101. The prevalence and speed of vehicular traffic in this area has made this corridor especially inhospitable to bicyclists and pedestrians. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Cesar Chavez and 26th Street will ensure that a growing number of bicyclists can travel safely in this area. Finally, this Project supports larger City efforts to revitalize and transform the Cesar Chavez corridor into a more “liveable” neighborhood that prioritizes non-motorized travel and inviting public spaces.

Project 5-13: San Bruno Avenue Bicycle Lanes, Paul Avenue to Silver Avenue, Preferred Option net yet determined

This project has significant and unavoidable loading impacts (west side of San Bruno between Paul and Silver Avenues) for Options 1 & 2 in both the current and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #99-100.)

Even with such impacts, the preferred project would create an important new segment to the City's Bicycle Route Network with multiple benefits. Bicycle lanes on San Bruno Avenue would offer a new north-south connection between Route 70 on Silver Avenue and Route 5 on Paul Avenue, thereby enabling bicyclists to access the nearby Caltrain stations with greater ease. The addition of bicycle lanes also would facilitate more efficient use of roadway capacity and the narrowed lanes in the southbound direction would slow vehicular speeds. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on San Bruno Avenue will ensure that a growing number of bicyclists can travel safely in this area.

Project 6-5: Portola Drive Bicycle Lanes, Corbett Avenue to O'Shaughnessy Boulevard, Mod. Option 1; Project 6-6: Portola Drive Bicycle Lanes, O'Shaughnessy Boulevard/Woodside Avenue to Sloat Boulevard/St. Francis Boulevard, Modified Option 2; Project 6-2: Clipper Street Bicycle Lanes, Douglass Street to Portola Drive, Option 1

As a result of changes to project designs, Project 6-5 by itself is not associated with any significant or unavoidable impact. However, the combined design modifications of Project 6-5, Project 6-6, and Project 6-2 produces a significant and unavoidable transit delay impact in the cumulative condition, as further detailed in the section on significant and unavoidable impacts. (See Impact #101-102.) Nevertheless, Project 6-5 provides many benefits as Portola Drive is an essential component to the City's Bicycle Route Network. Portola Drive already serves as Bicycle Routes 50, 55, and 60 which connect to Sloat Blvd., Clipper Street, 17th Street, Market Street, and Haight Street. Portola Drive also offers the primary flat route through this topographically challenging area of the City. By creating space specifically for bicyclists this project will greatly enhance the environment for bicyclists, while reducing the conflicts associated with large numbers of bicyclists riding on the sidewalk in this corridor. Motorists will also benefit from 8 additional parking spaces and a wider parking lane. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Portola Drive will ensure that a growing number of bicyclists can travel safely in this area. As a result, this project's benefits will outweigh the environmental detriments cited above.

The benefits of Project 6-6 also outweigh the impacts generated by its implementation. Project 6-6 serves as a necessary complement to Project 6-5. This project would promote and encourage safe bicycling along this segment of Portola Drive and complete a gap in the existing bicycle route network along this important route, providing a connection between the Diamond Heights, Saint Francis Wood, and West Portal neighborhoods.

Finally, Project 6-2 it will close a gap on Route 60 of the Bicycle Route Network and offer enhanced connectivity to numerous other routes (749/49/55/50) in the area. Clipper Street offers the only east-west connection between Noe Valley and Portola Drive and is essential component to ensuring that bicyclists can travel through the challenging topography of this neighborhood.

Ridership in this area has also shown an increase in recent years (26 percent increase at Portola and O’Shaughnessy since 2006) and this new infrastructure is essential to safely accommodating new bicyclists. Thus, this project's benefits outweigh the identified environmental impacts.

Bicycle Plan and Long-Term Project Related Significant and Unavoidable Impacts and Overriding Considerations

The following section addresses the Bicycle Plan-related and Long term project-related significant and unavoidable impacts. Below is a list referring to the traffic, transit, and loading impacts related to these approval actions. Such impacts are further detailed in the section on significant and unavoidable impacts.

A. Plan-related Significant and Unavoidable Impacts

1. Bicycle Route Network Goals, Objectives and Action Items
 - a) Impact – TR-A1.1: Traffic, Transit and Loading Impacts (Impact #17)
 - b) Impact – TR-A1.2: Traffic, Transit and Loading Impacts (Impact #18)
 - c) Impact – TR-A1.4: Traffic, Transit and Loading Impacts (Impact #19)
2. General Plan Amendments, Environmental Review, and Citywide Coordination Goals, Objectives and Action Items
 - a) Impact – TR-A7.1: Traffic, Transit and Loading Impacts (Impact #20)
 - b) Impact – TR-A7.3: Traffic, Transit and Loading Impacts (Impact #21)
 - c) Impact – TR-A7.4: Traffic, Transit and Loading Impacts (Impact #22)
3. Bicycle Funding Goals and Objectives
 - a) Impact – TR-A8.1: Traffic, Transit and Loading Impacts (Impact #23)

B. Long-Term Improvements-related Significant and Unavoidable Impacts

1. Impact – TR-LT1: Traffic Impacts (Impact #103)
2. Impact – TR-LT2: Transit Impacts (Impact #104)
3. Impact – TR-LT3: Loading Impacts (Impact #105)

Notwithstanding the significant and unavoidable impacts noted above related to the Plan and Long-Term improvements, the Commission finds, after considering the Final EIR and based on

substantial evidence in the record and as set forth elsewhere in these findings and herein, that specific overriding economic, legal, social, technological, or other considerations outweigh the identified significant effects on the environment related to these actions.

1. The 2009 Bicycle Plan and long-term improvements are necessary components to ensuring that San Francisco becomes a world-class bicycling City for residents and visitors alike. As bicycling continues to emerge in San Francisco as a preferred and safe alternative transportation option, it will be essential for the City to continue to expand and modify the Bicycle Route Network and respond to changes in demand for bicycling infrastructure. These approval actions would enable the City to complete the bicycle route network, close network gaps, refine and rationalize the bicycle route network, and continue to improve bicyclist safety and riding experience.
2. Using bicycles instead of automobiles is considerably cheaper and often more effective. Bicycles can be more effective for police enforcement wherever there is considerable traffic congestion and at locations difficult to patrol by motor vehicle. Approval of the Bicycle Plan would allow for better promotion of the use of bicycles by City employees when attending meetings, performing field work, or conducting site inspections, as well as the establishment and expansion of programs designed to prioritize adding bicycles to the City's fleet whenever replacing or upgrading motor vehicles.
3. A large number of the long-term improvements are planned for areas of the City that are underserved by bicycling infrastructure, such as Mission Bay and Hunter's Point. As growth in the areas continues and planned development takes shape it is essential that these long-term improvements be implemented to provide existing and new residents access to a safe transportation option.
4. The long-term improvements at the Transbay Terminal will be essential to ensuring that bicyclists are able to access regional transit services. These long-term improvements will enable commuters, visitors, and residents to reduce their number of automobile trips and access parts of the region via safe, sustainable, and cost-effective transportation options.
5. Many of the long-term improvements have not been finalized and will be undergoing significant levels of additional study. As these projects undergo further design and environmental study it is expected that some of the identified impacts will be addressed through design changes or reduced to a less than significant level via mitigation.

Having considered these specific Project benefits, including the overall benefits of bicycling discussed above, the Commission finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable. The Commission further finds that each of the Project benefits discussed above is a

separate and independent basis for these finding, and for rejecting the alternatives as further described in Section VI.

Exhibit 1
Mitigation Monitoring and Reporting Program

Exhibit 1

Mitigation Monitoring and Reporting Program

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<i>A-1 MITIGATION MEASURES AGREED TO BY THE PROJECT SPONSOR WHICH REDUCE THE IMPACT TO LESS-THAN-SIGNIFICANT</i>					
MITIGATION MEASURES FROM THE INITIAL STUDY					
CULTURAL AND PALEONTOLOGICAL RESOURCES					
<i>Mitigation Measure 1: Archaeological Deposits Mitigation Measure (Accidental Discovery)</i>					
The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc.	Project sponsor	Prior to any soil disturbing activities	Distribute Planning Department Archeological Resource "ALERT" sheet to Prime Contractor, sub-contractors and utilities firms.	Project sponsor, archaeologist and Environmental Review Officer (ERO)	Prior to any soil disturbing activities.
The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.	Project sponsor			Submit signed affidavit of distribution to ERO.	Following distribution of "ALERT" sheet but prior to any soils disturbing activities.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.	Head Foreman and/or project sponsor	Accidental discovery	Suspend any soils disturbing activity.	Notify ERO of accidental discovery.	
If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/ cultural significance.	Project sponsor	In case of accidental discovery	If ERO determines an archeological resource may be present, services of a qualified archeological consultant to be retained.		
If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.	Archeological consultant	In case of accidental discovery	Identify and evaluate archeological resources.	Make recommendation to the ERO	
Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.	Project sponsor	After determination by the ERO of appropriate action to be implemented following evaluation of accidental discovery.	Implementation of Archeological measure required by ERO.		

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.	Project sponsor	Following completion of any* archeological field program. (* required.)	Submittal of Draft/Final FARR to ERO.		
Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.	Project sponsor		Distribution of Final FARR.		

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
BIOLOGICAL RESOURCES					
<i>Mitigation Measure 3: Protection of Nesting Birds Mitigation Measure</i>					
<p>The project sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. Pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests would be disturbed during project implementation. A preconstruction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all trees in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest.</p>	<p>Project sponsor and qualified ornithologist or wildlife biologist.</p>	<p>Prior to any on-site construction activities.</p>	<p>Pre-construction surveys for nesting birds to be conducted by a qualified ornithologist or wildlife biologist. If an active nest is found close to construction area, the ornithologist, in consultation with CDFG, shall determine construction-free buffer zone extent established around the nest.</p>		

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES FROM THE DRAFT EIR					
TRANSPORTATION, CIRCULATION, AND PARKING					
NEAR-TERM IMPROVEMENTS					
Cluster 1: Financial District/North Beach Area					
<p><u>M-TR-P1-1a:</u> An alternative school passenger drop-off location would have to be identified to accommodate passenger loading demand, such as expanding the existing passenger drop-off location along the east side of Franklin Street between Pacific Avenue and Broadway on the west side of the school building. Alternatively, the passenger drop off zone on Broadway could be maintained by eliminating the proposed eastbound bicycle lane between Franklin Street and Van Ness Avenue and having bicyclists share the curb lane with motor vehicles, similar to existing conditions. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.</p>	SFMTA	Prior to implementation of Project 1-1.	SFMTA to identify and implement an alternative passenger loading zone as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P1-1b:</u> Refer to Mitigation Measure M-TR-P1-1a, above for mitigation of this impact. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.</p>	SFMTA	Prior to implementation of Project 1-1.	SFMTA to identify and implement an alternative passenger loading zone as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P1-1c:</u> Extend the existing passenger loading zone on the north side of Broadway near Webster Street towards the east, all the way to Buchanan Street. The passenger zone extension would be located to the right of the proposed bicycle lane and would be operational during school arrival and dismissal periods only (typically from 7:00 to 8:30 a.m. and from 2:00 to 3:30 p.m.). This mitigation would reduce or eliminate incidents of double parking related to passenger loading and alleviate any associated congestion. With the implementation of this mitigation measure, the significant impact regarding loading for the students of Hamlin School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.</p>	SFMTA	Prior to implementation of Project 1-1.	SFMTA to implement the changes to passenger loading zone on the north side of Broadway near Webster Street as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P1-1d:</u> Refer to Mitigation Measure M-TR-P1-1c, above, for mitigation of this impact. With the implementation of this mitigation measure, the significant impact on loading for the students of Hamlin School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.</p>	SFMTA	Prior to implementation of Project 1-1.	SFMTA to implement the changes to passenger loading zone on the north side of Broadway near Webster Street as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P1-3a:</u> Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Van Ness/North Point Street intersection. The criteria for signal warrants were satisfied. Therefore, signalization of this intersection was proposed as the mitigation measure. The intersection shall be converted from a three-way stop- controlled (FWSC) intersection to a signalized intersection (with the application of 90 seconds of cycle length) to improve intersection operations. With this improvement, the intersection operation would improve to LOS B, with 19 seconds of delay and a V/C ratio of 0.65. The intersection operations would improve from LOS E to LOS B for 2025 Cumulative plus Project conditions. Minimum green times required for pedestrians to cross the intersection would be maintained to the signal. Hence, this mitigation measure would reduce impacts of Project 1-3 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 1-3.	SFMTA to convert the intersection from a three-way stop-controlled intersection into a signalized intersection as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
Cluster 2: South of Market Area					
<p><u>M-TR-P2-1o (Projects 2-1 and 2-16 combined):</u> The implementation of Option 1 of the combined Projects 2-1 and 2-16 under Existing plus Project conditions would add approximately 863 seconds (14.4 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/ Harrison Street, and 2nd Street/ Folsom Street intersections, approximately 27 seconds of delay southbound and 266 seconds (4.4 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 293 seconds (4.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 from Modified Option 1 of the combined Projects 2-1 and 2-16 under Existing plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-1 and 2-16 combined.	SFMTA to modify the southbound 2 nd Street traffic signal phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P2-1s:</u> The implementation of Project 2-1 Modified Option 1 under Existing plus Project conditions would add approximately 845 seconds (14.1 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/ Harrison Street, and 2nd Street/Folsom Street intersections, approximately 27 seconds of delay southbound and 249 seconds (4.2 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 276 seconds (4.6 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 Modified Option 1 under Existing plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the southbound 2 nd Street traffic signal phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-1u:</u> The implementation of individual Project 2-1 Option 1 under 2025 Cumulative plus Project conditions would add approximately 450 seconds (7.5 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/ Harrison Street, and 2nd Street/Folsom Street intersections, delay would be reduced by approximately 170 seconds (2.8 minutes) southbound with approximately 403 seconds (6.7 minutes) of delay added northbound to Muni bus line 10. The total added delay of 233 seconds (3.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the southbound 2 nd Street traffic signal phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P2-16c:</u> Six seconds of green time shall be added to the eastbound Townsend Street approach and six seconds of green time shall be reduced from the northbound 7th Street approach, to improve the 7th Street/Townsend Street intersection operations from LOS F to LOS D, with 35.2 seconds of delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to modify the traffic signal timing for the northbound 7 th Street approach as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-16g:</u> The westbound Townsend Street approach shall be modified from a permitted phase to a protected signal phase. In addition, five seconds of green time shall be added to the westbound Townsend Street approach and five seconds of green time shall be reduced from the southbound 4th Street approach. This would improve the 4th Street/Townsend Street intersection operations from LOS F to LOS D, with 42.2 seconds of delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to modify the signal phase timing to the westbound Townsend Street direction as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Cluster 3: Civic Center/Western Addition					
<p><u>M-TR-P3-1a (Projects 3-1 and 3-2 combined):</u> Four seconds of green time shall be added to the northbound and southbound directions of Masonic Avenue and four seconds of green time shall be reduced from the westbound direction of Fell Street. With these adjustments, Masonic Avenue/Fell Street intersection operations will improve to LOS D, with 52.7 seconds of delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection would be maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce impacts from combined Projects 3-1 and 3-2 Option 1 to a less-than-significant level under Existing plus Project conditions.</p>	SFMTA	Prior to implementation of Project 3-1 and 3-2 combined.	SFMTA to implement the signal phase timing changes as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P3-2f:</u> Four seconds of green time shall be added to the northbound and southbound Masonic Avenue directions, with a corresponding reduction in green time in the westbound Fell Street direction of four seconds. With these adjustments, the Masonic Avenue/Fell Street intersection operations would improve to LOS D, with 45.8 seconds of delay and a V/C ratio of 1.1. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce the project impacts at the Masonic Avenue/Fell Street intersection to a less-than-significant level for Project 3-2 Option 2 under Existing plus Project conditions.</p>	SFMTA	Prior to implementation of Project 3-2.	SFMTA to implement the signal phase timing change as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Cluster 5: Mission/Glen Park/Excelsior Area					
<p><u>M-TR-P5-4f (Projects 5-2 and 5-4 combined):</u> The implementation of Modified Option 1 under 2025 Cumulative plus Project conditions for Projects 5-2 and 5-4 combined would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4e, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and SamTrans 292 for Projects 5-2 and 5-4 with Modified Option 1 combined under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Projects 5-2 and 5-4 combined.	SFMTA to implement the signal timing changes as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P5-4g:</u> The implementation of Modified Option 1 under 2025 Cumulative plus Project conditions for Project 5-4 only would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4e, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and SamTrans 292 for Project 5-4 only with Modified Option 1 combined under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 5-4.	SFMTA to implement the signal timing changes as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
A-2 MITIGATION MEASURES AGREED TO BY THE PROJECT SPONSOR FOR WHICH IMPLEMENTATION WOULD IMPROVE CONDITIONS BUT WOULD NOT REDUCE THE EFFECTS TO LESS-THAN-SIGNIFICANT					
NEAR-TERM IMPROVEMENTS					
Cluster 2: South of Market Area					
<p><u>M-TR-P2-1c:</u> It is proposed that five seconds of green time be added to the northbound 2nd Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach. This would improve the intersection operations from LOS F to LOS E. It has been ensured that the minimum green times required for pedestrians to cross the 2nd Street/Harrison Street intersection have been maintained even after the green time adjustments to the signal. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-1e:</u> It is proposed that five seconds of green time be added to the northbound 2nd Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach, thus improving the 2nd Street/Harrison Street intersection operations and reducing average delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P2-1i:</u> It is proposed that the southbound 2nd Street approach be modified from a protected phase to a permitted phase with no changes to green time allocation. This would improve the 2nd Street/Folsom Street intersection operations and reduce the average delay. Nevertheless, this mitigation measure would not reduce the project impacts of Project 2-1 Modified Option 1 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-1q (Projects 2-1 and 2-16 combined):</u> The implementation of combined Projects 2-1 and 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions would add approximately 672 seconds (11.2 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street (M-TR-P2-1c through M-TR-P2-1f), and 2nd Street/Folsom Street (M-TR-P2-1g through M-TR-P2-1j) intersections, delay would be reduced by approximately 169 seconds (2.8 minutes) southbound with approximately 625 seconds (10.4 minutes) of delay added northbound to Muni bus line 10. The total added delay of 495 seconds (7.6 minutes) would be greater than the transit delay threshold of six minutes. Therefore, a significant transit impact to Muni bus line 10 would occur resulting from implementation of Modified Option 1 of the combined Projects 2-1 and 2-16 under 2025 Cumulative plus Project conditions.</p>	SFMTA	Prior to implementation of Project 2-1 and 2-16.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-7a (Projects 2-7 and 2-9 combined):</u> The cycle length at the Fremont Street/Howard Street intersection shall be increased by 35 seconds (from 60 seconds to 95 seconds), so that the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of combined Projects 2-7 and 2-9 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-7 and 2-9 combined.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P2-7b (Projects 2-7 and 2-9 combined):</u> The Fremont Street/Howard Street intersection operates at LOS D with 54.9 seconds of delay under Existing plus Project conditions relative to Existing conditions, with mitigation shown in Mitigation Measure M-TR-P2-7a. This is determined to be a significant impact since it is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. As a consequence, a corresponding LOS deterioration is expected at this intersection for 2025 Cumulative plus Project compared to 2025 Cumulative conditions. Therefore, a significant impact would occur at the Fremont Street/Howard Street intersection.</p>	SFMTA	Prior to implementation of Project 2-7 and 2-9 combined.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-9a:</u> It is proposed that the cycle length at the Fremont Street/Howard Street intersection be increased by 35 seconds (from 60 seconds to 95 seconds). With this improvement, the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-9.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-9b:</u> It is proposed that lane configuration adjustments be made to the westbound Howard Street direction to improve LOS and reduce the delay at the Fremont Street/Howard Street intersection. The westbound Howard Street approach shall be modified from one through lane and one shared through-right turn lane, into two through lanes and one exclusive right-turn lane. The LOS will remain at level F. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level for 2025 Cumulative plus Project conditions.</p>	SFMTA	Prior to implementation of Project 2-9.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements Are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P2-16e:</u> It is proposed that lane configuration adjustments be made to the eastbound Townsend Street direction to improve LOS and decrease the amount of average delay. Assuming that the existing railroad alignment would be removed, the eastbound Townsend Street approach would be modified from one shared through-left turn lane and one exclusive right-turn lane to one shared through-left turn lane and one shared through-right turn lane. Hence, this lane adjustment decreases the amount of average delay and reduces the V/C ratio by 78 percent (from 5.52 to 1.24). This would improve intersection operations. Nevertheless, a significant impact would occur at the 7th Street/Townsend Street intersection with the implementation of Project 2-16 Option 1 under 2025 Cumulative conditions.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to make lane configuration adjustments to the eastbound Townsend Street direction as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO if new improvements are implemented.
Cluster 3: Civic Center/Western Addition					
<p><u>M-TR-P3-2j:</u> It is proposed that ten seconds of green time be added to the northbound Masonic Avenue direction, with a corresponding reduction of green time in the eastbound Turk Street direction of ten seconds, to improve intersection operations at the Masonic Avenue/Turk Street intersection to LOS E, with 72.5 seconds of delay and a V/C ratio of 1.29. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. However, the Masonic Avenue/Turk Street intersection would continue to operate at an unacceptable LOS, therefore the traffic impact would be significant even after this improvement measure is implemented.</p>	SFMTA	Prior to implementation of Project 3-2.	SFMTA to implement signal phase timing change as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
A-3 MITIGATION MEASURES FOR WHICH THE FEASIBILITY OF IMPLEMENTATION IS UNCERTAIN					
SAN FRANCISCO BICYCLE PLAN GOALS, OBJECTIVES, AND ACTION ITEMS					
<p><u>M-TR-A1.1:</u> Mitigation Measures defined in Subsection V.A.3 [of the Draft EIR] shall be implemented in association with the 60 near-term improvements proposed and implemented under the Bicycle Plan. For those identified significant impacts with respect to traffic, transit, and loading in Subsection V.A.3 for which no feasible mitigation measures have been identified, the impacts remain significant and unavoidable.</p>	SFMTA	Prior to implementation of near-term improvements.	SFMTA to implement the feasible mitigation measures described below for the near-term improvements. Please see also mitigation measures for which feasibility has not been determined in the next section.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-A1.2:</u> Mitigation Measures discussed and defined in Subsection V.A.5 shall be implemented in association with long-term improvements proposed and implemented under the Bicycle Plan. Specific designs for the long-term improvements are unknown at this time. Once specific project designs for the long-term improvements are developed and analyzed for potential environmental impacts with respect to traffic, transit, parking, pedestrian, bicycles and loading, mitigation measures may be identified and implemented.</p>	SFMTA	Prior to implementation of long-term improvements.	SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-A1.4:</u> The indirect impacts of Action 1.4 could result in the implementation of improvements to support the City's Transit First Policy. Therefore, it would include potential impacts identified under all sections of this environmental review for the Bicycle Plan such as those discussed in the transportation impact analysis of the potential impacts of the near-term improvements, long-term improvements, and minor improvements as well as impacts that may result from future projects which would be similar to those discussed in this analysis. Physical improvements known at this time are analyzed in Subsections V.A.3, V.A.4, and V.A.5 of this EIR. As discussed in Subsection V.A.4, no significant impacts would result from implementation of the minor improvements. Mitigation measures have been identified in Subsections V.A.3 and V.A.5 that would address some of the significant impacts for near-term and long-term improvements. However, there are some impacts that would remain significant and unavoidable and those are also discussed in the above referenced sections.</p>	<p>SFMTA</p>	<p>Prior to implementation of long-term improvements.</p>	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements. Feasible mitigation measures for the near-term improvements are as described in the previous section.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-A7.1:</u> As described under the mitigation measures M-TR-A1.1 and M-TR-A1.2 above for potential significant impacts TR-A1.2 and TR-A 1.2 resulting from Actions A1.1 and A1.2, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.1.</p>	SFMTA	Prior to implementation of long-term improvements.	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.</p> <p>Feasible mitigation measures for the near-term improvements are as described in the previous section.</p>	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-A7.3:</u> As described under the mitigation measure M-TR-A1.4 above for potential significant impact TR-A1.4 resulting from Action A1.4, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.3.</p>	SFMTA	Prior to implementation of long-term improvements.	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.</p> <p>Feasible mitigation measures for near-term improvements are as described in previous section.</p>	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-A7.4:</u> As described under the mitigation measure M-TR-A1.4 for potential indirect impact TR-A1.4 resulting from Action A1.4, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan to address potential indirect impacts resulting from Action 7.4.</p>	SFMTA	Prior to implementation of long-term improvements.	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.</p> <p>Feasible mitigation measures for the near-term improvements are as described in the previous section.</p>	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-A8.1:</u> As described under the mitigation measures M-TR-A1.1 and M-TR-A1.2 above for potential significant impacts TR-A1.2 and TR-A 1.2 resulting from Actions A1.1 and A1.2, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan to address potential indirect impacts resulting from Action 8.1.</p>	SFMTA	Prior to implementation of long-term improvements.	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.</p> <p>Feasible mitigation measures for the near-term improvements are described above.</p>	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
LONG-TERM IMPROVEMENTS					
<p><u>M-TR-LT1.1:</u> Unsignalized intersections may be signalized, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvement.	SFMTA to implement intersection signalization, where appropriate, as described and to investigate the effectiveness of any potential mitigation measure.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-LT1.2:</u> Changes may be made to signal timing (including redistributing green time from one phase to another, lengthening of signal cycle times, changing permitted movements to protected movements, signal coordination/ progression), as appropriate.</p>	SFMTA	Prior to implementation of Long-term Improvements.	SFMTA to implement changes to signal timing, where appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-LT1.3:</u> Changes may be made to roadway geometry (e.g., changing shared lanes to exclusive turn lanes, providing exclusive right-turn or left-turn pockets), as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement roadway geometry changes, where appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-LT1.4:</u> Floating bicycle lanes may be implemented, where on-street parking is restricted during peak periods, to provide for additional vehicular capacity, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement floating bicycle lanes appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-LT1.5:</u> Parking may be eliminated to provide for additional vehicular capacity, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement parking space removal as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-LT2.1:</u> Signal pre-emption or other transit priority techniques may be applied to reduce overall transit travel times, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement signal pre-emption or other transit priority techniques as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-LT2.2:</u> Bicycle proposals may be modified to create discontinuities in bicycle treatment to avoid transit delays, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to create discontinuity in bicycle treatments as described, where appropriate, to facilitate transit operations, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-LT2.3:</u> Bus stops may be reconfigured to facilitate bus operations, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement bus stops reconfiguration, where appropriate to facilitate bus operations, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-LT2.4:</u> Parking may be eliminated to substitute for lane removal and/or increase roadway capacity, as appropriate. In some instances, where either existing or projected cumulative conditions at intersections operate at LOS E or LOS F conditions, feasible mitigation measures would not be available, and transit impacts would remain significant and unavoidable.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to determine whether or not parking may be eliminated to substitute for lane removal and/or increase roadway capacity, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-LT3.1:</u> Where feasible and required to respond to loading zone impacts, on-street parking layouts shall be modified to accommodate additional yellow commercial freight loading zones.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to determine where on-street parking layouts shall be modified to accommodate additional yellow commercial freight loading zones, where feasible and required, in order to respond to loading zone impacts, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-LT3.2:</u> Traffic management strategies shall be developed and implemented, where feasible, to accommodate short-term passenger loading/unloading activities.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement traffic management strategies to accommodate short-term passenger loading/unloading activities, where appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
NEAR-TERM IMPROVEMENTS					
Cluster 2: South of Market Area					
<p><u>M-TR-P2-16h:</u> Feasibility of the following mitigation measures has not yet been determined. There is a range of potential treatments to address the issue at this intersection. One would be repositioning of the bus zone along the south side of Townsend Street. Another treatment would be reconfiguring the approach lanes to the intersection of 4th and Townsend Streets. Finally, installation of discontinuous bicycle lanes at the approach of the intersection could also be considered. Therefore, a significant transit impact would occur with implementation of Project 2-16 Modified Option 1 under Existing plus Project conditions.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P2-16i:</u> Refer to Mitigation Measure 2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant transit impact would occur to Muni bus line 45 under Existing plus Project conditions for Project 2-16 Modified Option 1.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-P2-16l:</u> Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant transit impact would occur to Muni bus line 30 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P2-16m:</u> Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant transit impact would occur to Muni bus line 45 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 2-16.</p>	<p>SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Cluster 5: Mission/Glen Park/Excelsior Area					
<p><u>M-TR-P5-6a:</u> Lane configuration adjustments to the eastbound and westbound direction on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection from LOS F to LOS E. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. This additional capacity will help reduce the delay and improve the V/C ratio by 9 percent (from 1.31 to 1.18). However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact may occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6b:</u> Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M- TR-P6-5w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. This additional capacity will help reduce the delay and improve the V/C ratio by 23 percent (from 1.17 to 0.90). However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6c:</u> Lane configuration adjustments to the westbound direction of Cesar Chavez Street would improve LOS and reduce the delay for the Guerrero Street/Cesar Chavez Street. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound Cesar Chavez Street approach. This lane adjustment would decrease the delay and improve the V/C ratio by 28 percent (from 1.23 to 0.88) and improve LOS from F to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact may occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6e</u> Lane configuration adjustments to the westbound direction along Cesar Chavez Street would improve LOS and reduce the delay at the Guerrero Street/Cesar Chavez Street intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound approach of Cesar Chavez Street. This lane adjustment would decrease the delay and improve the V/C ratio by 26 percent (from 1.76 to 1.30). Nevertheless, this mitigation measure would not reduce the project impacts at Guerrero Street/Cesar Chavez Street to a less-than-significant level.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6h:</u> Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed from Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, along Cesar Chavez Street in eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from E to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6. In addition, bicycle lane discontinuity could occur at this location.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6j:</u> Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed from Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) along Cesar Chavez Street in the eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from F to E. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6k:</u> Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness Avenue intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street, which would provide an additional through lane along both approaches. These lane adjustments would decrease the delay and improve LOS from F to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Cesar Chavez Street/South Van Ness Avenue intersection with the implementation of Project 5-6.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6l:</u> Lane configuration adjustments to the westbound direction along Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness Avenue intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) in the westbound direction which would provide an additional through lane along this approach. This lane adjustment would decrease the delay and improve LOS from E to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Cesar Chavez Street/South Van Ness Avenue intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6m:</u> Lane configuration adjustments to the eastbound direction and westbound direction on Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness intersection. It is proposed that on- street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street, which would provide an additional through lane along both approaches. These lane adjustments decrease the amount of average delay and reduce the V/C ratio by 22 percent (from 1.91 to 1.49). Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6o:</u> Lane configuration adjustments to the eastbound direction and westbound direction along Cesar Chavez Street would improve LOS and reduce the delay at the Bryant Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed along the eastbound and westbound directions on Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined), which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve the V/C ratio by 29 percent (from 1.34 to 0.95) and improve LOS from F to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6g:</u> Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Bryant Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed in the eastbound and westbound directions along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined), which would provide an additional through lane along both approaches. These lane adjustments would decrease the delay and improve the V/C ratio by 28 percent (from 2.04 to 1.47). Nevertheless, this mitigation measure Chavez Street intersection with the implementation of Project 5-6. would not reduce the project impacts to a less-than-significant level. Hence a significant impact would occur at the Bryant Street/Cesar Chavez Streets.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6s:</u> The implementation of Modified Option 1 under Existing plus Project conditions would add 474 seconds (7.9 minutes) of total delay for Muni bus line 12 westbound. With mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, this delay would be reduced to 262 seconds (4.4 minutes) of delay westbound for Muni bus line 12. This would reduce total delay below the transit delay threshold of six minutes. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur to Muni bus line 12 for Project 5-6 Modified Option 1 under Existing plus Project conditions.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6 Option 1.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6t:</u> The implementation of Option 1 under Existing plus Project conditions would add 867 seconds (14.5 minutes) of total delay for Muni bus line 27. With mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, delay in the westbound direction would be reduced to 324 seconds (5.4 minutes) of delay westbound and 29 seconds eastbound for a total added delay of 353 seconds (5.8 minutes). This would reduce total delay below the transit delay threshold of six minutes. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur to Muni bus line 27 for Project 5-6 Option 1 under Existing plus Project conditions.</p>	SFMTA	Prior to implementation of Project 5-6 Option 1.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6u:</u> The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 1,487 seconds (24.7 minutes) of total delay for Muni bus line 12 westbound with mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR- P5-6q, for which feasibility has not yet been determined. Therefore, a significant transit impact to Muni bus line 12 would occur with implementation of Project 5-6 with Option 1 under 2025 Cumulative plus Project conditions.</p>	SFMTA	Prior to implementation of Project 5-6 Option 1.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6v:</u> The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 2,429 seconds (40.5 minutes) of total delay for Muni bus line 27. With mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, this delay would not be reduced westbound but would be reduced to 99 seconds (1.6 minutes) of delay eastbound. The total added delay of 1,897 seconds (31.6 minutes) would be greater than the transit delay threshold of six minutes. Therefore, a significant transit impact to Muni bus line 27 would occur with implementation of Project 5-6 with Option 1 under 2025 Cumulative plus Project conditions.</p>	SFMTA	Prior to implementation of Project 5-6 Option 1.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>M-TR-P5-6w.</u> As referenced in the above Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q, the traffic analysis conducted for Project 5-6 included four study intersections along Cesar Chavez for the segment between Hampshire and Guerrero Streets. Analysis indicates that if the lane configurations corresponding to the No Project conditions can be provided, some impacts will be mitigated at these intersections. The following two options are part of proposed possible mitigation measures, for which feasibility has not yet been determined, to reinstate the lane configuration under No Project conditions.</p> <ul style="list-style-type: none"> • Option 1 Removal of parking – For the four study intersections analyzed, approximately 100 spaces would need to be removed on Cesar Chavez Street to mitigate the impacts at these locations. However, additional parking spaces may need to be removed to reduce impacts along the entire corridor. • Option 2 Implementing a discontinuous bicycle lane – The consultant recommends the bicycle lane be discontinued at selected intersection approaches along Cesar Chavez Street. This option may reduce the number of parking spaces that need to be removed on Cesar Chavez Street compared to Option 1. 	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
B-1 IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR RELATED TO THE NEAR-TERM IMPROVEMENTS:					
<p><u>I-P2-1a:</u> To improve freight loading conditions in the 2nd Street corridor, metered parking spaces on Mission Street east of 2nd Street would be converted to yellow commercial freight loading zones.</p>	SFMTA	Prior to implementation of Modified Project 2-1.	SFMTA to convert metered parking spaces immediately adjacent to the two commercial freight loading zones on the west side of Hawthorne Street north of Folsom Street on 2 nd Street would be converted to yellow commercial freight loading zones.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>I-P2-1b:</u> To improve freight loading conditions in the 2nd Street corridor, two metered parking spaces immediately adjacent to the aforementioned commercial freight loading spaces on Hawthorne Street would be converted to yellow commercial freight loading spaces.</p>	SFMTA	Prior to implementation of Modified Project 2-1.	SFMTA to convert two metered parking spaces immediately adjacent to the aforementioned commercial freight loading spaces on Hawthorne Street to yellow commercial freight loading spaces.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.
<p><u>I-P2-4a:</u> In order to address improvements for the non-significant parking impacts resulting from the loss of on-street parking spaces under Existing plus Project and 2025 Cumulative plus Project Conditions, it is recommended that the existing parallel parking on some cross streets along 17th Street is converted to perpendicular parking. This improvement measure would reduce the net parking loss from 212 to 166 parking spaces.</p>	SFMTA	Prior to implementation of Modified Project 2-4	SFMTA to investigate conversion of existing parallel parking on some cross streets along 17 th Street along the project alignment to perpendicular parking.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p><u>I-P2-11a:</u></p> <p>In order to address improvements for the non-significant loading impacts resulting from the loss of on-street loading spaces under Existing plus Project and 2025 Cumulative plus Project conditions, it is recommended that the City conduct a loading needs analysis to determine how many and where additional on-street yellow commercial freight loading spaces are required on or near Market Street between Laguna and Noe Streets.</p>	SFMTA	Prior to implementation of Modified Project 2-11	SFMTA to conduct a loading needs analysis to determine how many and where additional on-street yellow commercial freight loading spaces are required on or near Market Street between Laguna and Noe Streets.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.
<p><u>I-P5-7a:</u></p> <p>This improvement measure is recommended to improve parking conditions with implementation of Project 5-7. The second phase design study for the Glen Park Station area conducted by the SFMTA could further investigate parking management strategies in this area, such as parking pricing, better striping and potential expansion of the existing parking lot on the north side of Bosworth Street. The Glen Park neighborhood has been working closely with the City on the development of a transportation concept plan for this area. It should consider potential loss of an additional 56 to 59 parking spaces due to the proposed bicycle improvements and identify acceptable strategies with the neighborhood organizations to address the issue of parking loss.</p>	SFMTA	Prior to implementation of Project 5-7a	SFMTA could further investigate parking management strategies in this area, such as parking pricing, better striping and potential expansion of the existing parking lot on the north side of Bosworth Street.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
B-2 IMPROVEMENT MEASURES RELATED TO THE LONG-TERM IMPROVEMENTS FOR WHICH FEASIBILITY HAS YET TO BE DETERMINED					
<p><u>I-TR-LT3.1:</u> Converting metered parking to yellow commercial freight loading zones, where feasible.</p>	SFMTA	Prior to implementation of a long-term improvement	SFMTA to determine locations to convert metered parking to yellow commercial freight loading zones, where appropriate. and feasible.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.
<p><u>I-TR-LT3.2:</u> Developing and implementing traffic management strategies to accommodate short-term passenger loading/unloading activities, where feasible.</p>	SFMTA	Prior to implementation of a long-term improvement	SFMTA to develop and implement traffic management strategies to accommodate short-term passenger loading/unloading activities, where appropriate and feasible.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.



SAN FRANCISCO PLANNING DEPARTMENT

DATE: May 9, 2013
TO: File
FROM: Joy Navarrete
San Francisco Planning Department/EP
CC: Sarah Jones, Debra Dwyer, Monica Pereira
San Francisco Planning Department/EP
Kimia Haddadan, Planning Department
RE: 2009.1021E/2011.0397T – Environmental review Planning Code Amendments
for Bicycle Parking

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The Planning Department proposes an Ordinance that would amend the Planning Code (hereinafter "Code") by (1) repealing Sections 155.1 through 155.5 regarding bike parking requirements in their entirety; to revise the bicycle parking standards; (2) renumbering Section 430 as Section 431 and adding a new Section 430 that allows portions of bicycle parking requirements to be satisfied with an in lieu fee; (3) amending Section 145 to define bicycle parking as an active use; (4) amending Section 150 to allow conversion of automobile parking to bicycle parking; and (5) amending Sections 102.9 , 155(j), 157.1, 249.46 and 307 to make conforming changes. The Ordinance would also amend the San Francisco Environment Code Section 402 to revise cross-references to the San Francisco Planning Code. The Commission initiated these proposed amendments on August 9, 2012 and held an informational hearing on December 13, 2012.

The San Francisco Bicycle Plan EIR (EIR), certified by the San Francisco Planning Commission on June 25, 2009, provided programmatic environmental review and discussed the indirect effects of the action items in the Bicycle Parking Goals, Objectives and Action Items section (beginning on page V.A.2-15 of the EIR) which addresses the proposed Ordinance items. Despite recent progress toward providing ample secure bicycle parking throughout the City, many office buildings, commercial districts, public transit stations, and tourist attractions still lack adequate bicycle parking. The unavailability of bicycle parking, with protections against theft, vandalism, and the weather, discourages people from cycling. The San Francisco Municipal Transportation Agency's Bicycle Program therefore desires to implement bicycle parking within the public right-of-way, where appropriate, whenever a need is identified. The action items in the Bicycle Parking Goals, Objectives and Action Items discussion have been recommended to ensure a protected and ample supply of bicycle parking facilities throughout the City. These action items were analyzed in the EIR to have no significant impact on the environment:

- Action 2.1 Work with the Planning Department to consolidate Planning Code Sections 155.1-155.5 to provide clearer regulation, guidance, and exemptions related to bicycle parking.
- Action 2.2 Work with the Planning Department to modify the Planning Code's requirements for bicycle parking so they are less dependent on automobile parking provisions.
- Action 2.3 Work with the Planning Department to amend the Planning Code to increase required bicycle parking for new residential developments and base this requirement on a proportion of dwelling units.
- Action 2.4 Work with San Francisco agencies to ensure all garage bicycle parking is secure, well monitored, and well-advertised at garage entrances and other appropriate locations.

- Action 2.5 Work with the Planning Department to increase monitoring and enforcement of bicycle parking provisions in the *Planning Code*, especially when issuing building permits
- Action 2.6 Hold meetings between SFMTA and Planning Department staff to update citywide bicycle parking compliance status and review bicycle parking information posted on the SFMTA website.
- Action 2.7 Conduct the SFMTA's bicycle parking training for new Planning Department personnel as needed.
- Action 2.8 Ensure all City leases are negotiated to include required level of bicycle parking by cooperative efforts of the City Real Estate Department and SFMTA.
- Action 2.9 Pursue citywide policy to secure bicycle parking at all City buildings subject to safety regulations and available space, by cooperative efforts of the City Real Estate Department, Planning Department, and the SFMTA.
- Action 2.10 Work with the Planning Department to amend the *Planning Code* to lower the number of automobile parking required in buildings where Class I bicycle parking is provided.
- Action 2.11 Work with the Planning Department to amend the *Planning Code* to require bicycle parking in each individual building of large, multiple-building developments.
- Action 2.12 Work with the Planning Department to amend the *Planning Code* to require building owners to allow tenants to bring their bicycles into buildings unless Class I bicycle parking is provided.
- Action 2.13 Work with San Francisco agencies to prepare additional guidelines for placement and design of bicycle parking within City rights-of-way, and bicycle parking, and "sleeve" ring racks on parking meters.
- Action 2.14 Develop and maintain SFMTA bicycle campaign to provide relevant bicycle parking information such as garage locations with bicycle parking and locker availability.
- Action 2.15 Work with San Francisco Police Department (SFPD) to make bicycle theft investigation a higher priority.

When ultimately proposed, the specific locations for implementation of this type of bicycle parking within existing and new buildings as a result of this proposed Ordinance will continue to be submitted for environmental review under the Bicycle Plan EIR.

No direct impacts would result from adoption of this Ordinance which involves amendments to the text of the *Planning Code* in accord with the conclusions reached through a collaborative process. None of these actions would have a direct physical component. However, while the goal is to provide greater clarity and guidance for the application of existing bicycle parking requirements, it is possible that more bicycle parking would be constructed as a result of this Ordinance. Therefore, an indirect result of this Ordinance could be the creation of additional bicycle parking in the City. The provision of more bicycle parking within the City could displace vehicular parking or other uses including residential floor area. However, the potential impact would be minor, and incremental, and without a specific proposed location for such increase, any impacts would be speculative. Adoption of the proposed Ordinance, which could indirectly increase the amount of bicycle parking within the City would not have a significant impact under CEQA, as addressed in the EIR.

One indirect impact of this Ordinance could be the implementation of policies allowing for a greater provision of bicycle parking spaces within residential units. This would have no detrimental effect on the physical environment. It may result in a greater rate of cycling among San Francisco residents. To the extent that these increased bicycle trips replace vehicle trips, this may lead to a reduction in vehicle

emissions. A secondary impact of this collaboration could be the allowance of more bicycle parking. This could influence vehicle parking requirements and result in a decrease in the space for vehicle parking required for some development projects.

The transportation analysis in the EIR accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near a specific site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in vehicular parking in the vicinity of a specific site would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects in the EIR.

No significant parking impacts were identified in the EIR with respect to the implementation of any aspect of the San Francisco Bicycle Plan, including for the implementation of the action items listed above. As discussed above, any incremental change in the number of vehicular parking spaces as a result of this proposed Ordinance would not result in a significant environmental effect, as addressed the EIR.

Therefore, as addressed in the EIR and described here, there would be no new adverse effect as a result of this proposed Ordinance. No further environmental review is required.

1 [Bicycle Plan adoption and related General Plan amendments.]

2
3 **Ordinance re-adopting the 2009 San Francisco Bicycle Transportation Plan; rescinding**
4 **Ordinance No. 0109-05 in its entirety; amending the San Francisco General Plan in**
5 **connection with the San Francisco Bicycle Plan; adopting modified environmental**
6 **findings and findings that the General Plan amendment is consistent with the General**
7 **Plan and eight priority policies of Planning Code Section 101.1; and authorizing official**
8 **acts in connection thereto.**

9 NOTE: Additions are single-underline italics Times New Roman;
10 deletions are ~~strike-through italics Times New Roman~~.
11 Board amendment additions are double-underlined;
12 Board amendment deletions are ~~strike-through normal~~.

12 Be it ordained by the People of the City and County of San Francisco:

13 Section 1. General Findings and Purpose. The Board of Supervisors of the City and
14 County of San Francisco hereby finds and determines that:

15 (a) In June 2005, the Board of Supervisors, Planning Commission, and San Francisco
16 Municipal Transportation Agency took various actions related to the Bicycle Plan: A Policy
17 Framework ("2005 Bicycle Plan"). Those actions were successfully challenged in California
18 Superior Court Case No. 505509 on environmental grounds and the Superior Court issued an
19 injunction prohibiting the City from undertaking a variety of actions related to the 2005 Bicycle
20 Plan and bicycle facilities and directed the City to perform adequate environmental analysis
21 on the 2005 Bicycle Plan in accordance with the requirements of California Public Resources
22 Code Sections 21000 et seq. ("CEQA").

23 (b) On February 3, 2005, the Planning Commission conducted a duly noticed public
24 hearing on the proposed amendments to the General Plan in relation to the 2005 Bicycle
25 Plan. Following such hearing, the Planning Commission, by Resolution No. 16942 and

1 Motion No. 16943 found such amendments to the General Plan to be consistent with the
2 Priority Policies of Planning Code Section 101.1 and with the General Plan as it was proposed
3 for amendment, approved such General Plan amendments, and recommended such
4 amendments for approval by the Board of Supervisors. Such resolution and motion are on file
5 with the Clerk of the Board in File No. 050349.

6 (c) On June 25, 2009, in Resolution No 17914, the Planning Commission rescinded
7 Resolution No. 16942 and Motion No. 16943.

8 (d) On June 25, 2009, in Resolution 17912, the Planning Commission certified an
9 environmental impact report prepared in accordance with the California Environmental Quality
10 Act ("CEQA"), Public Resources Code section 21000 et seq., which certification was affirmed
11 by the Board of Supervisors in Motion M09-136. Also on June 25, 2009, the Planning
12 Commission, in Resolution 17914, recommended the adoption of General Plan Amendments
13 related to the 2009 San Francisco Bicycle Plan, and in Resolution 17913, adopted
14 environmental findings and a statement of overriding consideration in support of the General
15 Plan Amendments.

16 (e) On June 26, 2009, the San Francisco Municipal Transportation Agency, in
17 Resolution 09-105, adopted the 2009 Bicycle Plan and adopted environmental findings
18 including a statement of overriding considerations.

19 (e) On August 12, 2009, the Mayor of San Francisco signed into law Ordinance 188-
20 09, which adopted the General Plan Amendments recommended by the Planning
21 Commission in Resolution 17914, and incorporated by reference the environmental findings
22 and statement of overriding considerations adopted in Planning Commission Resolution
23 17913 and San Francisco Municipal Transportation Agency Board of Director's Resolution 09-
24 105.

1 (f) On January 14, 2013, in *Anderson v. City and County of San Francisco*, A129910,
2 the California Court of Appeal found that the environmental impact report for the 2009 Bicycle
3 Plan complied with CEQA in all respects. However, the Court also found that the City failed to
4 make a handful of environmental findings required by CEQA relating to the infeasibility of
5 alternatives and significant environmental impacts that cannot be mitigated.

6 (g) The purpose of this Ordinance is to adopt environmental findings modified to
7 address the Court of Appeal's concerns, and in doing so re-adopt the 2009 Bicycle Plan and
8 the General Plan Amendments previously adopted in Ordinance 188-09.

9 Section 2. Environmental Findings. In accordance with the actions contemplated
10 herein, this Board adopts as its own the modified environmental findings of the San Francisco
11 Municipal Transportation Agency in Resolution 13-054, and the Planning Commission in
12 Resolution _____, including a statement of overriding benefits and a mitigation
13 monitoring and reporting program, pursuant to CEQA. Said findings are on file with the Clerk
14 of the Board of Supervisors in File No. _____ and are incorporated by reference herein.

15 Section 3. General Plan Findings.

16 (a) City Charter Section 4.105 requires that the San Francisco Planning Commission
17 (the "Planning Commission") consider any proposed amendments to the City's General Plan
18 and make a recommendation for approval or rejection to the Board of Supervisors before the
19 Board of Supervisors acts on the proposed amendments.

20 (b) The 2009 San Francisco Bicycle Plan ("2009 Bicycle Plan") proposes text
21 amendments and map amendments to the Transportation Element and Downtown Plan of the
22 City and County of San Francisco General Plan. The General Plan text amendments and
23 description of the General Plan map amendments, which were previously adopted in
24 Ordinance 188-09, are contained in this Ordinance for their re-adoption. The General Plan
25 maps proposed for amendment are attached to this Ordinance and incorporated herein by

1 reference. Copies of said maps are on file with the Clerk of the Board of Supervisors in File
2 No. _____ and are incorporated herein by reference.

3 (c) The Board of Supervisors finds that this Ordinance is in conformity with the Priority
4 Policies of Section 101.1 of the Planning Code and, on balance, consistent with the General
5 Plan as it is proposed for amendment herein, and hereby adopts the findings set forth in
6 Planning Commission Resolution No. _____ and incorporates such findings by
7 reference as if fully set forth herein.

8 (d) This Board of Supervisors, pursuant to Planning Code Section 340, finds that this
9 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in
10 Planning Commission Resolution No. _____.

11 Section 4. Findings concerning the 2009 Bicycle Transportation Plan. The Board of
12 Supervisors of the City and County of San Francisco hereby further finds and determines that:

13 (a) California Streets and Highways Code Sections 890 et seq. is known as the
14 California Bicycle Transportation Act (the "Bicycle Transportation Act"). Section 891.2 of
15 Bicycle Transportation Act provides for the preparation or update of a bicycle transportation
16 plan by a city or county in accordance with certain criteria.

17 (b) Section 891.4 of the Bicycle Transportation Act establishes a process for a city or
18 county to obtain funding from the State Bicycle Transportation Account for complying bicycle
19 transportation plans. In order to be eligible to apply for such funds and many other funds and
20 grants, cities and counties must have an approved bicycle plan or certify that an existing plan
21 has been updated.

22 (c) The San Francisco Municipal Transportation Agency (MTA) prepared the 2009
23 Bicycle Plan in compliance with the requirements of the abovementioned Bicycle
24 Transportation Act. The 2009 Bicycle Plan is on file with the Clerk of the Board in File No.
25 090868 and is incorporated herein by reference as though fully set forth herein.

1 (d) On June 26, 2009, at a duly noticed public hearing, the MTA Board of Directors
2 adopted Resolution No. 09-105, which, among other actions, approved the 2009 Bicycle Plan
3 and recommend approval to this Board of Supervisors. Said Resolution is on file with the
4 Clerk of the Board in File No. 090868 and is incorporated herein by reference as though fully
5 set forth herein. On May 7, 2013, the MTA Board of Directors adopted Resolution No. 13-
6 054, which, among other actions, re-approved the 2009 Bicycle Plan with environmental
7 findings as modified to address the California Court of Appeal's concerns as expressed in
8 *Anderson v. City and County of San Francisco*, A129910. Said Resolution is on file with the
9 Clerk of the Board in File No. _____ and is incorporated herein by reference as though
10 fully set forth herein.

11 Section 5. Rescission of Board of Supervisors Ordinance No. 0109-05. The Board of
12 Supervisors hereby rescinds in its entirety Ordinance No. 0109-05, Clerk of the Board of
13 Supervisors File No. 050349.

14 Section 6. Amendments to the General Plan. Sections, objectives, policies, and maps
15 of the Transportation Element of the San Francisco General Plan are hereby amended to read
16 as follows:

17 **TRANSPORTATION ELEMENT**

18 **HISTORY OF TRANSPORTATION IN SAN FRANCISCO**

19 The Freeway Revolt and "Transit First" (1960-1989)

20 City residents and politicians protested the proposed 1948 Trafficways Plan, fearing
21 that it would destroy the city's livability and character. This response, known as the "Freeway
22 Revolt", led to the deletion of the Western, Park Presidio and Crosstown freeways and, in
23 1959, the suspension in mid-construction of both the Embarcadero and Central Freeways.
24 The ugliness and intrusiveness of these freeways, and the increased automobile traffic they
25 attracted, encouraged the Board of Supervisors to further reject new alternatives in 1966 for

1 cross-town freeway connections, permitting only the construction of the Southern Freeway
2 (I-280).

3 Instead of relying on freeways to meet its transportation needs, the city sought to place
4 greater emphasis on mass transportation. In 1973, the San Francisco City Planning
5 Commission and Board of Supervisors adopted the "Transit First Policy", giving top priority to
6 public transit investments as the centerpiece of the city's transportation policy and adopting
7 street capacity and parking policies to discourage increases in automobile traffic. This policy
8 encourages multi-modalism, including the use of transit and other transportation choices, including
9 bicycling and walking, rather than the continued use of the single-occupant vehicle.

10 Regional and local mass transit diversified and expanded during the 1970's and
11 1980's. Proposed in 1957, the Bay Area Rapid Transit System (BART) began East Bay and
12 West Bay service in 1972-3, and transbay service in 1974. Commuter ferry service was
13 reinstated between Marin County and San Francisco in 1970. The Golden Gate Bridge
14 Highway and Transit District and SamTrans took over and expanded the Greyhound
15 commuter bus operations in the North Bay (1972) and on the Peninsula (1974), respectively.
16 In 1980, the California Department of Transportation took over the Southern Pacific commuter
17 rail service on the Peninsula (and renamed it CalTrain), and in 1992 the operation of CalTrain
18 was assumed by a Joint Powers Board representing San Francisco, San Mateo and Santa
19 Clara Counties. The San Francisco Municipal Railway (Muni) upgraded its surface streetcar
20 operation to a surface and subway light-rail network in 1979. By the time of the 1989 Loma
21 Prieta Earthquake, public transportation in San Francisco was a diverse, though not
22 seamlessly coordinated, system of regional and local bus service, electric trolley buses,
23 ferries, commuter trains, heavy and light rail transit, and cable cars. After decades of poor
24 coordination and large service gaps between different transit systems, great strides were
25 made in linking and facilitating transfers between local and regional transit services. Muni and

1 BART introduced the "Fast Pass" allowing unlimited trips and free transfers between the two
2 systems for trips made in San Francisco during one month. Plans were drawn for the Muni
3 Metro extension to Mission Bay, connecting CalTrain to Muni Metro and BART, and for the F-
4 line connection between BART/Muni Metro, Upper Market, the Northern Waterfront, the
5 Transbay Terminal and the Ferry Building.

6 Nevertheless, decentralization of the Bay Area continued, making it difficult for mass
7 transit to meet the needs of residents and commuters traveling to the outlying, suburban parts
8 of the region. Manufacturing continued to diminish in importance as a sector of San
9 Francisco's economy, which was becoming more dominated by such office sectors as
10 finance, administration and service. Much of the growth in the industrial and manufacturing
11 sectors of the Bay Area's economy occurred in the East and South Bay. The Port of Oakland,
12 already at an advantage because of its proximity to multiple railheads and servers, assumed a
13 greater share of the Bay Area's waterfront traffic after it had adapted to cargo containerization,
14 and the Port of San Francisco's Belt Line Railroad became obsolete and was eventually
15 dismantled."

16 **GENERAL**

17 **POLICY 1.6:** Ensure choices among modes of travel and accommodate each mode
18 when and where it is most appropriate.

19 San Francisco and the Bay Area have various means of travel: automobile, bus,
20 streetcar, walking, taxi, cable car, ferry, railroad, BART and bicycling. Flying is occasionally
21 used as a means of intra-regional travel. Each mode of travel has special advantages or
22 disadvantages for certain types of trips and for certain origins and destinations. The least
23 costly or most convenient means to satisfy travel demand is not necessarily the best
24 investment in the context of comprehensive planning: cost or convenience must usually be
25 balanced against effects on the environment and impact on land use and development

1 patterns. However, it should be remembered that some modes such as walking and bicycling can be
2 utilized on many streets with minimal environmental and land use impact.

3 The following conditions listed under each mode choice are not mutually exclusive, and
4 may apply to more than one travel mode, especially when the modes are compatible with
5 each other:

6 Mass transit should be given priority for the following kinds of trips and/or in the
7 described areas:

8 For work trips generally within and to San Francisco, and to other densely
9 developed parts of the region, especially to all major employment centers.

10 For intercity trips between core areas of major cities and for travel to core areas
11 in general.

12 For trips occurring generally during periods of high travel demands.

13 Where demand for travel between any two or more relatively compact or
14 densely developed areas is high.

15 In areas and around institutions where large numbers of people with limited
16 means or low automobile ownership reside or arrive at a destination.

17 Where travel demand exceeds the capacity of an area to absorb more vehicular
18 traffic without substantial environmental damage or where further capacity for automobile
19 movement or storage is very costly.

20 Where required or useful to stimulate development.

21 For trips to major recreation areas and to sports, cultural and other heavily
22 attended events.

23 For trips to neighborhood commercial districts, especially those that do not
24 contain many automobile-oriented uses.

1 Automobiles should be accommodated for making the following kinds of trips and/or in
2 the described areas:

3 For trips occurring when and where transit is not well-suited for the purpose,
4 such as shopping for oversized or bulk items (as an alternative, retail delivery services should
5 be encouraged.)

6 For intra-regional trips outside the major cities and for intercity trips between
7 non-core areas of the major cities.

8 Where business travel requires the use of an automobile for short-term and
9 intermittent trips.

10 On streets having the capacity to absorb additional vehicular traffic as an
11 alternative to freeway construction without substantial environmental damage or conflict with
12 land uses.

13 Walking should be given priority for the following kinds of trips and/or in the specified
14 areas:

15 In parks, on trails and in other recreational areas, and where the enjoyment of
16 slow movement and the preservation of the natural environment would be severely
17 compromised by automobile traffic.

18 For work trips generally within San Francisco, especially the downtown area.

19 Where concentration of activity is high, particularly where streets are narrow and
20 the intervening distances are short, that more convenient access among interrelated activities
21 may be achieved by walking or limited distance people-movers than by other modes.

22 In areas and around institutions where large numbers of people with limited
23 means or low automobile ownership reside or arrive as a destination.

1 Where travel demand exceeds the capacity of an area to absorb more vehicular
2 traffic without substantial environmental damage or where further capacity for automobile
3 movement or storage is very costly.

4 In neighborhood commercial districts, and where cultural and recreational
5 facilities are clustered.

6 Surrounding transit centers and along transit preferential streets, where the
7 facilitation of pedestrian traffic is necessary to successful and safe transit operation.

8 Bicycling should be given priority for the following kinds of trips and/or in the specified
9 areas:

10 In parks, on trails, on roads of particular scenic beauty, and in other recreational
11 areas, and where the enjoyment of slow movement and the preservation of the natural
12 environment would be severely compromised by automobile traffic.

13 For work trips generally within San Francisco, especially the downtown and other
14 dense areas, where automobile parking is scarce.

15 Where concentration of activity is high, particularly where streets are narrow and
16 the intervening distances are short, that more convenient access among interrelated activities
17 may be achieved by bicycling.

18 ~~In areas and around institutions where~~ Where large numbers of people with limited
19 means or low automobile ownership reside or arrive as a destination.

20 ~~Where travel demand exceeds the capacity of an area to absorb more vehicular traffic~~
21 ~~without substantial environmental damage or where further capacity for automobile movement or~~
22 ~~storage is very costly.~~

23 In neighborhood commercial districts, and where cultural and recreational facilities are
24 clustered.

25 For trips to sports, cultural and other heavily attended events.

1 As a connector to and from transit, especially regional transit.

2 Along the alignment of the regional Bay Trail network linking shoreline recreational
3 destinations.

4 Taxis, water taxis, paratransit services and shuttles should be accommodated for the
5 following kinds of trips and/or in the specified areas:

6 Where there are concentrations of off-peak, nighttime commercial, recreational
7 and cultural activity, particularly where that activity attracts a large proportion of tourists and is
8 within a 5-minute taxi ride from Downtown.

9 Shopping trips where the volume of purchased goods would make the use of
10 public transit inconvenient or difficult.

11 In residential areas, or near facilities and institutions where the facilitation of
12 door-to-door trips is an absolute priority.

13 Adjacent to regional transit connection points.

14 Where the mode, such as a water taxi, affords a trip of special scenic quality.

15 Freight carriers and delivery vehicles should be accommodated for making the
16 following kinds of trips and/or in the described areas:

17 Where there are concentrations of industrial and manufacturing facilities that
18 depend on the processing, delivery and/or shipment of large quantities of goods and freight.

19 For the bulk movement of refuse and other materials which would become a
20 nuisance and health hazard if stored or accumulated on site.

21 For the loading and unloading of goods and freight at retail and commercial
22 establishments.

23 At the transfer points where bulk equipment, goods and freight exchange modes
24 of travel, such as where land and water freight traffic interface.

1 □ Along rail or truck routes specifically needed to accommodate the movement,
2 both local and inter-regional, of the activities described above.

3 In areas suited for the storage of bulk equipment, goods and freight.

4 **REGIONAL**

5 POLICY 3.1: The existing capacity of the bridges, highways and freeways entering the
6 city should not be increased for single-occupant vehicles, and should be reduced where
7 possible. Changes, retrofits, or replacements to existing bridges and highways should include
8 dedicated priority for high-occupancy vehicles and transit, and all bridges, where feasible, should
9 feature access for bicyclists and pedestrians.

10 Much of the existing street infrastructure and parking facilities within San Francisco are
11 at capacity and cannot accommodate significant increases in automobile traffic. Managing the
12 future transportation demand requires a balancing of travel modes, including a greater
13 emphasis on public transit, ride-sharing, and other alternatives to single-occupancy vehicles.
14 Congestion pricing on key freeways and bridges should be implemented to help achieve this
15 end.

16 POLICY 4.6: Facilitate transfers between different transit modes and services by
17 establishing simplified and coordinated fares and schedules, *and by* employing design and
18 technology features to make transferring more convenient, and increasing accommodation of
19 bicycles on transit.

20 Examples include providing links between transit platforms so that connections can be
21 made directly, with a minimum of walking and entry/exit of fare areas. Monitors that announce
22 arrivals, departures and the progress of transit vehicles and orientation maps should be
23 installed to ease the uncertainty and anxiety of waiting passengers.

1 Expanded peak-hour bicycle capacity and reduced peak-hour bicycle time restrictions would
2 encourage bicycling to and from transit at one or both ends of the transit trip – an attractive choice to
3 driving alone. This extends the range and convenience of both the transit and the bicycle modes.

4 POLICY 6.1: Designate expeditious routes for freight trucks between industrial and
5 commercial areas and the regional and state freeway system to minimize conflicts with
6 automobile traffic and bicycles and incompatibility with other land uses.

7 It is very important to coordinate truck route and Bicycle Route Network planning. Trucks and
8 bicycles should be routed to separate streets where possible. Trucks' greater width and length,
9 obstructed rear sight lines, large turning radius, and the tendency for rear wheels to follow a smaller
10 circle than front wheels all present special concerns to cyclists.

11 OBJECTIVE 8: MAINTAIN AND ENHANCE REGIONAL PEDESTRIAN ~~AND~~, HIKING,
12 AND BICYCLE ACCESS TO THE COAST, BAY AND RIDGE TRAILS.

13 In addition to pedestrian continuity along all of these trails, continuous bicycle access should be
14 facilitated along the Bay, Ridge, and Coast Trails, which are important regional recreational and
15 touristic facilities.

16 POLICY 8.2: Clearly identify the citywide Pedestrian and Bicycle Network~~s~~ where ~~it~~ they
17 intersect with the Coast, Bay and Ridge Trails.

18 POLICY 9.1: ~~Allow~~ Accommodate bicycles on regional transit ~~vehicles~~ facilities and
19 important regional transportation links, such as ~~trains and ferries~~ the City's light rail vehicles,
20 wherever and whenever practically feasible.

21 Many commuters to San Francisco work outside of downtown and drive alone, contributing to
22 peak hour congestion. If regional transit expanded peak-hour bicycle capacity and reduced peak hour
23 bicycle time restrictions, these commuters could bicycle to and from transit at one or both end of their
24 transit trip – an attractive choice to driving alone. This would also reduce parking demand at BART
25 and Caltrain stations, ferry terminals, and park-and-ride lots.

1 **CONGESTION MANAGEMENT**

2 POLICY 14.1: Reduce road congestion on arterials through the implementation of
3 traffic control strategies, such as traffic signal~~light~~ synchronization (consistent with posted speed
4 limits) and turn controls, that improve vehicular flow without impeding movement for
5 pedestrians and bicyclists.

6 The roadway space needed by bicyclists varies between four and six feet depending on the
7 presence of parked cars. The needs of bicyclists should be considered wherever lane widths, especially
8 curb lanes, are proposed to be changed. Multiple turn lanes, designed to reduce congestion for autos,
9 can be confusing and difficult to negotiate for cyclists and pedestrians, and should not be used if
10 feasible.

11 POLICY 14.4: Reduce congestion by encouraging alternatives to the single occupant
12 auto through the reservation of right-of-way and enhancement of other facilities dedicated to
13 multiple modes of transportation.

14 Creating necessary and appropriate facilities for transit, bicycles, carpools, pedestrians, and
15 other modes often requires eliminating general traffic lanes and reducing capacity for single occupant
16 autos. This trade-off is often necessary to create attractive and efficient facilities to ensure safety,
17 reduce congestion, improve neighborhood livability, and accommodate growth consistent with the
18 Transit First policy.

19 **VEHICLE CIRCULATION**

20 POLICY 18.2: Design streets for a level of traffic that serves, but will not cause a
21 detrimental impact on adjacent land uses nor eliminate the efficient and safe movement of transit
22 vehicles and bicycles.

23 The need for traffic carriers must be balanced against the adverse effects of heavy
24 traffic on the use of adjacent land and the quality of the environment. The needs of residents
25 for peace and quiet, safety from harm, and useful open space must be given consideration.

1 Each area and each street of the city have different characteristics which determine the level
2 of traffic which can be absorbed without serious adverse impacts. The following factors should
3 be the basis for a judgment on the acceptable levels of traffic on a specific street:

4 The predominance of land uses fronting the street;

5 The distance between the curb and building line established by sidewalk width or
6 setback;

7 The presence or absence of buffering between street and building in the form of
8 landscaping, change in elevation, or similar condition;

9 The level of pedestrian and bicycle traffic;

10 The proportion of the street which is residential in land use;

11 Whether residences face the street;

12 The presence of hospitals, schools, parks, or similar facilities on or near the street.

13 The widening of streets at the expense of sidewalks or of setbacks should not occur
14 where space is necessary for pedestrian movement, buffering from noise, useful open space
15 and landscaping. This is especially true in densely populated neighborhoods with little public
16 or private open space. No additional sidewalk narrowings, tow-away zones and one-way
17 streets should be instituted in a residential neighborhood if it would compromise the safety
18 and comfort of the pedestrian resident. Existing tow - away lanes should be phased out if they
19 present a hazard to pedestrian safety. In addition, widening of streets should not occur at the
20 expense of bicycle travel. The roadway space needed by bicyclists, whether between the line
21 of traffic and the curb or the line of on-street parking, varies between four and six feet. The
22 needs of bicyclists must be considered wherever the curb lane is proposed to be narrowed.
23 Street restripings and widenings may be appropriate in industrial areas where access for
24 oversize freight vehicles is important, but these projects should not reduce or eliminate the
25 efficient movement of transit vehicles and bicycles.

1 POLICY 18.3: The existing single-occupant vehicular capacity of the bridges,
2 highways and freeways entering the city should not be increased and should be reduced if
3 needed to increase the capacity for high-occupancy vehicles, transit and other alternative
4 means of commuting, and for the safe and efficient movement of freight trucks. Changes,
5 retrofits, or replacements to existing bridges and highways should include dedicated priority for high-
6 occupancy vehicles and transit, and all bridges, where feasible, should feature access for bicyclists and
7 pedestrians.

8 It is recognized that provision for further vehicular access into the city would conflict
9 with the environmental objectives of the city, overload the city street system, and jeopardize
10 the city's commitment to mass transit. This policy allows for the introduction of exclusive
11 transit, bike and carpool/vanpool lanes on bridges, highways and freeways where these lanes
12 are compatible with the overall transportation system's needs.

13 POLICY 19.2: Promote increased traffic safety, with special attention to hazards that
14 could cause personal injury.

15 Various measures can be taken to reduce ~~accidents~~collisions, especially those involving
16 serious personal injury. Particular attention needs to be given to improving bicyclists' safety since
17 conditions that may be inconsequential to automobiles can be disruptive, disabling, or even life
18 threatening to bicyclists, and are the cause of many bicyclist collisions. In some cases redesign of
19 the roadway and of intersections to reduce conflicts between vehicles, bicyclists and
20 pedestrians is required; in others all that is necessary is to improve clarity of signs and of
21 routing so that there is less driver uncertainty and hesitation.

22 **MASS TRANSIT**

23 POLICY 21.7: Make convenient transfers between transit lines, systems and modes
24 possible by establishing common or closely located terminals for local and regional transit
25

1 ~~systems and~~, by coordinating fares and schedules, and by providing bicycle access and secure bicycle
2 parking.

3 POLICY 21.9: Improve pedestrian and bicycle access to transit facilities.

4 Pedestrian access to and from major destinations and the serving transit facility should
5 be direct and uncomplicated. Bicyclists should be accommodated on regional and trunkline
6 transit vehicles - including light rail vehicles - wherever feasible, and at stations through the
7 provision of storage lockers and/or secured bicycle parking.

8 **BICYCLES**

9 MAP 13 (Bicycle Route Map) shall be amended to reflect the bicycle network as
10 proposed in the Bicycle Plan and introductory text shall be amended as follows:

11 The bicycle is a desirable alternative to the automobile as a means of urban
12 transportation in San Francisco. It can successfully be used for most transportation needs,
13 including commuting, shopping, errands, and recreation. Active encouragement of bicycle use
14 as an alternative to automobile use, whenever possible, is essential in light of the continually
15 increasing traffic congestion caused by motorized vehicles which aggravates air pollution,
16 increases noise levels and consumes valuable urban space. The bicycle is a practical and
17 economical transportation alternative which produces no emissions or noise. In addition, each
18 bicycle user enjoys health benefits through increased physical activity.

19 To enable a large number of San Franciscans to use the bicycle as a transportation
20 option, several significant needs must be met. The needs include, among others, safe and
21 comfortable space on the roadway for bicyclists, a system of identifiable bicycle routes that
22 will direct bicyclists to major destinations, safe and secure bicycle parking, enforcement of laws
23 protecting and regulating cyclists' rights, safety, and responsibilities, and education of both the
24 bicyclists and motorists about the safe sharing of the roadways.

1 OBJECTIVE 27: ENSURE THAT BICYCLES CAN BE USED SAFELY AND
2 CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR
3 RECREATIONAL PURPOSES.

4 Refer to the 2009 San Francisco Bicycle Plan as a guide for achieving this objective.

5 POLICY 27.1: Expand and improve access for bicycles on city streets and develop a
6 well-marked, comprehensive system of bike routes in San Francisco.

7 It is essential that the city have a Bicycle Route Network which provide safe and
8 reliable through travel to all areas of the city. The Bicycle Route Network will necessarily be
9 mostly on city streets, will provide space for the bicyclist, and may or may not have bicycle
10 lanes or other markings that separate the bicyclist's space from the automobile driver's space.
11 Bicycle routes should be clearly identified, with signage, for motorists, bicyclists, and
12 pedestrians, ~~and.~~ They should conform to the ~~more rigorous~~ standards of the most recent
13 California Highway Design Manual and the American Association of State Highway and
14 Transportation Officials (AASHTO) in its 'Guide for Development of Bicycle Facilities,' ~~which~~
15 ~~has been adopted by the Federal Highway Administration as its design standard.~~ whichever is more
16 rigorous. Use of these guides will provide maximum opportunity to qualify for state and
17 federal funding and will assist in avoiding city liability based upon design. Advisory and
18 permissive guidelines should be observed whenever possible.

19 The Bicycle Route Network should provide efficient access from all neighborhoods to
20 the many popular business, cultural, entertainment, and educational destinations in the city,
21 and between those destinations. Special attention should be paid to commuters to the
22 downtown areas, ~~and~~ connections to the regional bicycle network, and the identification of
23 recommended routes to school for students. Nevertheless, bicycle access must be provided, and
24 enhanced if necessary, whether or not the streets are designated as 'bicycle routes,' to enable
25 all residents and visitors to use bicycles as a viable means of transportation.

1 Where possible, opportunities should be taken to develop bicycle-priority corridors,
2 such as veloways (bicycle-only facilities), bicycle boulevards and any other innovative
3 solutions to improve bicycle transportation space within the city.

4 POLICY 27.2: Develop a rational classification system of bicycle preferential streets.

5 The bicycle preferential streets system should consider the multi-modal functions of the
6 street, the topography, and the existing and potential volume of bicycle traffic on the street.
7 Streets and pathways in the bike route system that are relatively level, do not have conflicts
8 with high volumes of pedestrian traffic, and do not have the primary functions of freight routes,
9 major arterials and primary transit streets should be designed and treated to prioritize the
10 movement of bicycles. Other streets and paths on the bike route system should be designed
11 and treated to balance the other modes of transportation with the movement of bicycles.

12 As with transit preferential streets, general traffic should be routed away from the bicycle
13 preferential streets system wherever possible, except when they are arterial streets. Note that some
14 bicycle preferential streets may have to be primary or secondary arterials or transit preferential
15 streets, if feasible alternatives do not exist. In general, bicycle preferential streets should include
16 design treatments that encourage all segments of the bicycle population, not only experienced cyclists.

17 POLICY 27.3: Remove conflicts ~~Eliminate hazards~~ to bicyclists on city streets.

18 City departments should give particular attention to eliminating conflicts ~~hazards~~ on the
19 Bicycle Route Network routes. Conflicts ~~Hazards~~ which may be inconsequential to automobiles
20 can be disruptive, disabling, or even life threatening to bicyclists, and are often contributing
21 factors in collisions involving bicyclists ~~the cause of many cyclist accidents~~. Design elements ~~hazards~~
22 such as sewer grates parallel to travel, unpaved or poorly paved shoulders, rough and/or
23 obsolete railroad tracks (especially those crossing cyclists' path at a diagonal), and conventional
24 speed bumps all pose conflicts ~~dangerous conditions~~ for cyclists and should be removed
25 eliminated. Intermittent disruptions ~~hazards~~ such as uneven ~~bad~~ road surfaces, cracks and pot

1 holes, and refuse such as broken glass should be removed ~~eliminated~~ promptly. The city should
2 give increased attention to maintenance and more frequent cleaning to Bicycle Route Network
3 ~~bicycle route~~ streets because of the increased needs of cyclists for a debris-free hazard-free
4 road surface. Bicycle routes should be well lit. Although priority shall be given to bicycle routes,
5 conflicts to cyclist should be removed on all city streets.

6 POLICY 27.6: Accommodate bicycles on local and regional transit facilities and
7 important regional transportation links wherever and whenever feasible.

8 The ability to integrate bicycle use and regional transportation systems is essential to
9 maximizing the bicycle's transportation utility. The Bay Area is fortunate to have a number of
10 quality public transportation services. The expansion of bicycle access on each of these
11 systems increases the bicycle's range and usefulness and further decreases the number of
12 auto trips made in the Bay Area.

13 Every effort must be made to maximize bicycle access on BART, CalTrain, all ferry
14 systems, and on AC Transit, SamTrans and Golden Gate Transit buses and on selected
15 Municipal Railway routes. Further, CalTrans shuttle service across the Bay Bridge should be
16 expanded so it is available at all hours. Twenty-four hour access to all Bay Area bridges is
17 essential to maintain these vital links within the bicycle transportation system.

18 Many commuters to San Francisco work outside of downtown and drive alone, contributing to
19 peak hour congestion. If regional transit expanded peak-hour bicycle capacity and reduced peak hour
20 bicycle time restrictions, these commuters could bicycle to and from transit at one or both end of their
21 transit trip – an attractive choice to driving alone. This would also reduce parking demand at BART
22 stations and park-and-ride lots.

23 Add a new policy 27.11 as follows:

24 POLICY 27.11: Ensure completion of the Bay and Ridge Trails in San Francisco.
25

1 The Bay Trail is a planned 500-mile hiking and bicycling trail that will form a continuous loop
2 around San Francisco Bay and San Pablo Bay, linking the shorelines of nine counties and 47 cities.
3 The trail functions as a regional recreational and commute route along the edge of the bay and across
4 seven toll bridges. Over 250 miles are complete, but there are numerous gaps to fill.

5 The Bay Trail alignment in San Francisco is part of the city bicycle network extending 20 miles
6 along the length of the city shoreline from the Golden Gate Bridge to Candlestick Point State
7 Recreation Area. Approximately 12 miles are complete. Improving the remaining segments will ensure
8 designated bicycle access along the shoreline of the city linking the city bicycle network to adjacent
9 counties and the regional trail system.

11 The Bay Area Ridge Trail is another regional trail that is being developed in the Bay. The trail
12 is envisioned as a 550+ mile recreational trail encircling San Francisco Bay that is aligned along the
13 ridge tops. The Bay Area Ridge Trail ultimately will be a 550+ mile trail encircling the San Francisco
14 Bay along the ridge tops. The Ridge Trail is open to hikers, bicyclists and in some areas is available
15 for equestrian use. Approximately 310 miles of the Ridge Trail have been dedicated for public use, but
16 there are significant gaps to fill.

17 In San Francisco, much of the Ridge Trail is in place, primarily running on public rights-of-way
18 and use is limited to pedestrians, hikers and bicyclists. The Ridge Trail alignment links a number of
19 parks in San Francisco, primarily those along the City's primary ridgeline and hilltops, including Twin
20 Peaks, the Golden Gate Panhandle, and the Presidio. The trail alignment continues across the Golden
21 Gate Bridge, establishing the connection with the Bay Area Ridge Trail in Marin County and the North
22 Bay. While the trail alignment is in place in San Francisco, improvements to Ridge Trail segments in
23 San Francisco would improve the City Bicycle and Pedestrian trail network as well as the regional
24 trail network in Cities and Counties throughout the Bay Region.

1 POLICY 28.1: Provide secure bicycle parking in new governmental, commercial, and
2 residential developments.

3 Bicycle parking should be provided in all new public and private buildings. ~~*The Planning*~~
4 ~~*Code establishes a requirement for bicycle parking facilities based upon the number of automobile*~~
5 ~~*parking facilities in new developments. Additional facilities, such as showers and storage lockers,*~~
6 ~~*should be provided as well. The requirement should reflect demand in areas of high potential bicycle*~~
7 ~~*use such as shopping facilities, recreational facilities, educational locations and employment sites.*~~
8 ~~*These requirements should also be maintained even when developers receive variances from existing*~~
9 ~~*parking requirements. These requirements should also be applied to applications for modifications of*~~
10 ~~*existing facilities, as well as to new construction. The Planning Code should provide clearer*~~
11 ~~*regulation, guidance and exemptions for bicycle parking, as well as the necessary monitoring and*~~
12 ~~*enforcement of requirements. Review, update, and consolidate the Planning Code criteria for bicycle*~~
13 ~~*parking in garages and new or remodeled government and commercial buildings. The Planning Code*~~
14 ~~*should be reviewed to reconcile contradictions, and amended to forge a more comprehensive approach*~~
15 ~~*to bicycle commuting facilities. This approach should include such elements as expanded shower*~~
16 ~~*access and improved commercial district bicycle parking unbundled from automobile parking space*~~
17 ~~*requirements. The Planning Code should require a greater residential bicycle parking requirement,*~~
18 ~~*structured as a ratio of dwelling units rather than as a ratio of auto parking spaces.*~~

19 *In order to provide additional storage options to bicyclists, consider requirements that building*
20 *owners allow tenants to bring their bicycles into buildings unless Class I bicycle parking is provided.*
21 *In addition, consider requirements for bicycle parking in each individual building of large, multiple-*
22 *building developments.*

23 POLICY 28.3: Provide parking facilities which are safe, secure, and convenient.

24 Bicycle parking facilities must provide reliable security, adequate bicycle support,
25 safety, and must be conveniently located. *Bicycle parking facilities are preferably located*

1 where bicycles are sheltered from the weather and visible to attendants and security guards,
2 accessible (such as by key or code) only to those who have parked bicycles, or located entirely inside
3 non-garage parts of the building. If these resources are present, bicyclists will use such bicycle
4 parking in increasing numbers.

5 Proper bicycle parking design is critical to its usefulness and effectiveness. Bicycle parking
6 must be of a design to support the bicycle without damage and permit at least the frame and
7 one wheel to be locked with a U-lock, but provide reasonable security with any type of lock.

8 Bicycle parking facilities should be conveniently located at building entrances, provide
9 sufficient space for access, and be physically separated from automobile areas. Bicycle
10 parking in publicly-accessible garages should be well signed to notify the public of the presence of bike
11 parking (e.g., at garage entrances and other appropriate locations), as well as direct cyclists to the
12 location of the parking. Also, maintain a SFMTA bicycle parking outreach campaign in various
13 formats to provide relevant bicycle parking information such as garage locations with bicycle parking
14 and bicycle locker availability.

15 Prepare additional guidelines for the placement and design of bicycle parking within City
16 rights-of-way, including curbside on-street bicycle parking where feasible, and "sleeve" ring racks on
17 parking meters.

18 Add a new policy 28.5 as follows:

19 POLICY 28.5: Provide bicycle parking at major recreational facilities and at all large sports,
20 cultural, or other heavily attended events.

21 Provide convenient, secure, and inexpensive bicycle parking at major recreational facilities and
22 large sports, cultural, or other heavily attended events to encourage bicycle use and further decrease
23 automobile use. In order for cyclists to consider using bicycle transportation to go to and from these
24 facilities and events, safe and secure bicycle parking must be provided. Such parking should be ample
25 and should be of a high security type. Free valet bicycle parking, such as provided at the baseball

1 stadium, has proved very successful. Promotional materials for these events and facilities should
2 highlight the provision of secure bicycle parking, especially if valet bicycle parking is provided.

3 Add a new policy 28.6 as follows:

4 POLICY 28.6: Provide for improved regulation of bicycle parking.

5 The Planning Code should provide for the citywide regulation of bicycle parking facilities. A
6 comprehensive review of the existing regulatory structure could improve the monitoring of
7 requirements in new and renovated buildings; existing parking garages requiring increased
8 enforcement; city schools and local colleges; residential development requiring new ratios based on
9 the number and occupancy of housing units and bedrooms; and city-owned and city-leased buildings
10 requiring increased bicycle parking capacity. City leases should be negotiated to include the required
11 level of bicycle parking through the efforts of the Real Estate Department and the MTA. OBJECTIVE

12 29:

13 CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING
14 BICYCLE USE.

15 City government should play a leadership role in enabling more people to use the bicycle as
16 their primary means of transportation. According to the 2009 San Francisco Bicycle Plan, the ~~The~~
17 city should provide the facilities, programs and regulatory structure to enable such use, and
18 should encourage the use of bicycles for work trips as an alternative to city cars.

19 POLICY 29.1: Consider the needs of bicycling and the improvement of bicycle
20 accommodations in all city decisions ~~and improve accommodation as much as possible.~~

21 Genuine recognition and active accommodation of bicyclists' needs by all city
22 departments in decisions related to transportation and land use is essential to the
23 development of a significant bicycle transportation presence in San Francisco. Bicycle
24 planning should be integrated into all short-range and long-range planning in all relevant City
25 departments. Coordination between the Department of Parking and Traffic's Bicycle Program, other

1 City departments, and the Bicycle Advisory Committee should be improved. A working group should
2 be created with representatives from relevant City departments, and should meet on a quarterly basis
3 to discuss departmental and agency issues relevant to bicycle planning. In addition, periodic meetings
4 should be held between the SFMTA and the Planning Department to update bicycle parking
5 compliance status and review bicycle parking information.

6 Often, minor and inexpensive adjustments at a project's design phase can provide
7 considerable benefits to bicyclists. Furthermore, inclusion of accommodations for cyclists
8 when a project is designed can avoid expensive retrofitting later.

9 Through the cooperative efforts of the City's Real Estate Department, the Planning Department,
10 and the SFMTA, pursue a citywide policy that provides secure bicycle parking at all City buildings in
11 areas to be specified by the individual agencies, subject to safety regulations and available space.

12 Coordination with the San Francisco Police Department (SFPD) should focus on making
13 bicycle theft investigation a higher priority, creating a better system for returning recovered bicycles to
14 their owners.

15 POLICY 29.2 Integrate bicycle planning into regular short-range and long-range
16 planning activities for all city departments.

17 Every effort should be made to ensure that bicycle transportation is given thorough
18 consideration in all planning activities. Full integration of bicycle transportation requires
19 evaluation of the range of impacts which any transportation or development proposal may
20 have upon bicycle use and bicyclists' safety. This applies not only to city departments but also
21 to the various other entities whose activities affect mobility in San Francisco. Insofar as is
22 possible, city departments should endeavor to develop an effective network of bicycle facilities
23 and policies.

24 Ensure adequate and appropriate environmental review under the California Environmental
25 Quality Act for the Bicycle Plan and all discretionary actions under the Bicycle Plan that may have a

1 direct or indirect physical environmental impact. Consider updating the transportation impact
2 guidelines to include analysis of bicycle-related issues when evaluating impacts of new projects.

3 Work with the responsible San Francisco agencies to collect where appropriate: bicycle counts;
4 an inventory of existing bicycle parking within a two-block radius of the study site; and the project's
5 potential impacts on any existing or proposed bikeways.

6 POLICY 29.3 Designate appropriate staff to coordinate all bicycle related activities.

7
8 A successful bicycle program requires cooperation among a variety of city departments,
9 including the Departments of City Planning, Parking and Traffic, Public Works, the Chief
10 Administrator's Office, the Public Transportation Department, and the Transportation
11 Authority, as well as various State and other government agencies. Appropriate staff should
12 be designated to be responsible for the coordination of bicycle-related activities to ensure that
13 projects and plans that involve many departments are carried out effectively. Work with the
14 responsible San Francisco agencies to collect where appropriate: bicycle counts; an inventory of
15 existing bicycle parking within a two-block radius of the study site; and the project's potential impacts
16 on any existing or proposed bikeways.

17 **CITYWIDE PARKING**

18 POLICY 30.4: Restrict long term automobile parking at rapid transit stations in the city
19 in favor of development of effective feeder transit service and enhanced access for pedestrians
20 and bicyclists.

21 Many of the rapid transit stations in San Francisco are located in densely developed
22 downtown areas or in residential or shopping areas where additional automobile impacts are
23 undesirable. These stations are located in such a manner that they may generally be reached
24 by San Francisco residents either by connecting transit ~~or~~, by walking, or by bicycling. The
25

1 commuter use of the automobile to park at a rapid transit station in San Francisco should be
2 discouraged. While it is desirable to provide bicycle storage and parking facilities at rapid
3 transit stations, long-term automobile parking facilities are undesirable because such facilities
4 would attract automobile traffic and otherwise be disruptive to the neighborhoods where they
5 would be located.

6 Add a new policy 30.8 as follows:

7 POLICY 30.8: Consider lowering the number of automobile parking spaces required in
8 buildings where Class I bicycle parking is provided.

9 POLICY 34.2: Use existing street space to increase residential parking where off-
10 street facilities are inadequate.

11 Local streets are of such width in many areas that improved parking conditions can be
12 obtained by shifting from parallel to diagonal or perpendicular parking without a major
13 investment. Care must be taken, however, to avoid conflicts with transit operations and safe
14 bicycle movement (considering both adequate lane width and potential conflicts with vehicles
15 backing out of parking spaces), and to ensure that the street is more than a parking lot. Proper
16 landscaping is required to prevent lights from shining into dwellings at night and breaks in
17 rows of cars should be provided to avoid the monotony and unsightliness of unending rows of
18 vehicles. Back-in diagonal or perpendicular parking should be considered as an option to reduce
19 bicycle-motor vehicle conflicts.

20 POLICY 34.5: Minimize the construction of new curb cuts in areas where on-street
21 parking is in short supply and locate them in a manner such that they retain or minimally
22 diminish the number of existing on-street parking spaces.

23 It is desirable to maintain a balance in the supply of adequate on- and off-street
24 parking. The creation of curb cuts to increase the supply of off-street parking often deprives
25 the neighborhood of a community on-street parking space in exchange for a private one. New

1 buildings may be designed so that entrances to off-street parking are pooled or configured to
2 minimize curb cuts and preserve the supply of on-street parking. An increased number of curb
3 cuts also increases the number of potential conflicts between motor vehicles and bicycles.

4 **URBAN GOODS MOVEMENT**

5 POLICY 40.2: Discourage access to off-street freight loading and service vehicle
6 facilities from transit preferential streets, ~~or~~ pedestrian-oriented streets and alleys, or on the
7 Bicycle Route Network by providing alternative access routes to facilities.

8 POLICY 40.3: Off-street loading facilities and spaces in the downtown area should be
9 enclosed and accessible by private driveways designed to minimize conflicts with pedestrian,
10 transit, bicycle, and automobile traffic.

11 Section 6. The objective, policies, and map of the Downtown Plan of the San
12 Francisco General Plan are hereby amended to read as follows

13 **DOWNTOWN PLAN**

14 **BICYCLES**

15 OBJECTIVE 19: PROVIDE FOR SAFE AND CONVENIENT BICYCLE USE AS A
16 MEANS OF TRANSPORTATION.

17 ~~The bicycle is becoming more acceptable as an alternative to the automobile for work and~~
18 ~~shopping purposes. The number of people that choose the bicycle instead of the automobile as their~~
19 ~~main mode of transportations is steadily rising. As streets become more congested and more~~
20 ~~accommodations are made for bicyclists, some-many people are finding that they can move about~~
21 the city more quickly, enjoyably and economically on bicycles.

22 POLICY 19.1: Include facilities for bicycle users in governmental, commercial, and
23 residential developments.

24 ~~Provision should be made for bicycle parking in conjunction with automobile parking in~~
25 ~~existing and new parking lots and garages. Secure and conveniently located bicycle parking should~~

1 ~~also be provided in major new construction.~~ Secure and conveniently located bicycle parking should be
2 provided in newly constructed developments, regardless of the provision of auto parking. Provision
3 should also be made for bicycle parking in conjunction with (but not solely dependent upon)
4 automobile parking in existing and new parking lots and garages.

5 POLICY 19.2: Accommodate bicycles on regional transit facilities and important
6 regional transportation links.

7 There should be more opportunity for cyclists to commute to San Francisco with their
8 bikes by using regional transit modes such as BART, Caltrain, the ferry system, Golden Gate
9 Transit, AC Transit, SamTrans, and the Caltrans Bay Bridge ~~bicycle shuttle and trains~~. All Certain
10 commute buses should ~~also~~ provide carrying racks for bicycles.

11 Map 6: Transportation System, should be amended to reflect changes in the bicycle
12 network.

13 Section 7. In furtherance of this Ordinance, the Board of Supervisors takes the
14 following additional actions related to the re-adoption of the 2009 Bicycle Plan and related
15 General Plan amendments:

16 (a) The Board hereby directs the Planning Department to make any necessary
17 changes to the Land Use Index of the General Plan to address the General Plan amendments
18 to the Transportation Element.

19 ///

20 ///

21 ///

22 ///

23 ///

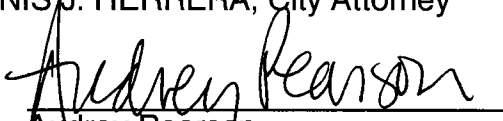
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1 (b) The Board hereby directs the Planning Department, in consultation with the City
2 Attorney, to make any necessary changes to the San Francisco General Plan to address the
3 Amendments expressed herein. In adopting this Ordinance, it is the Board's express intent to
4 only modify the environmental findings adopted in Ordinance 188-09 and incorporated therein
5 by reference, and to re-adopt the General Plan Amendments as expressed in 188-09 in their
6 entirety.

7 APPROVED AS TO FORM:
8 DENNIS J. HERRERA, City Attorney

9 By:


10 Audrey Pearson
11 Deputy City Attorney

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1 [Planning, Environment Codes - Bicycle Parking; In-Lieu Fees]

2
3 **Ordinance amending the Planning Code to 1) revise the bicycle parking standards, 2)**
4 **allow a portion of the bicycle parking requirements to be satisfied by payment of an in**
5 **lieu fee, 3) define bicycle parking as an active use, 4) allow automobile parking spaces**
6 **to be reduced and replaced by bicycle parking spaces, and 5) authorize the Zoning**
7 **Administrator to waive or modify required bicycle parking; amending the Environment**
8 **Code to revise cross-references to the Planning Code and make technical**
9 **amendments; and making environmental findings, Planning Code Section 302 findings,**
10 **and findings of consistency with the General Plan and the Priority Policies of Planning**
11 **Code Section 101.1.**

12 NOTE: Additions are *single-underline italics Times New Roman*;
13 deletions are ~~*strike-through italics Times New Roman*~~.
14 Board amendment additions are double-underlined;
15 Board amendment deletions are ~~strikethrough-normal~~.
16 Ellipses indicate text that is omitted but unchanged.

16 Be it ordained by the People of the City and County of San Francisco:

17 Section 1. Findings.

18 (a) On June 25, 2009, by Motion No. 17912, the Planning Commission certified as
19 adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the
20 2009 San Francisco Bicycle Plan. On August 4, 2009 in Motion M09-136, the San Francisco
21 Board of Supervisors affirmed the decision of the Planning Commission to certify the FEIR
22 and rejected the appeal of the FEIR certification. Copies of Planning Commission 17912 and
23 Board of Supervisors Motion M09-136 are on file with the Clerk of the Board of Supervisors in
24 File No _____. In accordance with the actions contemplated herein, this Board has
25 reviewed the FEIR, and the note to the Bicycle Plan Project file dated May 9, 2013, and

1 adopts and incorporates by reference, as though fully set forth herein, the findings, including a
2 statement of overriding considerations and the mitigation monitoring and reporting program,
3 pursuant to the California Environmental Quality Act (California Public Resources Code
4 section 21000, et seq.), adopted by the Planning Commission on _____ in Motion
5 _____. A copy of said motion is on file with the Clerk of the Board of Supervisors in File
6 No. _____.

7 (b) Pursuant to Planning Code Section 302, the Board finds that the proposed
8 ordinance will serve the public necessity, convenience and welfare for the reasons set forth in
9 Planning Commission Resolution No. _____, which reasons are incorporated herein by
10 reference as though fully set forth. A copy of Planning Commission Resolution No. _____ is
11 on file with the Clerk of the Board of Supervisors in File No. _____.

12 (c) At a duly noticed public hearing held on February 28, 2013, the Planning
13 Commission in Resolution No. _____ found that the proposed Planning Code amendments
14 contained in this ordinance are consistent with the City's General Plan and with the Priority
15 Policies of Planning Code Section 101.1. The Commission recommended that the Board of
16 Supervisors adopt the proposed Planning Code amendments. The Board finds that the
17 proposed Planning Code amendments contained in this ordinance are consistent with the
18 City's General Plan and with the Priority Policies of Planning Code Section 101.1 for the
19 reasons set forth in said Resolution.

20
21 Section 2. The San Francisco Planning Code is hereby amended by repealing
22 Sections 155.1 through 155.5, as follows:

23 ~~**SEC. 155.1. BICYCLE PARKING REQUIREMENTS FOR CITY-OWNED AND LEASED**~~
24 ~~**BUILDINGS.**~~

1 ~~In all City owned and leased buildings, regardless of whether off street parking is available, the~~
2 ~~responsible City official, as defined in Section 155.1(a)(11) below, shall provide bicycle parking~~
3 ~~according to the schedule in Section 155.1(c) below, except as otherwise provided in Section 155.2. The~~
4 ~~provisions of this Section shall not apply in any case where the City occupies property as a tenant~~
5 ~~under a lease the term of which does not exceed six months. In the event that a privately owned garage,~~
6 ~~as defined in Section 155.2, is in a building in which the City leases space, Section 155.2 and not this~~
7 ~~Section shall apply. All required bicycle parking shall conform to the requirements of Sections 155.1(b)~~
8 ~~(Location of Facilities) and 155.1(c) (Number of Spaces) set forth below:~~

9 ~~(a) Definitions.~~

10 ~~(1) Locker. A fully enclosed, secure and burglar proof bicycle parking space accessible~~
11 ~~only to the owner or operator of the bicycle.~~

12 ~~(2) Check-in Facility. A location in which the bicycle is delivered to and left with an~~
13 ~~attendant with provisions for identifying the bicycle's owner. The stored bicycle is accessible only to the~~
14 ~~attendant.~~

15 ~~(3) Monitored Parking. A location where Class 2 parking spaces are provided within an~~
16 ~~area under constant surveillance by an attendant or security guard or by a monitored camera.~~

17 ~~(4) Restricted Access Parking. A location that provides Class 2 parking spaces within a~~
18 ~~locked room or locked enclosure accessible only to the owners of bicycles parked within.~~

19 ~~(5) Personal Storage. Storage within the view of the bicycle owner in either the~~
20 ~~operator's office or a location within the building.~~

21 ~~(6) Class 1 Bicycle Parking Space(s). Facilities which protect the entire bicycle, its~~
22 ~~components and accessories against theft and against inclement weather, including wind driven rain.~~
23 ~~Examples of this type of facility include (1) lockers, (2) check in facilities, (3) monitored parking, (4)~~
24 ~~restricted access parking, and (5) personal storage.~~

1 ~~(7) **Class 2 Bicycle Parking Space(s).** Bicycle racks which permit the locking of the~~
2 ~~bicycle frame and one wheel to the rack and, which support the bicycle in a stable position without~~
3 ~~damage to wheels, frame or components.~~

4 ~~(8) **Director.** Director of Planning.~~

5 ~~(9) **Landlord.** Any person who leases space in a building to the City. The term~~
6 ~~"landlord" does not include the City.~~

7 ~~(10) **Employees.** Individuals employed by the City and County of San Francisco.~~

8 ~~(11) **Responsible City Official.** The highest ranking City official of an agency or~~
9 ~~department which has authority over a City-owned building or parking facility or of an agency or~~
10 ~~department for which the City is leasing space.~~

11 ~~(12) **Person.** Any individual, proprietorship, partnership, joint venture, corporation,~~
12 ~~limited liability company, trust, association, or other entity that may enter into leases.~~

13 ~~(b) **Location of Facilities.**~~

14 ~~(1) **Majority of Spaces Are Long-Term.** At locations where the majority of parking~~
15 ~~spaces will be long term (e.g., occupied by building employees for eight hours or more), at least ½ of~~
16 ~~the required bicycle parking spaces shall be Class 1 spaces. The remaining spaces may be Class 2~~
17 ~~spaces. The Director may approve alternative types of parking spaces that provide an equivalent~~
18 ~~measure of security.~~

19 ~~(2) **Alternative Locations.** In the event that compliance with Section 155.1(b)91) may~~
20 ~~not be feasible because of demonstrable hardship, the responsible city official may apply to the~~
21 ~~Director for approval of an alternative storage location. In acting upon such applications, the Director~~
22 ~~shall be guided by the following criteria: Such alternative facilities shall be well-lighted and secure.~~
23 ~~The entrance shall be no more than 50 feet from the entrance of the building, unless there are no~~
24 ~~feasible locations within a 50 foot zone that can be provided without impeding sidewalk or pedestrian~~

1 ~~traffic. However, in no event shall an alternative location be approved that is farther from the entrance~~
2 ~~of the building than the closest automobile parking space.~~

3 ~~(3) Exemptions. If no feasible alternative parking facility exists nearby which can be~~
4 ~~approved pursuant to Section 155.1(b)(1) or (2), no Class 1 bicycle parking is provided in the building,~~
5 ~~or, securing an alternative location would be unduly costly and pose a demonstrable hardship on the~~
6 ~~landlord, or on the City, where the City owns the building, the Director may issue an exemption. In~~
7 ~~order to obtain an exemption, the responsible City official shall certify to the Director in writing that~~
8 ~~the landlord, or the City, where the City owns the building, will not prohibit bicycle operators from~~
9 ~~storing bicycles within their office space, provided that they are stored in such a way that the Fire Code~~
10 ~~is not violated and that the normal business of the building is not disrupted.~~

11 ~~(c) Required Number of Bicycle Parking Spaces.~~

12 ~~(1) Class 1 Bicycle Parking Spaces. The following standards shall govern the number of~~
13 ~~Class 1, long term, bicycle parking spaces a responsible City official must provide:~~

14 ~~(A) In buildings with one to 20 employees, at least two bicycle parking spaces~~
15 ~~shall be provided.~~

16 ~~(B) In buildings with 21 to 50 employees, at least four bicycle parking spaces~~
17 ~~shall be provided.~~

18 ~~(C) In buildings with 51 to 300 employees, the number of bicycle parking spaces~~
19 ~~provided shall be equal to at least five percent of the number of employees at that building, but in no~~
20 ~~event shall fewer than five bicycle spaces be provided.~~

21 ~~(D) In buildings with more than 300 employees, the number of bicycle parking~~
22 ~~spaces provided shall be equal to at least three percent of the number of employees at that building but~~
23 ~~in no event shall fewer than 16 bicycle parking spaces be provided.~~

1 ~~(2) **Class 2 Bicycle Parking Spaces.** In addition to the Class 1 bicycle parking spaces~~
2 ~~required above, a responsible City official shall also provide Class 2 bicycle parking spaces according~~
3 ~~to the below enumerated schedule:~~

4 ~~(A) In buildings with one to 40 employees, at least two bicycle parking spaces~~
5 ~~shall be provided.~~

6 ~~(B) In buildings with 41 to 50 employees, at least four bicycle parking spaces~~
7 ~~shall be provided.~~

8 ~~(C) In buildings with 51 to 100 employees, at least six bicycle parking spaces~~
9 ~~shall be provided.~~

10 ~~(D) In buildings with more than 100 employees, at least eight bicycle parking~~
11 ~~spaces shall be provided. Wherever a responsible City official is required to provide eight or more~~
12 ~~Class 2 bicycle parking spaces, at least 50 percent of those parking spaces shall be covered.~~

13 ~~(3) **Public Buildings.** In public buildings where the City provides a public service to~~
14 ~~members of the public who are patrons or users of the buildings, such as libraries, museums, and~~
15 ~~sports facilities, the responsible City official shall provide the number of bicycle parking spaces as set~~
16 ~~out in Section 155.1(c)(1) and (2), except that the average patron load in a building during peak use~~
17 ~~hours as determined by the Director, rather than the number of employees, shall determine the number~~
18 ~~of spaces required. This Section shall not apply where a public building has a "garage" (as such term~~
19 ~~is defined in Section 155.2(a)) that is open to the general public, in which case Section 155.2 shall~~
20 ~~apply.~~

21 ~~(4) **Annual Survey.** The Director shall annually survey the amount, location, and usage~~
22 ~~of provided bicycle parking spaces in all buildings subject to the requirements of this Section in order~~
23 ~~to ascertain whether current requirements are adequate to meet demand for such parking spaces. If~~
24 ~~current requirements are inadequate, the Director shall draft and submit to the Board of Supervisors~~
25 ~~proposed legislation that would remedy the deficiency.~~

1 ~~(5) Reductions. The Director may grant a reduction from the number of bicycle parking~~
2 ~~spaces required by this Section where the applicant shows based upon the type of patronage, clientele,~~
3 ~~or employees using the building that there is no reason to expect a sufficient number of bicycle riding~~
4 ~~patrons, clientele or employees to justify the number of spaces otherwise required by the Section.~~

5 ~~(d) Layout of Spaces. Class 1 and Class 2 bicycle parking spaces or alternative spaces~~
6 ~~approved by the Director shall be laid out according to the following:~~

7 ~~(1) An aisle or other space to enter and leave the facility shall be provided. The aisle~~
8 ~~shall provide a width of five feet to the front or rear of a standard six-foot bicycle parked in the facility.~~

9 ~~(2) Each bicycle parking space shall provide an area at least two feet wide by six feet~~
10 ~~deep. Vertical clearance shall be at least 78 inches.~~

11 ~~(3) Bicycle parking shall be at least as conveniently located as the most convenient~~
12 ~~nondisabled car parking. Safe and convenient means of ingress and egress to bicycle parking facilities~~
13 ~~shall be provided. Safe and convenient means include, but are not limited to stairways, elevators and~~
14 ~~escalators.~~

15 ~~(4) Bicycle parking and automobile parking shall be separated by a physical barrier or~~
16 ~~sufficient distance to protect parking bicycles from damage. The number of required automobile~~
17 ~~parking spaces may be lowered in buildings where Class 1 bicycle parking is provided. The number of~~
18 ~~otherwise required automobile parking spaces may be reduced, commensurate with the space~~
19 ~~necessary to provide Class 1 or Class 2 bicycle parking spaces, in an amount that meets or exceeds the~~
20 ~~requirements of this section. This provision only applies to the explicit area used for Class 1 or Class 2~~
21 ~~bicycle parking.~~

22 ~~(5) Class 2 bicycle racks shall be located in highly visible areas to minimize theft and~~
23 ~~vandalism.~~

24 ~~(6) Where Class 2 bicycle parking areas are not clearly visible to approaching~~
25 ~~bicyclists, signs shall indicate the locations of the facilities.~~

1 (7) ~~The surface of bicycle parking spaces need not be paved, but shall be finished to~~
2 ~~avoid mud and dust.~~

3 (8) ~~All bicycle racks and lockers shall be securely anchored to the ground or building~~
4 ~~structure.~~

5 (9) ~~Bicycle parking spaces may not interfere with pedestrian circulation.~~

6 **~~(e) Lease Provisions.~~**

7 (1) ~~All City leases of buildings that are subject to the requirements of this Section and~~
8 ~~under which the City is a tenant shall specifically provide that the landlord agrees to make space~~
9 ~~available in the building for the term of the lease within which the responsible City official may install,~~
10 ~~at no cost to the landlord, bicycle parking facilities that are in compliance with this Section.~~

11 (2) ~~This Subsection (e) does not in any way limit the ability of the Director to approve~~
12 ~~alternative storage locations under Subsection (b)(2) or exemptions under Subsection (b)(3). In the~~
13 ~~event that an exemption is granted or an alternative location is approved allowing the installation of~~
14 ~~bicycle parking facilities on property that is not included (i) in a building leased by the responsible city~~
15 ~~official or (ii) on property that belongs to the landlord, Subsection (e)(1) does not apply. If the~~
16 ~~alternative location is on property that is owned by the landlord, but is not inside the building to be~~
17 ~~leased by the responsible city official, the lease provision of Subsection (e)(1) is required and shall~~
18 ~~identify that property as the location of the bicycle parking spaces.~~

19 **~~(f) Miscellaneous Requirements.~~**

20 (1) ~~The responsible City official shall not, and shall encourage landlords not to,~~
21 ~~establish or enforce any building policy that restricts or discourages building tenants, employees, or~~
22 ~~visitors from utilizing their bicycle storage spaces.~~

23 (2) ~~In any building that contains more than the required number of bicycle parking~~
24 ~~spaces as set forth in Article 1.5, Section 155.1, the responsible City official shall not remove such~~
25 ~~additional bicycle parking spaces without petitioning the Director. Such a petition may not be filed~~

1 ~~until at least one year has elapsed following the effective date of this Section. That petition shall~~
2 ~~demonstrate that the spaces the responsible City official seeks authority to remove have not been~~
3 ~~necessary to meet the demand of employees and other building users.~~

4 ~~(3) The responsible City official shall be responsible for full compliance with this~~
5 ~~Section. The Board of Supervisors does not intend to impose requirements of this Section on any~~
6 ~~responsible City official where such application would impair obligations of contract.~~

7 ~~(4) Buildings with existing traditional type racks which support only one wheel shall~~
8 ~~have two years from the effective date of this Section to replace them with conforming racks.~~

9 ~~(5) In addition to imposing requirements pursuant to this Section, the Board of~~
10 ~~Supervisors declares it the official policy of the City and County of San Francisco that all property~~
11 ~~owners and responsible City officials in control of buildings housing employees or members of the~~
12 ~~public who use bicycles shall provide bicycle parking spaces and shall encourage and facilitate bicycle~~
13 ~~usage.~~

14 ~~**SEC. 155.2. BICYCLE PARKING REQUIRED IN CITY OWNED PARKING GARAGES AND**~~
15 ~~**PRIVATELY OWNED PARKING GARAGES.**~~

16 ~~In all City owned parking garages and all privately owned parking garages (but not parking~~
17 ~~lots), the owner and operator shall provide bicycle parking according to the schedule set forth in~~
18 ~~Section 155.2(c). With respect to City owned parking garages which are not open to the general public,~~
19 ~~Section 155.1 and not this Section shall apply. If a privately owned garage is in a building in which the~~
20 ~~City leases space for more than six months, this Section and not Section 155.1 shall apply.~~

21 ~~**(a) Definitions.**~~

22 ~~(1) All definitions set forth in Section 155.1(a) are incorporated into this Section.~~

23 ~~(2) **Garage.** Any public or private facility for the indoor parking of automobiles. It may~~
24 ~~be a stand alone facility or may be located in a building also used for other purposes. It includes~~
25 ~~facilities which offer spaces for rent or other fee to the general public, and facilities which offer~~

1 ~~automobile parking space solely to building tenants, or a combination of both. It excludes garages~~
2 ~~which offer fewer than 10 automobile spaces.~~

3 ~~(b) **Duties of Responsible City Officials and Garage Owners.** Where this Section imposes~~
4 ~~requirements on the City, the responsible City official shall be responsible for fulfilling such~~
5 ~~requirements. Where this Section imposes duties on private garages, the owners of such garages shall~~
6 ~~be responsible for fulfilling such requirements.~~

7 ~~(c) **Number of Spaces.**~~

8 ~~(1) Every garage will supply a minimum of six bicycle parking spaces regardless of the~~
9 ~~number of automobile spaces available.~~

10 ~~(2) Garages which offer between 120 and 500 automobile spaces shall provide one~~
11 ~~bicycle space for every 20 automobile spaces.~~

12 ~~(3) Garages which offer more than 500 automobile spaces shall provide 25 spaces plus~~
13 ~~one additional space for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle~~
14 ~~parking spaces.~~

15 ~~(d) **Type of Bicycle Parking.** Garages offering automobile parking to the general public shall~~
16 ~~offer either Class 2 bicycle parking, as defined in Section 155.1(a) or Class 1 bicycle parking, as~~
17 ~~defined in Section 155.1(a). Garages may offer a combination of Class 1 and Class 2 bicycle parking.~~
18 ~~Garages offering automobile parking to the general public on an hourly basis shall offer bicycle~~
19 ~~parking on the same basis. Garages offering automobile parking to the general public on a weekly or~~
20 ~~longer basis shall provide bicycle parking on the same basis.~~

21 ~~(e) **Implementation.** Garages shall be required to comply with these requirements within six~~
22 ~~months of the enactment of this legislation. Garages shall install bicycle parking for half of the number~~
23 ~~of required bicycle parking spaces within six months of the effective date of this legislation, but in no~~
24 ~~case fewer than six bicycle spaces. Garages shall fully comply with the requirements of Section~~
25 ~~155.2(c) within 18 months of the date of enactment of this legislation. However, if demand for the~~

1 ~~bicycle parking facilities provided under the "first six months" interim provision is less than 80 percent~~
2 ~~of the spaces provided on 20 consecutive non-holiday weekdays, the garage may apply to the Director~~
3 ~~for permission to delay full compliance with Section 155.2(c) for a reasonable period of time and the~~
4 ~~Director shall have the discretion to permit such a delay where the garage demonstrates that achieving~~
5 ~~full compliance within the required period presents an undue burden. In the case of a garage which is~~
6 ~~not predominantly used during the regular work week (for example, a garage near an event venue), the~~
7 ~~Director may designate an alternative period other than "non-holiday weekdays" for purposes of~~
8 ~~evaluating an exemption from the full requirements of Section 155.2(c), including, but not limited to, 10~~
9 ~~consecutive weekends or 20 days on which the garage primarily serves customers attending an event at~~
10 ~~a nearby venue.~~

11 ~~(f) **Safety Waiver.** The Director may grant a waiver of the requirements of this Section where a~~
12 ~~garage establishes that compliance with the provisions of this Section would seriously jeopardize the~~
13 ~~safety of the garage patrons. In order to obtain such a waiver, a garage must submit a written waiver~~
14 ~~application to the Director. The Planning Department shall establish more definitive guidelines for the~~
15 ~~granting of a safety waiver. During the first year after the effective date of this legislation, the Planning~~
16 ~~Commission shall quarterly review safety waivers granted and denied under this Subsection (f).~~
17 ~~Thereafter, the Planning Commission shall annually review safety waivers granted and denied under~~
18 ~~this Subsection (f). If after such review the Planning Commission determines that a safety waiver was~~
19 ~~improperly granted or denied, the Planning Commission may then reverse the decision of the Director~~
20 ~~with respect to that safety waiver.~~

21 ~~(g) **Fees for Bicycle Parking.** This Section shall not interfere with the rights of private garage~~
22 ~~owners to charge rent or other fees for bicycle parking.~~

23 ~~(h) **Notice of Bicycle Parking.** Garages subject to this Section must provide adequate signs or~~
24 ~~notices in or near garage entrances to advertise the availability of bicycle parking.~~

1 ~~(i) **Layout of Spaces.** Garages subject to this Section are encouraged to follow the requirements~~
2 ~~set forth in Section 155.1(d) (Layout of Spaces) in installing Class 1 and Class 2 bicycle parking.~~

3 ~~(j) **Enforcement.** Article 1.5, Section 155.2 shall be enforced by the Zoning Administrator.~~
4 ~~Upon complaint, the Zoning Administrator shall investigate. If the Zoning Administrator concludes that~~
5 ~~a violation exists in a city owned garage, he or she shall provide written notice to the responsible City~~
6 ~~official, offering 30 days to cure the violation. If the Zoning Administrator concludes that a violation~~
7 ~~exists in a privately owned garage, he or she shall provide written notice to the garage owner, offering~~
8 ~~30 days to cure the violation. The written notice shall state the grounds for the Zoning Administrator's~~
9 ~~conclusion that this Section has been violated. The notice shall afford the responsible City official or~~
10 ~~private garage owner an opportunity to meet with the Zoning Administrator to explain why they are not~~
11 ~~in violation of this Section.~~

12 ~~(1) Where a violation of this Section occurs in either a privately owned garage or a~~
13 ~~City owned garage, if such violation has not been cured within the allotted 30 day period, the Zoning~~
14 ~~Administrator shall add the name and address of such garage and the name of the garage owner or~~
15 ~~responsible City official's agency or department to a list of garages currently in violation of this~~
16 ~~Section. Upon request, the Zoning Administrator shall provide a copy of this list to members of the~~
17 ~~public.~~

18 ~~(k) **Contractual Limits on Liability.** This Section shall not interfere with the rights of a garage~~
19 ~~owner to enter into agreements with garage patrons or take other lawful measures to limit the garage~~
20 ~~owner's liability to patrons with respect to bicycles parked in their garage, provided that such~~
21 ~~agreements or measures are in accordance with the requirements of this Section.~~

22 ~~**SEC. 155.3. SHOWER FACILITIES AND LOCKERS REQUIRED IN NEW COMMERCIAL AND**~~
23 ~~**INDUSTRIAL BUILDINGS AND EXISTING BUILDINGS UNDERGOING MAJOR**~~
24 ~~**RENOVATIONS.**~~

25 ~~(a) **Definitions.**~~

1 ~~(1) **New Building.** A commercial or industrial building for which a building permit is~~
2 ~~issued at least six months after the effective date of this legislation.~~

3 ~~(2) **Major Renovations.** Any construction or renovation project (i) for which a building~~
4 ~~permit is issued commencing at least six months after the date of enactment of this legislation (ii) which~~
5 ~~involves an enlargement of an existing public or privately owned commercial or industrial building,~~
6 ~~and (iii) which has an estimated cost of at least \$1,000,000.00. For purposes of this Section, the term~~
7 ~~"enlargement" shall mean an increase in the square footage of the ground story of a building.~~

8 ~~(3) The term "commercial building" shall include, but is not limited to, public or~~
9 ~~privately owned buildings containing employees working for City government agencies or departments.~~

10 ~~(b) **Requirements for New Buildings and Buildings With Major Renovations.** New buildings~~
11 ~~and buildings with major renovations shall provide shower and clothes locker facilities for short-term~~
12 ~~use of the tenants or employees in that building in accordance with this Section. Where a building~~
13 ~~undergoes major renovations, its total square footage after the renovation is the square footage that~~
14 ~~shall be used in calculating how many, if any, showers and clothes lockers are required.~~

15 ~~(c) For new buildings and buildings with major renovations whose primary use consists of~~
16 ~~medical or other professional services, general business offices, financial services, City government~~
17 ~~agencies and departments, general business services, business and trade schools, colleges and~~
18 ~~universities, research and development or manufacturing, the following schedule of required shower~~
19 ~~and locker facilities applies:~~

20 ~~(1) Where the gross square footage of the floor area exceeds 10,000 square feet but is no~~
21 ~~greater than 20,000 square feet, one shower and two clothes lockers are required.~~

22 ~~(2) Where the gross square footage of the floor area exceeds 20,000 square feet but is no~~
23 ~~greater than 50,000 square feet, two showers and four clothes lockers are required.~~

24 ~~(3) Where the gross square footage of the floor area exceeds 50,000 square feet, four~~
25 ~~showers and eight clothes lockers are required.~~

1 ~~(d) For new buildings and buildings with major renovations whose primary use consists of~~
2 ~~retail, eating and drinking or personal services, the following table of shower and locker facilities~~
3 ~~applies:~~

4 ~~(1) Where the gross square footage of the floor area exceeds 25,000 square feet but is no~~
5 ~~greater than 50,000 square feet, one shower and two clothes lockers are required.~~

6 ~~(2) Where the gross square footage of the floor area exceeds 50,000 square feet but is no~~
7 ~~greater than 100,000 square feet, two showers and four clothes lockers are required.~~

8 ~~(3) Where the gross square footage of the floor area exceeds 100,000 square feet, four~~
9 ~~showers and eight clothes lockers are required.~~

10 ~~(e) Exemptions. An owner of an existing building subject to the requirements of this Section~~
11 ~~shall be exempt from Subsections (c) and (d) upon submitting proof to the Director of the Department~~
12 ~~of City Planning that the owner has made arrangements with a health club or other facility, located~~
13 ~~within a four block radius of the building, to provide showers and lockers at no cost to the employees~~
14 ~~who work in the owner's building.~~

15 ~~(f) Exclusion for Hotels, Residential Buildings and Live/Work Units. This Section shall not~~
16 ~~apply to buildings used primarily as hotels or residential buildings. In addition, this Section shall not~~
17 ~~apply to "live/work units" as defined in Section 102.13 of the San Francisco Planning Code.~~

18 ~~(g) Owners of Existing Buildings Encouraged to Provide Shower and Clothes Locker~~
19 ~~Facilities. The City encourages private building owners whose buildings are not subject to this Section~~
20 ~~to provide safe and secure shower and clothes locker facilities for employees working in such~~
21 ~~buildings.~~

22 ~~(h) The Department of City Planning may establish more definitive requirements for shower and~~
23 ~~locker facilities in accordance with this Section.~~

24 ~~**SEC. 155.4. BICYCLE PARKING REQUIRED IN NEW AND RENOVATED COMMERCIAL**~~
25 ~~**BUILDINGS.**~~

1 ~~(a) **Definitions.** All definitions set forth in Section 155.1(a) and Section 155.3(a) are~~
2 ~~incorporated into this Section. For the purposes of this Section, commercial shall mean commercial,~~
3 ~~industrial, and institutional uses.~~

4 ~~(b) **Applicability.**~~

5 ~~(1) **New Commercial Buildings.** A commercial or industrial building for which a~~
6 ~~building permit is issued on or after the effective date of this Section.~~

7 ~~(2) **Major Renovation.** Any construction or renovation project (i) for which a building~~
8 ~~permit is issued commencing on or after the effective date of this Section (ii) which involves an~~
9 ~~enlargement of an existing commercial building and (iii) which has an estimated construction cost of at~~
10 ~~least \$1,000,000.00.~~

11 ~~(3) **Major Change of Use.** Any change of use involving half or more of the building's~~
12 ~~square footage, or 10,000 or more square feet.~~

13 ~~(4) **Addition of Parking.** Any increase in the amount of off-street automobile parking.~~

14 ~~(c) **Requirements.** Commercial buildings making any of the changes specified in subsection (b),~~
15 ~~as a condition of approval, shall provide bicycle parking in that building in accordance with this~~
16 ~~Section. Where a building undergoes major renovations, its total square footage after the renovation~~
17 ~~shall be used in calculating how many, if any, bicycle parking spaces are required.~~

18 ~~(d) **Types of Bicycle Parking.** New commercial buildings and commercial buildings with major~~
19 ~~renovations shall offer either Class 1 bicycle parking, as defined in Section 155.1(a)(6), or Class 2~~
20 ~~bicycle parking, as defined in Section 155.1(a)(7), or a combination of Class 1 and Class 2 bicycle~~
21 ~~parking.~~

22 ~~(e) **Bicycle Parking Spaces – Professional Services.** Except in the C-3-O(SD) District, for new~~
23 ~~commercial buildings and commercial buildings with major renovations, including individual buildings~~
24 ~~of large, multiple building developments, whose primary use consists of medical or other professional~~
25 ~~services, general business offices, financial services, general business services, business and trade~~

1 ~~schools, colleges and universities, research and development or manufacturing, the following schedule~~
2 ~~of required bicycle parking applies:~~

3 ~~(1) Where the gross square footage of the floor area exceeds 10,000 square feet but is no~~
4 ~~greater than 20,000 feet, 3 bicycle spaces are required.~~

5 ~~(2) Where the gross square footage of the floor area exceeds 20,000 square feet but is no~~
6 ~~greater than 50,000 feet, 6 bicycle spaces are required.~~

7 ~~(3) Where the gross square footage of the floor area exceeds 50,000 square feet, 12~~
8 ~~bicycle spaces are required.~~

9 ~~(4) In the C-3 O(SD) District, the following bicycle parking requirements apply: One~~
10 ~~Class 1 space for every 3,000 square feet for buildings containing less than 75,000 gross square feet of~~
11 ~~the uses described in subsection (d) above. For buildings containing greater than 75,000 gross square~~
12 ~~feet of such uses, 20 Class 1 spaces plus one Class 1 space for every 5,000 square feet in excess of~~
13 ~~75,000. Additionally, one Class 2 space is required for every 50,000 gross square feet of such uses.~~
14 ~~Class 2 spaces are intended for short term use by visitors and shall be located in a highly visible~~
15 ~~publicly accessible location at street grade, or no more than one level above or below street grade if~~
16 ~~accessible by ramp and clear directional signage is available at street level.~~

17 ~~(f) **Bicycle Parking Spaces—Retail and Hotel.** For new commercial buildings and commercial~~
18 ~~buildings with major renovations whose primary use consists of retail, eating and drinking or personal~~
19 ~~service, the following schedule of required bicycle parking applies:~~

20 ~~(1) Where the gross square footage of the floor area exceeds 25,000 square feet but is no~~
21 ~~greater than 50,000 feet, 3 bicycle spaces are required.~~

22 ~~(2) Where the gross square footage of the floor area exceeds 50,000 square feet but is no~~
23 ~~greater than 100,000 feet, 6 bicycle spaces are required.~~

24 ~~(3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12~~
25 ~~bicycle spaces are required.~~

1 ~~(g) **Notice of Bicycle Parking.** New commercial buildings and commercial buildings with major~~
2 ~~renovations subject to this Section must provide adequate signs or notices to advertise the availability~~
3 ~~of bicycle parking.~~

4 ~~(h) **Layout of Spaces.** Owners of new commercial buildings and commercial buildings with~~
5 ~~major renovations subject to this Section are encouraged to follow the requirements set forth in Section~~
6 ~~155.1(d) (Layout of Spaces) in installing Class 1 and Class 2 bicycle parking. The number of required~~
7 ~~automobile parking spaces may be lowered in buildings where Class 1 bicycle parking is provided. The~~
8 ~~number of otherwise required automobile parking spaces may be reduced, commensurate with the~~
9 ~~space necessary to provide Class 1 or Class 2 bicycle parking spaces, in an amount that meets or~~
10 ~~exceeds the requirements of this section. This provision only applies to the explicit area used for Class~~
11 ~~1 or Class 2 bicycle parking.~~

12 ~~(i) **Owners of Existing Buildings Encouraged to Provide Bicycle Parking Spaces.** The City~~
13 ~~encourages building owners whose buildings are not subject to this Section to provide bicycle parking~~
14 ~~spaces in such buildings.~~

15 ~~(j) **Exemption.** Where a new commercial building or building with major renovations includes~~
16 ~~residential uses, the building's total non-residential square footage shall be used in calculating how~~
17 ~~many, if any, bicycle parking spaces are required. Building owners shall be required to allow tenants to~~
18 ~~bring their bicycles into buildings unless Class 1 bicycle parking is provided.~~

19 ~~(k) This Section shall not be interpreted to interfere with the Planning Department's authority to~~
20 ~~require more than the minimum bicycle parking spaces required by this Section as a condition of~~
21 ~~approval of a project, where appropriate.~~

22 **~~SEC. 155.5. BICYCLE PARKING REQUIRED FOR RESIDENTIAL USES.~~**

23 ~~(a) For buildings of 4 dwelling units or more, bicycle parking shall be provided in the minimum~~
24 ~~quantities specified in Table 155.5, regardless of whether off-street car parking is available. The~~

1 ~~maximum requirement is 400 spaces. Use of bicycle parking required by this section shall be provided~~
2 ~~at no cost or fee to building occupants and tenants.~~

3 ~~(b) Definitions. See Section 155.1(a).~~

4 ~~(c) Layout. If more than 100 spaces is required, up to one-third of the spaces may require the~~
5 ~~bicycle to be parked in a vertical position. Large developments with multiple buildings are encouraged~~
6 ~~to site required bicycle parking in smaller facilities located close to residential entries for each~~
7 ~~building, rather than in one large centralized garage space. Required bicycle parking spaces shall not~~
8 ~~be provided within dwelling units, balconies, or required open space. Bicycle parking must otherwise~~
9 ~~meet the standards set out for Class 1 parking as described in Section 155.1(d).~~

10 **Table 155.5**

11 **BICYCLE PARKING SPACES**

12 **REQUIRED FOR RESIDENTIAL USES**

	Minimum Number of Bicycle Parking Spaces Required
Dwelling units in all Districts	<i>For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units.</i>
	<i>For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.</i>
Group housing in all Districts	<i>One Class 1 space for every 3 bedrooms.</i>

<i>Dwelling units dedicated to senior citizens or physically disabled persons</i>	<i>None required</i>
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Section 3. The San Francisco Planning Code is hereby amended by adding Sections 155.1 through 155.4, to read as follows:

SEC. 155.1. BICYCLE PARKING: DEFINITIONS AND STANDARDS.

(a) Definitions. The following definitions are listed alphabetically and shall govern Sections 155.1 through 155.4. For the purpose of these Sections, all terms defined below will be in initial caps throughout these Sections.

"Attended Facility." A location in which the bicycle is delivered to and left with an attendant with provisions for identifying the bicycle's owner. The stored bicycle is accessible only to the attendant.

"Class 1 Bicycle Parking Space(s)." Spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees.

"Class 2 Bicycle Parking Space(s)." Spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

"Director." Director of the Planning Department.

"Employees." Individuals employed by any entity operating or doing business on the subject lot.

"Landlord." Any person who leases space in a building to the City. The term "Landlord" does not include the City.

"Locker." A fully enclosed and secure bicycle parking space accessible only to the owner or operator of the bicycle or owner and operator of the Locker.

1 "Monitored Parking." A location where Class 2 parking spaces are provided within an area
2 under constant surveillance by an attendant or security guard or by a monitored camera.

3 "New Building." A building or structure for which a new construction building permit is
4 issued after the effective date of the Section as determined in Section 155.1 (f).

5 "Person." Any individual, proprietorship, partnership, joint venture, corporation, limited
6 liability company, trust, association, or other entity that may enter into leases.

7 "Responsible City Official." The highest ranking City official of an agency or department
8 which has authority over a City-owned building or parking facility or of an agency or department for
9 which the City is leasing space.

10 "Restricted Access Parking." A location that provides Class 2 parking spaces within a locked
11 room or locked enclosure accessible only to the owners of bicycles parked within.

12 "Stacked Parking." Bicycle parking spaces where racks are stacked and the racks that are not
13 on the ground accommodate mechanically-assisted lifting in order to mount the bicycle.

14 U-lock." A rigid bicycle lock, typically constructed out of hardened steel composed of a solid
15 U-shaped piece whose ends are connected by a locking removable crossbar.

16 "Vertical Bicycle Parking." Bicycle Parking that requires both wheels to be lifted off the
17 ground, with at least one wheel that is at least three inches and no more than 12 inches above the
18 ground.

19 "Workspace." Any designated office, cubicle, workstation, or other normal work area at which
20 an employee typically performs daily work duties and not typically accessible to the public (such as in
21 the case of retail, restaurant, classroom, theater or similar settings) and is not used for circulation. A
22 Workspace shall also exclude any place where storage of a bicycle would be hazardous because of the
23 nature of the work being performed in the immediate vicinity, such as in an industrial or medical
24 setting.

1 (b) Standards for Location of bicycle Parking Spaces. These standards apply to all bicycle
2 parking subject to section 155.2, as well as bicycle parking for City-owned and leased buildings,
3 parking garages and lots subject to 155.3. Bicycle racks shall be located in highly visible areas to
4 maximize convenience and minimize theft and vandalism.

5 (1) Class 1 spaces shall be located with direct access for bicycles without requiring use
6 of stairs. The location of such spaces shall allow bicycle users to ride to the entrance of the space or
7 the entrance of the lobby leading to the space. The design shall provide safe and convenient access to
8 and from bicycle parking facilities. Safe and convenient means include, but are not limited to, ramps
9 and wide hallways as described below. Escalators and stairs are not considered safe and convenient
10 means of ingress and egress and shall not be used. Use of elevators to access bicycle parking spaces
11 shall be minimized for all uses and if necessary shall follow the requirements below. Bicycle parking
12 shall be at least as conveniently located as the most convenient nondisabled car parking provided for
13 the subject use. Residential buildings shall not use space in dwelling units, balconies or required
14 private open space for required Class 1 bicycle parking. Class 1 bicycle parking can be stored within
15 the allowable 100 square foot obstruction described in Section 136(c)(23) of this Code. Class 1
16 bicycle parking spaces shall be located:

17 (A) On the ground floor within 100 feet of the major entrance to the lobby. There
18 shall be either: (i) convenient access to and from the street to the bicycle parking space and another
19 entrance from the bicycle parking space to the lobby area, or (ii) a minimum five foot wide hallway or
20 lobby space that leads to the bicycle parking major entrance, where direct access to bicycle parking
21 space from the street does not exist. While any access to the parking shall generally provide a minimum
22 continuous five feet of clear width, any one access route may include up to two limited constriction
23 points, such as doorways, provided that these constrictions are no narrower than three feet wide and
24 extend for no more than one foot of distance. When bicycle parking spaces are provided on the ground
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1 floor, such space shall be considered active uses where requirements as defined in Section 145.1 of this
2 Code are met.

3 (B) In the off-street automobile parking area, where lot configurations and other
4 limitations do not allow bicycle parking spaces to be located near the lobby as described in subsection
5 (A) above. Bicycle parking spaces shall be located on the first level of automobile parking either above
6 or below grade. The design shall separate bicycle parking from automobile parking by a physical
7 barrier, such as bollards, fences or walls by at least three feet or when no barrier is provided by at
8 least five feet distance to the automobile parking space in order to protect parked bicycles from
9 damage by automobiles or trucks.

10 (C) One level above or below grade, where the two options above will not be
11 possible due to an absence of automobile parking, small or unusual lot configurations, or other unique
12 limitations. In such cases, ramps or elevators shall be provided to access the bicycle parking space and
13 the bicycle parking spaces shall be adjacent to the elevators or other entrance to that story. At least one
14 designated passage meeting the dimensional requirements described in (A) above shall connect a
15 primary building entrance to the bicycle parking facility. For non-residential uses, any elevator
16 necessary to access bicycle parking facilities larger than 50 spaces shall have clear passenger cab
17 dimensions of at least 70 square feet and shall not be less than seven feet in any dimension.

18 (2) Class 2 spaces shall be located, as feasible, near all main pedestrian entries to the
19 uses to which they are accessory, and should not be located in or immediately adjacent to service, trash
20 or loading areas. Further standards for specific uses include:

21 (A) All uses, except non-accessory garages and parking lots, may locate Class 2
22 bicycle parking in a public right-of-way, such as on a sidewalk or in place of an on-street auto parking
23 space, within 100 feet of a main entry to the subject building, subject to demonstration of preliminary
24 approval by the necessary City agencies. If existing Class 2 bicycle parking in the required quantities
25 already exists in a public right-of-way immediately fronting the subject lot, and such spaces are not

1 satisfying bicycle parking requirements for another use, such parking shall be deemed to meet the
2 Class 2 requirement for that use. Parking meters, poles, signs, or other street furniture shall not be
3 used to satisfy Class 2 bicycle parking requirements, unless other public agencies have specifically
4 designed and designated these structures for the parking of a bicycle.

5 (B) Non-residential uses other than non-accessory garages and parking lots, may
6 locate Class 2 spaces in required non-residential open space (such as open space required by Sections
7 135.3 and 138 of this Code), provided that such bicycle parking does not occupy more than five percent
8 of the open space area or 120 square feet, whichever is greater, and does not affect pedestrian
9 circulation in the open space.

10 (C) Non-Accessory Garages and Parking Lots shall place Class 2 spaces within
11 the garage in a location that will protect them from wind-driven rain, at a convenient location within
12 100 feet of a major entrance.

13 **(3) All bicycle parking spaces**

14 (A) Stadiums, Arenas, and Amphitheaters shall provide Class 1 bicycle parking
15 for on-site Employees in a separate location from Class 2 parking provided as specified below:

16 (i) Such uses shall provide at least 75 percent but not more than 90
17 percent of Class 2 parking in the form of an Attended Facility for patrons. The facilities shall
18 continuously staff the Attended Facility and make it available to patrons of events from not later than
19 one hour before the event begins to not earlier than one hour after the event finishes during all events
20 with an expected attendance of greater than 2,000 people.

21 (ii) Class 2 parking that is not provided in an Attended Facility per
22 subsection (i) above shall be appropriately dispersed around the subject use in convenient and visible
23 surrounding public spaces and rights-of-way within 500 feet of the perimeter of subject use.

24 (B) Developments with multiple buildings shall disperse required bicycle
25 parking, for both Class 1 and Class 2 spaces, in smaller facilities located close to primary occupant

1 and visitor entries for each building, as appropriate, rather than in a large centralized facility serving
2 the multiple buildings.

3 (c) **Design Standards for Bicycle Parking Spaces.** These design standards apply to all bicycle
4 parking spaces subject to Sections 155.2 and 155.3. Bicycle parking shall follow the design standards
5 established in Zoning Administrator Bulletin No. 9, which includes specific requirements on bicycle
6 parking layout and acceptable types of Class 1 and Class 2 bicycle parking spaces.

7 (1) **Class 1 spaces** shall protect the entire bicycle, its components and accessories
8 against theft and inclement weather, including wind-driven rain. Acceptable forms of Class 1 spaces
9 include (A) individual Lockers, (B) Attended Facilities, (C) Monitored Parking, (D) Restricted Access
10 Parking, and (E) Stacked Parking, as defined in Section 155.1 and further detailed in Zoning
11 Administrator Bulletin No. 9. Stacked Parking spaces may be used to satisfy any Class 1 required
12 space. However, Class 1 spaces shall not require manually lifting the entire bicycle more than three
13 inches to be placed in the space, except as provided in subsection (3) below for Vertical Bicycle
14 Parking.

15 (2) **Class 2 spaces** shall meet the following design standards:

16 (A) Bicycle racks shall permit the locking of the bicycle frame and one wheel to
17 the rack with a U-lock without removal of the wheel, and shall support the bicycle in a stable, upright
18 position without damage to wheels, frame or components. Class 2 spaces are encouraged, but not
19 required, to include weather protection, as feasible and appropriate.

20 (B) The surface of bicycle parking spaces need not be paved, but shall be
21 finished to avoid mud and dust.

22 (C) All bicycle racks and Lockers shall be securely anchored to the ground or
23 building structure, with tamper-resistant hardware.

24 (D) Bicycle parking spaces may not interfere with pedestrian circulation.

1 (3) Vertical bicycle parking. Vertical Bicycle Parking shall enable the bicycle to be
2 locked to a rack or other object permanently affixed to a wall. Vertical Bicycle Parking may satisfy
3 required bicycle parking pursuant to Section 155.2 and 155.3 where:

4 (A) Such parking is primarily an Attended Facility where facility staff parks the
5 bicycles or such racks provide mechanical assistance for lifting the bicycle; or

6 (B) No more than one-third of the required Class 1 bicycle parking is provided
7 as Vertical Bicycle Parking; or

8 (C) Class 2 spaces for Personal Services, Restaurants, Limited Restaurants, and
9 Bars, as defined in Table 155.2.16 are provided either indoors or outdoors. In such cases, no more
10 than one-third of all required Class 2 bicycle parking shall be provided as Vertical Bicycle Parking.
11 Class 2 bicycle parking for uses other than those defined in Table 155.2.16 shall not provide any of the
12 required spaces as Vertical Bicycle Parking.

13 (4) Signage requirements for bicycle parking. Where Class 2 bicycle parking areas are
14 not located in an outdoor location clearly visible to bicyclists approaching from adjacent public
15 roadways or paths, signs shall indicate the locations of the facilities on the exterior of the building at
16 each major entrance and in other appropriate locations. Such signs shall be not less than 12 inches
17 square and shall use the template provided in Zoning Administrator Bulletin No. 9. Where necessary,
18 additional directional signage to the bicycle parking area shall be provided.

19 (d) Reduction of Auto Parking. When fulfilling bicycle parking requirements, the number of
20 required automobile parking spaces on any lot may be reduced in the following cases per Section
21 150(e) of this Code:

22 (1) Existing buildings subject to Section 155.2(a)(2) through 155.2(a)(4) or for City-
23 owned properties subject to Section 155.3;

24 (2) Existing buildings not subject to any bicycle parking requirements; or

25 (3) New Buildings subject to Section 155.2(a)(1).

1 When replacing automobile parking space with bicycle parking, layout and design standards in
2 Section 155.1 (c) and the Zoning Administrator Bulletin No. 9 shall be followed.

3 (e) Other Rules and Standards. This Section shall apply to all bicycle parking subject to
4 Sections 155.2 or 155.3, except as indicated.

5 (1) Except for non-accessory parking garages, bicycle parking required by Section
6 155.2 shall be provided at no cost or fee to building occupants, tenants and visitors.

7 (2) Required bicycle parking shall be provided on the subject lot except where
8 alternative locations are allowed in sections 155.2(i), 155.3(d), and 307(k) of this Code.

9 (3) The building, lot or garage may not establish unreasonable rules that interfere with
10 the ability of cyclists to conveniently access bicycle parking. Such unreasonable rules include hours of
11 operation and prohibitions on riding bicycles in areas where driving automobiles is permitted. The
12 rules may require cyclists to walk bicycles through areas that are pedestrian only and where motorized
13 vehicles are not permitted.

14 (4) All plans submitted to the Department containing bicycle parking intended to satisfy
15 the requirements of Sections 155.2 and 155.3 shall indicate on said plans the location, dimensions, and
16 type of bicycle parking facilities to be provided, including the model or design of racks to be installed
17 and the dimensions of all aisle, hallways, or routes used to access the parking.

18 (f) Effective Date. The effective date of the requirements for bicycle parking for different uses
19 shall be the date that the Planning Code provisions pertaining to bicycle parking requirements for a
20 particular use first became effective, or the date subsequent modifications to the requirements for that
21 use, if any, became effective. The effective day for bicycle parking requirements for:

22 (A) Commercial and industrial uses shall be either September 7, 2001, when Ordinance
23 193-01 became effective, or the date subsequent modifications, if any, to the bicycle parking
24 requirements for commercial and industrial uses became effective.

1 (B) Residential uses shall be either August 19, 2005, when Ordinance 217-05 became
2 effective, or the date subsequent modifications, if any, to the bicycle parking requirements for
3 residential uses became effective.

4 (C) Non-accessory parking garages shall be either November 19, 1998, when
5 Ordinance 343-98 became effective, or the date a subsequent modification, if any, became effective.

6 (D) City-owned buildings, leased or purchased by the City shall be either January 11,
7 1996, when Ordinance 31-96 became effective, or the date a subsequent modification, if any, became
8 effective.

9 **SEC. 155.2. BICYCLE PARKING: APPLICABILITY AND REQUIREMENTS FOR SPECIFIC**
10 **USES.**

11 Bicycle parking spaces are required in at least the minimum quantities specified in Table 155.2.
12 Bicycle parking shall meet the standards in Section 155.1.

13 (a) **Applicability.** The requirements of this Section apply in all the following cases regardless
14 of whether off-street automobile parking is available except if indicated:

15 (1) New Building; or

16 (2) addition of a dwelling unit to an existing building that provides off-street vehicle
17 parking; or

18 (3) addition to a building or lot that increases the building's gross floor area by more
19 than 20 percent; or

20 (4) change of occupancy or increase in intensity of use which would increase the
21 number of total required bicycle parking spaces (inclusive of Class 1 and 2 spaces in aggregate) by 15
22 percent; or

23 (5) where DBI determines that an addition or alteration meets the bicycle parking
24 thresholds set in the State Law California Title 24, Part 11, Sec 5.701.6.2 ; or

1 (6) addition or creation of new gross square footage or an increase in the capacity of
2 off-street vehicle parking spaces for an existing building or lot, regardless of whether such vehicle
3 parking is considered accessory or a principally or conditionally permitted use.

4 **(b) Rules for Calculating bicycle parking requirements**

5 (1) Under no circumstances may total bicycle parking provided for any use, building, or
6 lot constitute less than five percent of the automobile parking spaces for the subject building, as
7 required by the State Law California Title 24, Part 11, Sec 5.701.6.2.

8 (2) Where the building or lot contains uses in more than one of the categories listed, the
9 amount of bicycle parking required for each use shall be calculated in the manner provided in Section
10 153 of this Code.

11 (3) Where bicycle parking is required per subsection (a)(2) above, bicycle parking shall
12 be provided for all dwelling units at the same ratio that existing off-street vehicle parking is provided
13 per dwelling unit.

14 (4) Where bicycle parking is required due to addition, conversion, or renovation of an
15 existing building, per subsections (a)(3) above, the bicycle parking shall be calculated based on the
16 total square footage of the building or lot for all uses after the addition, conversion, renovation or
17 parking expansion.

18 (5) Where bicycle parking is required due to change of use, per subsection (a)(4) above,
19 the bicycle parking shall be calculated based on the occupied are of uses changed.

20 (6) Where a project proposes to construct new non-residential uses or increase the area
21 of existing non-residential uses, for which the project has not identified specific uses at the time of
22 project approval by the Planning Department or Planning Commission, the project shall provide the
23 amount of non-residential bicycle parking required for General Retail per Table 155.2.

Table 155.2

BICYCLE PARKING SPACES REQUIRED

	<u>Use</u>	<u>Minimum Number of Class 1 Spaces Required</u>	<u>Minimum Number of Class 2 Spaces Required</u>
<u>155.2.10</u>	<u>Dwelling Units (on lots with 3 units or less)</u>	<u>No racks required. Provide secure, weather protected space meeting dimensions set in the Zoning Administrator Bulletin No. 9, one per unit, easily accessible to residents and not otherwise used for automobile parking or other purposes.</u>	<u>None</u>
<u>.11</u>	<u>Dwelling units (including SRO units and student housing that are dwelling units)</u>	<u>One Class 1 space for every dwelling unit. For buildings containing more than 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100. Dwelling units that are also considered Student Housing per Section 102.36 shall provide 50 percent more spaces than would otherwise be required.</u>	<u>One per 20 units Dwelling units that are also considered Student Housing per Section 102.36 shall provide 50 percent more spaces than would otherwise be required.</u>
<u>.12</u>	<u>Group</u>	<u>One Class 1 space for every four</u>	<u>Minimum two spaces. Two Class</u>

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	<u>housing (including SRO units and student housing that are group housing)</u>	<u>beds. For buildings containing over 100 beds, 25 Class 1 spaces plus one Class 1 space for every five beds over 100. Group housing that is also considered Student Housing per Section 102.36 shall provide 50 percent more spaces than would otherwise be required.</u>	<u>2 spaces for every 100 beds. Group housing that is also considered Student Housing per Section 102.36 shall provide 50 percent more spaces than would otherwise be required.</u>
<u>.13</u>	<u>Dwelling units dedicated to senior citizens or persons with physical disabilities; Residential Care facilities</u>	<u>One Class 1 space for every 10 units or beds, whichever is applicable.</u>	<u>Minimum two spaces. Two Class 2 spaces for every 50 units or beds, whichever is applicable .</u>
<u>.14</u>	<u>Offices</u>	<u>One Class 1 space for every 5,000 occupied square feet</u>	<u>Minimum two spaces for any office use greater than 5,000 gross square feet, one Class 2 space for each additional 50,000 occupied square feet.</u>

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<u>.15</u>	<u>Retail Sales, including grocery stores</u>	<u>One Class 1 space for every 7,500 square feet of occupied floor area.</u>	<u>Minimum two spaces. One Class 2 space for every 2,500 sq. ft. of occupied floor area For uses larger than 50,000 gross square feet, 10 Class 2 spaces plus one Class 2 space for every additional 10,000 occupied square feet.</u>
<u>.16</u>	<u>Personal Services, Financial Services, Restaurants, Limited Restaurants and Bars</u>	<u>One Class 1 space for every 7,500 square feet of occupied floor area.</u>	<u>Minimum two spaces. One Class 2 space for every 750 square feet of occupied floor area.</u>
<u>.17</u>	<u>Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture, excluding</u>	<u>Minimum two spaces. One Class 1 space for every 15,000 square feet of occupied floor area.</u>	<u>Minimum two spaces. One Class 2 space for every 10,000 square feet of occupied floor area.</u>

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	<u>grocery stores</u>		
<u>.18</u>	<u>Post-secondary educational institution, including trade school</u>	<u>One Class 1 space for every 20,000 square feet of occupied floor area</u>	<u>Minimum two spaces. One Class 2 space for every 10,000 square feet of occupied floor area.</u>
<u>.19</u>	<u>Elementary School</u>	<u>Two Class 1 spaces for every classroom.</u>	<u>One Class 2 space for every classroom.</u>
<u>.20</u>	<u>Secondary School (Middle School and High School)</u>	<u>Four Class 1 spaces for every classroom.</u>	<u>One Class 2 space for every classroom.</u>
<u>.21</u>	<u>Hospitals or In-Patient Clinic</u>	<u>One Class 1 space for every 15,000 square feet of occupied floor area.</u>	<u>One Class 2 space for every 30,000 square feet of occupied floor area, but no less than four located near each public pedestrian entrance.</u>
<u>.22</u>	<u>Medical</u>	<u>One Class 1 space for every</u>	<u>One Class 2 space for every</u>

1		<u>Offices or</u>	<u>5,000 square feet of occupied</u>	<u>15,000 square feet of occupied</u>
2		<u>Out-patient</u>	<u>floor area.</u>	<u>floor area, but no less than four</u>
3		<u>Clinic</u>		<u>located near each public</u>
4				<u>pedestrian entrance.</u>
5	<u>.23</u>	<u>Theaters,</u>	<u>Five Class 1 spaces for facilities</u>	<u>One Class 2 space for every 50</u>
6		<u>Assembly and</u>	<u>with a capacity of less than 500</u>	<u>seats or for every portion of each</u>
7		<u>Entertainment</u>	<u>guests; 10 Class 1 spaces for</u>	<u>50 person capacity.</u>
8		<u>, Amusement</u>	<u>facilities with capacity of greater</u>	
9		<u>Arcade,</u>	<u>than 500 guests.</u>	
10		<u>Bowling</u>		
11		<u>Alley,</u>		
12		<u>Religious</u>		
13		<u>Facility</u>		
14	<u>.24</u>	<u>Stadium,</u>	<u>One Class 1 space for every 20</u>	<u>Five percent of venue capacity,</u>
15		<u>Arena,</u>	<u>Employees during events.</u>	<u>excluding Employees. A portion</u>
16		<u>Amphitheater</u>		<u>of these must be provided in</u>
17		<u>or other venue</u>		<u>Attended Facilities as described</u>
18		<u>of public</u>		<u>in Section 155.1 (b) (3)</u>
19		<u>gathering</u>		
20		<u>with a</u>		
21		<u>capacity of</u>		
22		<u>greater than</u>		
23		<u>2,000 people</u>		
24	<u>.25</u>	<u>Hotel,</u>	<u>One Class 1 space for</u>	<u>Minimum two spaces. One Class 2 space</u>
25		<u>Motel,</u>	<u>every 30 rooms.</u>	<u>for every 30 rooms.</u>

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	<u>Hostel</u>		<u>- Plus -</u> <u>One Class 2 space for every 5,000 square feet of occupied floor area of conference, meeting or function rooms.</u>
<u>.26</u>	<u>Self-Storage, Warehouse, Greenhouse or Nursery (Non-Retail)</u>	<u>One Class 1 space for every 40,000 sq. f.t.</u>	<u>None.</u>
<u>.27</u>	<u>Light Manufacturing, Wholesale Sales, Trade Shop, Catering Service, Business Goods and Equipment Repair, Business Service, Laboratory,</u>	<u>One Class 1 space for every 12,000 square feet of occupied floor area, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet.</u>	<u>Minimum of two spaces.</u> <u>Four Class 2 spaces for any use larger than 50,000 gross square feet.</u>

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	<u>Integrated PDR, Small Enterprise Workspace, Greenhouse or Nursery (Retail)</u>		
<u>.28</u>	<u>Public Uses including Museum, Library, Community Center, and Arts Activities</u>	<u>Minimum two spaces or One Class 1 space for every 5,000 square feet.</u>	<u>Minimum two spaces or One Class 2 space for every 2,500 occupied square feet of publicly-accessible or exhibition area</u>
<u>.29</u>	<u>Non- accessory automobile garage or lot, whether publicly or privately accessible</u>	<u>None.</u>	<u>One Class 2 space for every 20 auto spaces, except in no case less than six Class 2 spaces.</u>
<u>.30</u>	<u>Child Care</u>	<u>Minimum two spaces or 1 space for every 20</u>	<u>One Class 2 space for every 20 children.</u>

		<u>children.</u>	
<u>.31</u>	<u>Mortuary</u>	<u>None.</u>	<u>None.</u>

(c) Contractual Limits on Liability. Requirements for non-accessory garages and parking lots subject to Subsection 155.2(.29) shall not interfere with the rights of a parking garage owner to enter into agreements with parking garage patrons or take other lawful measures to limit the parking garage owner's liability to patrons with respect to bicycles parked in the parking garage, provided that such agreements or measures are in accordance with the requirements of this subsection.

(d) In-Lieu Fee for Required Class 2 Bicycle Parking. An applicant may satisfy some or all of the requirements to provide Class 2 bicycle parking by paying the Bicycle Parking In Lieu Fee provided in Section 430.

(e) Alternative locations, Waivers and Variances. The Zoning Administrator may administratively waive or grant a variance from bicycle parking requirements, or approve alternative locations for bicycle parking under the procedures of Sections 305 and 307(k) of this Code.

SEC. 155.3. BICYCLE PARKING REQUIREMENTS FOR CITY-OWNED AND LEASED PROPERTIES.

(a) Applicability. This Section applies to the installation of bicycle parking in existing buildings owned, leased or purchased by the City and City-owned non-accessory parking garages and parking lots.

(b) Requirements. For all City-owned or leased buildings, non-accessory garages, and parking lots, regardless of whether off-street vehicle parking is available, the Responsible City Official, as defined in Section 155.1, shall provide bicycle parking according to the use categories specified in Table 155.2. All required bicycle parking provided per this Section shall conform to the standards of Sections 155.1 and 155.2. The provisions of this Section shall not apply in any case where the City occupies property as a tenant under a lease, the term of which does not exceed one year.

1 **(c) Lease Provisions.**

2 (1) Lease provisions apply to all City leases for buildings that are subject to the
3 requirements of subsection 155.3 and under which the City is a tenant. Such leases shall specifically
4 provide that the Landlord agrees to make space available in the building for bicycle parking facilities.
5 These facilities shall be available for the term of the lease. These leases shall also provide that the
6 Responsible City Official may install, at no cost to the Landlord, bicycle parking facilities that are in
7 compliance with this subsection.

8 (2) This subsection (c) does not in any way limit the ability of the Zoning Administrator
9 to approve alternative locations for bicycle parking under provision of Section 307(k). In the event that
10 an exemption is granted or an alternative location is approved allowing the installation of bicycle
11 parking facilities on property that is not included in a building leased by the Responsible City Official,
12 or on property that belongs to the Landlord, subsection (c) does not apply. If the alternative location is
13 on property that is owned by the Landlord, but is not inside the building to be leased by the Responsible
14 City Official, the lease provision of subsection (c) is required and shall identify that property as the
15 location of the bicycle parking facility.

16 **(d) Alternative Locations, Reductions or Exemptions.** In the event that compliance with
17 Section 155.3(b) for Class 1 bicycle parking may not be feasible because of demonstrable hardship
18 including but not limited to absence of off-street automobile garage on the subject lot, the Responsible
19 City Official may apply to the Zoning Administrator under the procedures of Section 307(k)(1) for
20 approval of an alternative storage location , reduction or exemption from the requirements. Waivers
21 and Variances for Class 2 bicycle parking required by subsections (b) above would be subject to same
22 measures as Section 307(k)(2).

23 **(e) Implementation.** Except as provided in subsection (g)(2), all buildings and parking garages
24 subject to Section 155.3 shall comply and install the required bicycle parking and associated signage
25 within one year of the effective date of this Ordinance No. _____.

1 (1) Where this Section imposes requirements on the City, the Responsible City Official
2 shall be responsible for fulfilling such requirements.

3 (2) If during the one-year implementation period set forth in subsection (e) the demand
4 for the bicycle parking facilities is less than 80 percent of the spaces within 20 consecutive non-holiday
5 weekdays, the parking garage may apply to the Zoning Administrator under the procedures of Section
6 307(k)(1)(B) for permission to delay full compliance with subsection(b). In the case of a parking
7 garage that is not predominantly used during the regular work week (for example, a parking garage
8 near an event venue), the Zoning Administrator may designate an alternative period other than "non-
9 holiday weekdays" for purposes of evaluating an exemption from the full requirements of subsection
10 (b). Such alternative period may include, but not be limited to, 10 consecutive weekends or 20 days on
11 which the parking garage primarily serves customers attending an event at a nearby venue.

12 (3) Except as provided in subsection (g)(2), existing City-owned buildings and garages
13 with existing sub-standard racks, which do not comply with acceptable rack types defined in 155.1(c),
14 shall have one year from the effective date of this Section to replace them with conforming racks.

15 (f) **Monitoring.** The Planning Department shall, every five years, beginning with 2013, survey
16 the amount, location, and usage of both Class 1 and Class 2 bicycle parking spaces at (A) City Hall,
17 (B) the Main Library, (C) the 25 other City-owned or leased buildings which have the highest square
18 footage as identified in a list published by the City's Department of Real Estate, and (D) City-owned
19 garages in order to report compliance with this Section and to ascertain whether current requirements
20 are adequate to meet demand for such parking spaces. Such survey of usage shall be conducted during
21 the months of March through October and shall document usage on at least two fair-weather non-
22 holiday week days. A report on such findings shall be submitted to the Planning Commission and the
23 San Francisco Municipal Transportation Agency Board of Directors. If current requirements are
24 inadequate, the Director shall draft and submit to the Board of Supervisors proposed legislation that
25 would remedy the deficiency. For the purposes of this subsection, "inadequate" shall mean an

1 occupancy of greater than 85 percent or in cases where bicycles are clearly parked in non-standard
2 locations due to crowding of the provided facilities.

3 **(g) Miscellaneous Standards and Requirements.**

4 (1) In any City-owned or leased building, non-accessory parking garage, or parking lot
5 that contains more than the required number of bicycle parking spaces as set forth above, the
6 Responsible City Official or private parking garage owner shall not remove such additional bicycle
7 parking spaces without petitioning the Zoning Administrator. Such a petition may not be filed until at
8 least one year after the effective date of this Section. That petition shall demonstrate that the spaces the
9 Responsible City Official or private parking garage owner seeks authority to remove have not been
10 necessary to meet the demand of Employees and other building users.

11 (2) For existing buildings owned, leased or purchased by the City and City-owned
12 parking garages, the Responsible City Official shall comply with this Section 155.3. The Board of
13 Supervisors does not intend to impose requirements of this Section on any Responsible City Official
14 where such application would impair obligations of contract.

15 **SEC. 155.4. REQUIREMENTS FOR SHOWER FACILITIES AND LOCKERS**

16 (a) Applicability. Requirements for shower facilities and Lockers are applicable under the
17 provisions of Section 155.2 (a)(1) to (a)(4) for uses defined under subsection (c) below. Subject uses
18 shall provide shower and clothes Locker facilities for short-term use of the tenants or Employees in that
19 building. When shower facilities and Lockers are required due to additions to, conversion, or
20 renovation of uses, facilities shall be calculated based on the total square footage of the building or lot
21 after the addition, conversion or renovations.

22 (b) Effective Date. The effective date of the requirements of this Section, shall be either
23 November 19, 1998, which is the date that the requirements originally became effective by Ordinance
24 343-98, or the date a subsequent modification, if any, became effective.

25 **(c) Requirements**

<u>Uses</u>	<u>Minimum Shower facility and Lockers required</u>
<u>Offices; Post-Secondary educational institution, including trade school; Elementary and Secondary School; Child Care; Hospitals and In-Patient Clinic, Medical Offices or Out-Patient Clinic; Public Uses including Museum, Library, Community Center, and Art Services; Light Manufacturing, Wholesale sales, Trade Shop, Catering Services, Business Goods and Equipment Repair, Business Service, Laboratory, Integrated PDR, Small Enterprise Workspace;</u>	<p align="center">- <u>One shower and six clothes Lockers where the occupied floor area exceeds 10,000 square feet but is no greater than 20,000 square feet.</u></p> <p align="center">- <u>Two showers and 12 clothes Lockers where occupied floor area exceeds 20,000 square feet but is no greater than 50,000 square feet.</u></p> <p align="center">- <u>Four showers and 24 clothes Lockers are required where the occupied floor area exceeds 50,000 square feet.</u></p>
<u>Retail Sales, Restaurant, Limited Restaurants, Bars; Personal Services</u>	<p align="center">- <u>One shower and six clothes Lockers where the occupied floor area exceeds 25,000 square feet but is no greater than 50,000 square feet.</u></p> <p align="center">- <u>Two showers and 12 clothes Lockers where the occupied floor area exceeds 50,000 square feet.</u></p>

(d) Exemptions. An owner of an existing building subject to the requirements of this Section 155.4 shall be exempt from subsection (c) upon submitting proof to the Zoning Administrator that the owner has made arrangements with a health club or other facility, located within three blocks the building, to provide showers and Lockers at no cost to the Employees who work in the owner's building.

1 *(e) Owners of Existing Buildings Encouraged to Provide Shower and Clothes Locker*
2 *Facilities. The City encourages private building owners whose buildings are not subject to this Section*
3 *to provide safe and secure shower and clothes Locker facilities for Employees working in such*
4 *buildings.*

5
6 Section 4. The San Francisco Planning Code is hereby amended by adding Sections
7 430 through 430.2 and renumbering existing Section 430, to read as follows:

8
9 **SEC. 430. BICYCLE PARKING IN LIEU FEE.**

10 *(a) Application of Fee. A project sponsor may satisfy some or all of the requirement to*
11 *provide Class 2 bicycle parking under this Code by paying the Bicycle Parking In Lieu Fee provided in*
12 *this Section. If a development project has received its entitlements prior to the effective date of*
13 *Ordinance No. _____ and the project sponsor subsequently files an application to modify the project,*
14 *the modified project is exempt from the development fees provided in this Section on condition that the*
15 *application to modify is filed prior to the effective date of Ordinance _____.*

16 *(1) The sponsor may elect to pay an in-lieu fee to satisfy up to 50 percent of the Class 2*
17 *bicycle parking requirement for the uses specified in Table 155.2, provided that no more than 20*
18 *required Class 2 bicycle parking spaces are satisfied through the in-lieu payment under this subsection.*

19 *(2) Notwithstanding subsection (a)(1), the sponsor may elect to pay an in-lieu fee to*
20 *satisfy up to 100 percent of the requirement for uses required by Table 155.2 to provide four or fewer*
21 *Class 2 bicycle parking spaces.*

22 *(3) The sponsor shall pay the in lieu fee for all Class 2 bicycle parking spaces for which*
23 *a variance or waiver is sought and granted by the Zoning Administrator under Section 305 and 307(k)*
24 *of this Code.*

1 **(b) Amount of Fee.** *The amount of the in-lieu fee shall be \$400 per Class 2 bicycle parking*
2 *space. This fee shall be adjusted pursuant to Sections 409 and 410 of this Code.*

3 **(c) Department Notice to Development Fee Collection Unit at the Department of Building**
4 **Inspection (“DBI”).** *If the project sponsor has elected to pay the Bicycle Parking In Lieu Fee to satisfy*
5 *some or all required Class 2 bicycle parking spaces, the Department shall immediately notify the*
6 *Development Fee Collection Unit at DBI of its determination, in addition to the other information*
7 *required by Section 402(b) of this Article.*

8 **(d) Process for Revisions of Determination of Requirements.** *In the event that the Department*
9 *or the Commission takes action affecting any development project subject to this Section 430 and such*
10 *action is subsequently modified, superseded, vacated, or reversed by the Board of Appeals, the Board*
11 *of Supervisors, or by court action, the Department shall determine any revisions of the bicycle parking*
12 *requirement, including the in lieu fee, as applied to the project, following the procedures of Section*
13 *402(c) of this Article.*

14 **SEC. 430.1. BICYCLE PARKING FUND.**

15 *There is hereby established a separate fund set aside for a special purpose entitled the Bicycle*
16 *Parking Fund (“Fund”). This fund shall be administered by the San Francisco Municipal*
17 *Transportation Authority. DBI shall deposit in the Fund all monies it collects under Section 430. The*
18 *City shall use all monies deposited in the Fund solely to install and maintain bicycle parking in areas*
19 *of the City with inadequate public short-term bicycle parking facilities.*

20 **SEC. 430.2. COLLECTION OF BICYCLE PARKING IN LIEU FEE.**

21 *The Bicycle Parking In Lieu Fee is due and payable to the Development Fee Collection Unit at*
22 *DBI prior to issuance of the first construction document, provided that the project sponsor may elect to*
23 *defer payment of the in lieu fee until issuance of the first certificate of occupancy. If the project*
24 *sponsor defers payment of the in lieu fee, the sponsor shall pay a deferral surcharge; the surcharge*
25

1 shall also be deposited into the Bicycle Parking Fund, in accordance with Section 107A.13.15 of the
2 San Francisco Building Code.

3 **SEC. 430 431. SEVERABILITY.**

4 In the event that a court or agency of competent jurisdiction holds that federal or state
5 law, rule or regulation invalidates any clause, sentence, paragraph or section of this Article or
6 the application thereof to any person or circumstances, it is the intent of the Board of
7 Supervisors that the court or agency sever such clause, sentence, paragraph or section so
8 that the remainder of this Article shall remain in effect.

9
10 Section 5. The San Francisco Planning Code is hereby amended by amending
11 Sections 145.1, 150, 157.1, 249.46, 305, and 307 to read as follows:

12 **SEC. 145.1. STREET FRONTAGES IN NEIGHBORHOOD COMMERCIAL, RESIDENTIAL-**
13 **COMMERCIAL, COMMERCIAL, AND MIXED USE DISTRICTS.**

14 . . .

15 (b) **Definitions.**

16 (1) Development lot. A "development lot" shall mean:

17 (A) Any lot containing a proposal for new construction, or

18 (B) Building alterations which would increase the gross square
19 footage of a structure by 20 percent or more, or

20 (C) In a building containing parking, a change of more than 50
21 percent of the building's gross floor area to or from residential uses, excluding residential
22 accessory off-street parking.
23
24
25

1 (2) Active use. An "active use", shall mean any principal, conditional, or
2 accessory use which by its nature does not require non-transparent walls facing a public
3 street or involves the storage of goods or vehicles.

4 (A) Residential uses are considered active uses above the ground floor;
5 on the ground floor, residential uses are considered active uses only if more than 50 percent
6 of the linear residential street frontage at the ground level features walk-up dwelling units
7 which provide direct, individual pedestrian access to a public sidewalk, and are consistent with
8 the Ground Floor Residential Design Guidelines, as adopted and periodically amended by the
9 Planning Commission.

10 (B) Spaces accessory to residential uses, such as fitness or community
11 rooms, are considered active uses only if they meet the intent of this section and have access
12 directly to the public sidewalk or street.

13 (C) Building lobbies and bicycle parking spaces on the ground floor are
14 considered active uses, so long as they do not exceed 40 feet or ~~25%~~*percent* of building
15 frontage, whichever is larger. Bicycle *parking spaces that are considered active use shall be visible*
16 *from the public sidewalk, have direct access from the sidewalk, and shall meet the standards of Section*
17 *155.1 of this Code.*

18 (D) Public Uses described in 790.80 and 890.80 are considered active
19 uses except utility installations.

20 . . .

21 **SEC. 150. OFF-STREET PARKING AND LOADING REQUIREMENTS.**

22 (a) **General.** This Article 1.5 is intended to assure that off-street parking and loading
23 facilities are provided in amounts and in a manner that will be consistent with the objectives
24 and policies of the San Francisco General Plan, as part of a balanced transportation system
25 that makes suitable provision for walking, cycling, public transit, private vehicles, and the

1 movement of goods. With respect to off-street parking, this Article is intended to require
2 facilities where needed but discourage excessive amounts of automobile parking, to avoid
3 adverse effects upon surrounding areas and uses, and to encourage effective use of walking,
4 cycling, and public transit as alternatives to travel by private automobile.

5 (b) **Spaces Required.** Off-street parking and loading spaces, according to the
6 requirements stated in this Article 1.5, shall be provided for any structure constructed, and any
7 use established, whether public or private, after the original effective date of any such
8 requirement applicable to such structure or use.

9 (c) **Additions to Structure and Uses.**

10 (1) For any structure or use lawfully existing on such effective date, off-street
11 parking and loading spaces need be provided only in the case of a major addition to such
12 structure or use, and only in the quantity required for the major addition itself. Any lawful
13 deficiency in off-street parking or loading spaces existing on such effective date may be
14 carried forward for the structure or use, apart from such major addition.

15 (2) For these purposes, a "major addition" is hereby defined as any
16 enlargement, alteration, change of occupancy or increase in intensity of use which would
17 increase the number of off-street parking spaces required for dwelling units by two or more
18 spaces; which would increase the number of off-street parking spaces required for uses other
19 than dwelling units by at least 15 percent or by at least five spaces, whichever is greater; or
20 which would increase the requirement for off-street loading spaces by at least 15 percent.

21 (3) Successive additions made after the effective date of an off-street parking
22 or loading requirement shall be considered cumulative, and at the time such additions become
23 major in their total, off-street parking and loading spaces shall be provided as required for
24 such major addition.

1 (d) **Spaces to be Retained.** Once any off-street parking or loading space has been
2 provided which wholly or partially meets the requirements of this Code, such off-street parking
3 or loading space shall not thereafter be reduced, eliminated or made unusable in any manner;
4 provided, however, that in the Outer Clement Neighborhood Commercial District a maximum
5 of one off-street parking space may be used for the storage of materials for a commercial use
6 if the commercial use is on a lot contiguous to the lot on which the parking space is located
7 and if access between the commercial use and the storage is available without the use of a
8 public sidewalk or other public right-of-way and if the storage occurred prior to 1985. Any
9 required residential parking space may be leased or rented on a monthly basis as provided
10 under Section 204.5(b)(1) of this Code, and such lease or rental shall not be considered a
11 reduction or elimination of required spaces.

12 *(e) Reduction and Replacement of Off-Street Parking Spaces. Notwithstanding subsection (d)*
13 *above, off-street parking spaces may be reduced and replaced by bicycle parking spaces based on*
14 *standards provided in Section 155.1(d) of this Code. Once bicycle parking spaces replace an*
15 *automobile parking space, such bicycle parking shall not be reduced or eliminated. Such bicycle*
16 *parking spaces may be converted back to automobile parking space, provided that the required*
17 *numbers of bicycle parking spaces subject to Sections 155.2 and 155.3 of this Code are still met after*
18 *removal of bicycle parking spaces.*

19 ~~(e)~~ (f) **Parking in Excess of the Maximum Permitted.** Any off-street parking space or
20 spaces which existed lawfully at the effective date of this Section and which have a total
21 number in excess of the maximum permitted off-street parking spaces permitted under
22 Section 151.1 shall be considered noncomplying features pursuant to Section 180(a)(2) and
23 shall be regulated as set forth in Section 188.

1 **SEC. 157.1. CONDITIONAL USE APPLICATIONS FOR NON-ACCESSORY PARKING**
2 **GARAGES IN EASTERN NEIGHBORHOODS MIXED USE DISTRICTS AND DTR**
3 **DISTRICTS.**

4 (a) In considering a Conditional Use application for a non-accessory parking garage in
5 Eastern Neighborhoods Mixed Use Districts and DTR Districts, the Planning Commission
6 shall affirmatively find that such facility meets all the criteria and standards of this Section, as
7 well as any other requirement of this Code as applicable.

8 (b) A non-accessory garage permitted with Conditional Use may not be permitted
9 under any condition to provide additional accessory parking for specific residential or non-
10 residential uses if the number of spaces in the garage, in addition to the accessory parking
11 permitted in the subject project or building, would exceed those amounts permitted as-of-right
12 or as a Conditional Use by Section 151.1.

13 (c) **Criteria.**

14 (1) Such facility shall meet all the design requirements for setbacks from
15 facades and wrapping with active uses at all levels per the requirements of Section 145.1; and

16 (2) Such parking shall not be accessed from any protected Transit or
17 Pedestrian Street described in Section 155(r); and

18 (3) Such parking garage shall be located in a building where the ratio of gross
19 square footage of parking uses to other uses that are permitted or Conditionally permitted in
20 that district is not more than 1 to 1; and

21 (4) Such parking shall be available for use by the general public on equal terms
22 and shall not be deeded or made available exclusively to tenants, residents, owners or users
23 of any particular use or building except in cases that such parking meets the criteria of
24 subsection (d) or (e) below; and

1 (5) Such facility shall provide spaces for car sharing vehicles per the
2 requirements of Section 166 and bicycle parking per the requirements of Sections 155.1 and
3 155.2; and

4 (6) Such facility, to the extent open to the public per subsection (4) above, shall
5 meet the pricing requirements of Section 155(g) and shall generally limit the proposed parking
6 to short-term occupancy rather than long-term occupancy; and

7 (7) Vehicle movement on or around the facility does not unduly impact
8 pedestrian spaces or movement, transit service, bicycle movement, or the overall traffic
9 movement in the district; and

10 (8) Such facility and its access does not diminish the quality and viability of
11 existing or planned streetscape enhancements.

12 (d) **Parking of Fleet Vehicles.** Parking of fleet of commercial or governmental
13 vehicles intended for work-related use by Employees and not used for parking of Employees'
14 personal vehicles may be permitted with Conditional Use provided that the Commission
15 affirmatively finds all of the above criteria except criteria (4) and (6).

16 (e) **Pooled Residential Parking.** Non-accessory parking facilities limited to use by
17 residents, tenants or visitors of specific off-site development(s) may be permitted with
18 Conditional Use provided that the Commission affirmatively finds all of the above criteria
19 under (c) except criteria (4) and (6), and provided that the proposed parking on the subject lot
20 would not exceed the maximum amounts permitted by Section 151.1 with Conditional Use or
21 309.1 and 329 exception as accessory for the uses in the off-site residential development. For
22 the purpose of this subsection, an "off-site development" is a development which is existing or
23 has been approved by the Planning Commission or Planning Department in the previous 12
24 months, is located on a lot other than the subject lot, and does not include any off-street
25

1 parking. A Notice of Special Restrictions shall be recorded on both the off-site and subject
2 development lot indicating the allocation of the pooled parking.

3 **SEC. 249.46 VETERANS COMMON SPECIAL USE DISTRICT**

4 In order to facilitate the development of the Veterans Commons Project for homeless
5 veterans, that shall be a special use district known as the Veterans Commons Special Use
6 District, consisting of Assessor's Block No. 3513, Lot No. 07, at the street location address
7 150 Otis Street, and as designated on Sheet SU07 of the Zoning Map of the City and County
8 of San Francisco. The following provisions shall apply within the Veterans Common Special
9 Use District:

10 (a) **Construction of Affordable Housing Project.** The property in the Veterans
11 Commons Special Use District may be converted from public institutional special to a
12 residential housing project with attendant meeting rooms, community kitchens and ancillary
13 services, and property management offices.

14 (b) **Controls.** Notwithstanding any other provisions of this Code, the following controls
15 shall govern uses in this Special Use District:

16 (1) This Special Use District shall permit uses consistent with the RTO
17 (Residential Transit Oriented) subject to the exceptions listed below:

18 (i) ~~(A)~~ **Rear Yard.** The rear yard requirements under Section 134 shall
19 not apply.

20 (ii) ~~(B)~~ **Usable Open Space.** The usable open space requirements under
21 Section 135(d) shall not apply.

22 (iii) ~~(C)~~ **Sunlight and Dwelling Unit Exposure.** The sunlight and
23 dwelling unit exposure requirements of Section 140 shall not apply to any west facing units.

24 (iv) ~~(D)~~ **Section ~~155.5~~155.2 Bicycle Parking.** Bicycle parking requirements
25 under Section ~~155.5~~155.2 shall not apply.

1 (↔) (E) Section 207.6 **Dwelling Unit Mix.** The two-bedroom unit
2 requirements under Section 207.6 shall not apply.

3 (2) **Density.** Notwithstanding the density requirements of Section 209, the
4 Special Use District shall allow up to 76 dwelling units (or a ratio of no less than 89.41 sq.
5 ft./dwelling) in a single building.

6 (3) **On-site Social Services.** The area dedicated to on-site social
7 services/special service provision shall be no greater than 6,300 sq. ft. and shall be located in
8 or below the ground story.

9 **SEC. 305. VARIANCES.**

10 (a) **General.** The Zoning Administrator shall hear and make determinations regarding
11 applications for variances from the strict application of quantitative standards in this Code. He
12 shall have power to grant only such variances as may be in harmony with the general purpose
13 and intent of this Code and in accordance with the general and specific rules contained
14 herein, and he shall have power to grant such variances only to the extent necessary to
15 overcome such practical difficulty or unnecessary hardship as may be established in
16 accordance with the provisions of this Section. No variance shall be granted in whole or in
17 part which would have an effect substantially equivalent to a reclassification of property; or
18 which would permit any use, any height or bulk of a building or structure, or any type or size or
19 height of sign not expressly permitted by the provisions of this Code for the district or districts
20 in which the property in question is located; or which would grant a privilege for which a
21 conditional use procedure is provided by this Code; or which would change a definition in this
22 Code; or which would waive, reduce or adjust the inclusionary housing requirements of
23 Sections 315 through 315.9; or which would reduce or waive any portion of the usable open
24 space fees applicable under certain circumstances in the Eastern Neighborhoods Mixed Use
25 Districts pursuant to Section 135(j) and 135.3(d); or which would waive or reduce the quantity of

1 bicycle parking required by Sections 155.2 through 155.3 where off-street automobile parking is
2 proposed or existing. A variance may be granted for the bicycle parking layout requirements in Section
3 155.1 of this Code. If the relevant Code provisions are later changed so as to be more
4 restrictive before a variance authorization is acted upon, the more restrictive new provisions,
5 from which no variance was granted, shall apply. The procedures for variances shall be as
6 specified in this Section and in Sections 306 through 306.5.

7 (b) **Initiation.** A variance action may be initiated by application of the owner, or
8 authorized agent for the owner, of the property for which the variance is sought.

9 (c) **Determination.** The Zoning Administrator shall hold a hearing on the application,
10 provided, however, that if the variance requested involves a deviation of less than 10 percent
11 from the Code requirement, the Zoning Administrator may at his option either hold or not hold
12 such a hearing. No variance shall be granted in whole or in part unless there exist, and the
13 Zoning Administrator specifies in his findings as part of a written decision, facts sufficient to
14 establish:

15 (1) That there are exceptional or extraordinary circumstances applying to the
16 property involved or to the intended use of the property that do not apply generally to other
17 property or uses in the same class of district;

18 (2) That owing to such exceptional or extraordinary circumstances the literal
19 enforcement of specified provisions of this Code would result in practical difficulty or
20 unnecessary hardship not created by or attributable to the applicant or the owner of the
21 property;

22 (3) That such variance is necessary for the preservation and enjoyment of a
23 substantial property right of the subject property, possessed by other property in the same
24 class of district;
25

1 (4) That the granting of such variance will not be materially detrimental to the
2 public welfare or materially injurious to the property or improvements in the vicinity; and

3 (5) That the granting of such variance will be in harmony with the general
4 purpose and intent of this Code and will not adversely affect the Master Plan.

5 Upon issuing his written decision either granting or denying the variance in whole or in
6 part, the Zoning Administrator shall forthwith transmit a copy thereof to the applicant. The
7 action of the Zoning Administrator shall be final and shall become effective 10 days after the
8 date of his written decision except upon the filing of a valid appeal to the Board of Permit
9 Appeals as provided in Section 308.2.

10 (d) **Conditions.** When considering an application for a variance as provided herein
11 with respect to applications for development of "dwellings" as defined in Chapter 87 of the
12 San Francisco Administrative Code, the Zoning Administrator, or the Board of Appeals on
13 appeal, shall comply with that Chapter which requires, among other things, that the Zoning
14 Administrator and the Board of Appeals not base any decision regarding the development of
15 "dwellings" in which "protected class" members are likely to reside on information which may
16 be discriminatory to any member of a "protected class" (as all such terms are defined in
17 Chapter 87 of the San Francisco Administrative Code). In addition, in granting any variance as
18 provided herein, the Zoning Administrator, or the Board of Permit Appeals on appeal, shall
19 specify the character and extent thereof, and shall also prescribe such conditions as are
20 necessary to secure the objectives of this Code. Once any portion of the granted variance is
21 utilized, all such specifications and conditions pertaining to such authorization shall become
22 immediately operative. The violation of any specification or condition so imposed shall
23 constitute a violation of this Code and may constitute grounds for revocation of the variance.
24 Such conditions may include time limits for exercise of the granted variance; otherwise, any
25 exercise of such variance must commence within a reasonable time.

1 **SEC. 307. OTHER POWERS AND DUTIES OF THE ZONING ADMINISTRATOR.**

2 In addition to those specified in Sections 302 through 306, and Sections 316 through
3 316.68 of this Code, the Zoning Administrator shall have the following powers and duties in
4 administration and enforcement of this Code. The duties described in this Section shall be
5 performed under the general supervision of the Director of Planning, who shall be kept
6 informed of the actions of the Zoning Administrator.

7 . . .

8 (k) Waiver or Modification of Required Bicycle Parking. The Zoning Administrator shall
9 conduct the review of any administrative waiver under Section 307(k) as part of, and incorporate into,
10 a related building permit application or other required project authorization and shall not require an
11 additional fee or application.

12 (1) Waiver or modification for Class 1 bicycle parking requirements.

13 (A) Alternative locations. The Zoning Administrator may grant approval that
14 Class 1 bicycle parking be located on an off-site lot, under certain circumstances. Uses subject to
15 Section 155.2 may apply for alternative locations approval only when off-street automobile parking
16 does not exist on the subject lot. Existing City-owned buildings subject to 155.3 may apply for
17 alternative locations approval when compliance to subsection 155.3 (b) may not be feasible because of
18 demonstrable hardship including when off-street automobile parking does not exist on the subject lot.
19 In acting upon all these cases, the Zoning Administrator shall be guided by the following criteria:

20 (i) Such alternative facilities shall be well lit and secure.

21 (ii) The alternative facility bicycle entrance shall be no more than 500
22 feet from the entrance of the primary building, unless there are no feasible locations within a 500 foot
23 radius that can be provided. However, in no event shall an alternative location be approved that is
24 farther from the entrance of the building than the closest automobile parking garage.

1 **(B) Temporary Exemptions.** The Zoning Administrator may issue a temporary
2 exemption for bicycle parking subject to Section 155.3 of this Code for one year, under the following
3 circumstance. For required Class 1 bicycle parking requirements in City-owned and leased buildings,
4 if no feasible alternative parking facility exists nearby that can be approved pursuant to Subsection
5 (j)(1)(A) above, or securing an alternative location would be unduly costly and pose a demonstrable
6 hardship on the Landlord or on the City, where the City owns the building. In order to obtain an
7 exemption, the Responsible City Official shall certify to the Zoning Administrator in writing that the
8 Landlord, or the City, where the City owns the building, will not prohibit Employees from storing a
9 bicycle in a Workspace provided that such bicycles are stored in a way that the Fire Code is not
10 violated and that the normal business of the building is not disrupted. The Responsible City Official
11 shall provide the required bicycle parking within one year of the issuance of such exemption, or shall
12 obtain a new exemption for each year until such bicycle parking is provided.

13 **(2) Waiver or modification of Required Class 2 Bicycle Parking.** The Zoning Administrator
14 may administratively waive some or all of the Class 2 bicycle parking requirement in any case when all
15 of findings (A)-(D) are affirmatively met for some or all of the Class 2 requirements:

16 (A) No off-street auto parking is provided on-site in a garage or lot;

17 (B) No on-site publicly-accessible open space is provided where it would be
18 appropriate to locate some or all of the required Class 2 bicycle parking as allowed per Section
19 155.1(b)(2) of this Code;

20 (C) The provision of on-site Class 2 bicycle parking is not desirable or feasible
21 based on the physical character, pedestrian circulation, historic character or urban design of the
22 building and block;

23 (D) The San Francisco Municipal Transportation Agency, Department of Public
24 Works, or other relevant agency will not grant approval to install Class 2 bicycle racks in the public
25 right-of-way adjacent to the subject lot sufficient to meet the requirements because the bicycle rack

1 would: (i) interfere with utilities or the general public welfare; (ii) adversely affect the design and
2 configuration of existing or planned streetscape improvements.

3 (E) In-lieu Fee in case of Waiver or Variance for Class 2 Parking. For each
4 required Class 2 bicycle parking space that the Zoning Administrator waives as a result of a variance
5 per Section 305 or waives in accordance with subsection (D)(ii) above, the project sponsor shall pay an
6 in-lieu bicycle parking fee as provided by Sections 430 et seq. of this Code.

7
8 Section 6. The San Francisco Environment Code is hereby amended by amending
9 Section 402, to read as follows:

10 **SEC. 402. TENANT BICYCLE PARKING IN EXISTING COMMERCIAL BUILDINGS.**

11 (a) **Scope.** This Section shall apply to a building the principal occupancy of which is a
12 commercial use, as defined in the Planning Code, that

13 (1) is in existence on the operative date of this Section, or is proposed to be
14 constructed under an already issued permit but is not yet constructed, and

15 (2) is not subject to the applicability measures established in Section 155.2(a) of
16 the Planning Code for bicycle parking requirements provisions of Planning Code Section 155.4.

17 (b) **Bicycle Access to Commercial Buildings.**

18 (1) **Applicability.** Beginning January 1, 2012, or 30 days after the effective
19 date of this Section, whichever is later, an owner, lessee, manager, or other person who
20 controls a building within the scope of Section 402 shall allow tenants to bring bicycles into the
21 subject building.

22 (2) **Request for Limited Access.** The owner, lessee, manager, or other person
23 who controls a building within the scope of Section 402 who wishes to prescribe specific
24 details and limitations on bicycle access to the subject building shall complete a Bicycle
25 Access Plan in accordance with subsection (b)(3) below.

1 (3) **Bicycle Access Plan.**

2 (A) **Completion of Plan.** The Bicycle Access Plan ("Plan") shall be in
3 writing on a form provided by the Department of the Environment. Bicycle access shall be
4 granted to the requesting tenant or ~~subtenant~~ and its employees in accordance with the Plan.

5 (B) **Plan Information.** The Plan shall include:

- 6 (i) the location of entrances;
- 7 (ii) route to elevators and/or stairs that accommodate bicycle
8 access;
- 9 (iii) the route to a designated area for bicycle parking on an
10 accessible level if such bicycle parking is made available; and
- 11 (iv) such other information as the Department of the Environment
12 may require.

13 The Plan shall provide that bicycle access is available, at a minimum, during the
14 regular operating hours of the subject building.

15 (C) **Plan Amendment.** The Plan may be amended from time to time to
16 accommodate requests from other tenants or ~~subtenants~~ to provide bicycle access under this
17 Section 402.

18 (4) **Exception.**

19 (A) **Application.** The owner, lessee, manager, or other person who
20 controls a building may apply to the Director of the Department of the Environment for an
21 exception if:

- 22 (i) the building's elevators are not available for bicycle access
23 because unique circumstances exist involving substantial safety risks directly related to the
24 use of such elevator; or
- 25

1 (ii) there is alternate covered off-street parking or alternate indoor
2 no-cost bicycle parking that meets the layout and security requirements for Class 1 and Class 2
3 Bicycle Parking Spaces as established by ~~of~~ Planning Code Sections 155.1 and 155.2 ~~(a)(6) and (7)~~
4 and is available on the premises or within three blocks or 750 feet, whichever is less, of the
5 subject building sufficient to accommodate all tenants or ~~subtenants~~ of the building requesting
6 bicycle access.

7 The application for an exception shall be submitted to the Department of the
8 Environment in the manner required by that Department. The application shall include the
9 reasons for the application for an exception and supporting documentation.

10 (B) **Department of Environment's Consultation with Department of**
11 **Building Inspection and Municipal Transportation Agency.**

12 (i) If an exception is sought under subsection (b)(4)(A)(i) above,
13 the Department of Environment shall request the Department of Building Inspection to
14 conduct an inspection of the building and advise the Department of Environment whether, in
15 the opinion of the Department of Building Inspection, bicycle access to the building involves
16 substantial safety risks.

17 (ii) If an exception is sought under subsection (b)(4)(A)(ii) above,
18 the Department of Environment shall request the Livable Streets Subdivision of the Municipal
19 Transportation Agency and/or designated bicycle planner to conduct an inspection of the
20 secure alternate covered off-street or secure indoor no-cost bicycle parking and advise the
21 Department of Environment whether, in its opinion, the proposed bicycle parking is adequate.

22 (C) **Department of Environment's Decision on Application.** The
23 Department of Environment shall make a determination on the application for an exception
24 within a reasonable period of time after receiving the advice of the Department of Building
25 Inspection and/or the Municipal Transportation Agency provided for in subsection (b)(4)(B)

1 above. The Department of Environment's letter of exception or denial shall be sent to the
2 owner, lessee, manager, or other person in control of the building by certified mail, return
3 receipt requested.

4 **(5) Posting and Availability of Bicycle Access Plan or Letter of Exception.**

5 (A) Every owner, lessee, manager, or other person in control of a
6 building subject to this Section 402 shall post in the building lobby each Bicycle Access Plan
7 that is in effect and any letter of exception granted by the Department of Environment, or shall
8 post a notice indicating that the Plan or letter of exception is available in the office of the
9 building manager upon request. Such posting shall be made within five days of completion
10 and implementation of the Plan or Plans or any amendment thereto or within five days of the
11 Department of the Environment's granting of an exception. If the Department of Environment
12 denies an application for an exception, a Bicycle Access Plan shall be posted within twenty
13 days of receipt of such determination.

14 (B) The above posting shall either

15 (i) notify the requesting tenants ~~and subtenants~~ of their right to
16 bicycle access in accordance with the Plan or

17 (ii) include the basis or bases for the exception and, if applicable,
18 the route to alternate off-street or indoor parking.

19 **(6) Space for Bicycles.** Nothing in this Section 402 shall be construed to
20 require an owner, lessee, manager, or other person who is in control of a building within the
21 scope of this Section 402 to provide space outside the tenant or ~~subtenant's~~ leased space for
22 bicycles brought into such building.

23 **(7) Unsafe Conditions.** Nothing in this Section 402 shall be construed to
24 require an owner, lessee, manager, or other person who is in control of a building within the
25 scope of this Section 402 to permit a bicycle to be parked in a manner that violates building or

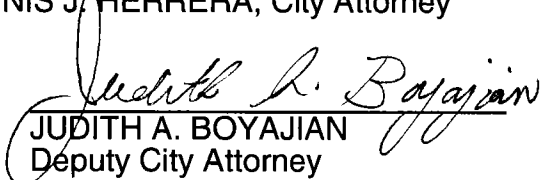
1 fire codes or any other applicable law, rule, or code, or which otherwise impedes ingress or
2 egress to such building. In an emergency, whenever elevator use is prohibited, bicycles shall
3 not be permitted to be transported through any means of egress.
4

5 Section 7. Effective Date. This ordinance shall become effective 30 days from the
6 date of passage.
7

8 Section 8. In enacting this ordinance, the Board intends to amend only those words,
9 phrases, paragraphs, subsections, sections, articles, numbers, punctuation, charts, diagrams,
10 or any other constituent part of the Planning Code that are explicitly shown in this legislation
11 as additions, deletions, Board amendment additions, and Board amendment deletions in
12 accordance with the "Note" that appears under the official title of the legislation.
13

14 APPROVED AS TO FORM:
15 DENNIS J. HERRERA, City Attorney

16 By:


17 JUDITH A. BOYAJIAN
18 Deputy City Attorney

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24
25



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. Planning Code Amendment

HEARING DATE: MAY 16, 2013

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San Francisco,
CA 94103-2479

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Date: May 9, 2013
Case No.: 2011.03971
Project Address: **Planning Code Amendments for Bicycle Parking Requirements**
Initiated by: John Rahaim, Director of Planning
Staff Contact: Kimia Haddadan – (415) 575-9068
kimia.haddadan@sfgov.org
Reviewed by: AnMarie Rodgers, Manager, Legislative Affairs
anmarie.rodgers@sfgov.org
Recommendation: **Approval**

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AN ORDINANCE WITH AMENDMENTS TO THE SAN FRANCISCO PLANNING CODE BY (A) REPEALING SECTIONS 155.1 THROUGH 155.5 REGARDING BIKE PARKING REQUIREMENTS IN THEIR ENTIRETY TO REVISE THE BICYCLE PARKING STANDARDS; (B) RENUMBERING SECTION 430 AS SECTION 431 AND ADDING A NEW SECTION 430 THAT ALLOWS PORTIONS OF BICYCLE PARKING REQUIREMENTS TO BE SATISFIED WITH AN IN LIEU FEE; (C) AMENDING SECTION 145 TO DEFINE BICYCLE PARKING AS AN ACTIVE USE; (D) AMENDING SECTION 150 TO ALLOW CONVERSION OF AUTOMOBILE PARKING TO BICYCLE PARKING; (E) AMENDING SECTION 307 TO ALLOW WAIVERS FROM THE BICYCLE PARKING REQUIREMENTS BY THE ZONING ADMINISTRATOR; AND (F) AMENDING SECTIONS 102.9 , 155(J), 157.1, 249.46, AND 305 TO MAKE CONFORMING CHANGES; AND TO THE SAN FRANCISCO ENVIRONMENT CODE SECTION 402 TO REVISE CROSS-REFERENCES TO THE SAN FRANCISCO PLANNING CODE MAKING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

PREAMBLE

WHEREAS, On August 9, 2012, the Planning Commission approved initiation of an ordinance to repeal the existing Planning Code sections 155.1 through 155.5 regarding bike parking requirements in their entirety, adding new sections 155.1 through 155.4 and sections 428(b) through 428(b)(2); and to make other Planning Code and Environmental Code amendments for consistency; and

WHEREAS, the Planning Commission held an informational hearing on December 13, 2012 presenting the proposed changes in this Ordinance in detail; and

WHEREAS, since the initiation and informational hearing Planning Department staff have worked closely with different stakeholders to improve this Ordinance; and

WHEREAS, In June 2009, the City adopted the San Francisco Bike Plan, which among other goals calls for plentiful and high quality bike parking; and

WHEREAS, recent data signifies a surge in bike ridership in San Francisco which intensifies the need for higher quantity and quality bike parking; and

WHEREAS, comparing the current bike requirements with other cities that have similar bike ridership, and also with the most recent bike parking standards, exhibit a need for updating San Francisco's bike parking requirements ; and

WHEREAS, the proposed legislation is intended to resolve the aforementioned issues; and

WHEREAS, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance on May 16, 2013; and

Whereas, On June 25, 2009, by Motion No. 17912, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the 2009 San Francisco Bicycle Plan. On August 4, 2009 in Motion M09-136, the San Francisco Board of Supervisors affirmed the decision of the Planning Commission to certify the FEIR and rejected the appeal of the FEIR certification. In accordance with the actions contemplated herein, the Commission has reviewed the FEIR, and the note to the Bicycle Plan Project file dated May 9, 2013, and adopts and incorporates by reference, as though fully set forth herein, the findings, including a statement of overriding considerations and the mitigation monitoring and reporting program, pursuant to the California Environmental Quality Act (California Public Resources Code section 21000, et seq), adopted by the Planning Commission on _____ in Motion _____; and

WHEREAS, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Department staff and other interested parties; and

WHEREAS, the all pertinent documents may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Commission has reviewed the proposed Ordinance;

MOVED, that the Commission hereby adopts this Resolution to recommend approval of the draft Ordinance that would amend the Planning Code to the Board of Supervisors.

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The US Census Bureau’s American Community Survey (ACS) shows a 66% increase in bicycle commuters in San Francisco from 2002 (2.1% of work trips) to 2010 (3.5% of work trips), third in the nation behind Portland, Oregon (6%) and Seattle, Washington (3.5%) in ridership among major US cities. Other local surveys also reflect increase in bicycle use. San Francisco MTA’s annual bicycle counts have more than doubled between 2006 (4,862 riders) and 2011 (10,139) at sampled locations. Additionally, local surveys and traffic modeling estimates show about 75,000 bike trips are being made each day out of over 2 million total trips by all modes (3.7%).
2. The San Francisco Bike Plan adopted in 2009¹, and re-adopted in 2013 with modified CEQA findings, set as one of its major goals to ‘ensure plentiful, high quality bike parking’ in San Francisco. In order to achieve this goal, the Planning Code would be amended to better address bicycle parking. The plan identifies changes that would expand and increase these requirements and also organize and consolidate the existing Code sections. The proposed legislation would help implement many of these actions specified in the adopted San Francisco Bike Plan.
3. The existing Code requires the Department to conduct an annual survey of all city-owned facilities. If the survey finds that the current required bicycle parking is inadequate, the Code states: that “the Director shall draft and submit to the Board of Supervisors proposed legislation that would remedy the deficiency.”
4. A comparison of San Francisco Bicycle Parking requirements with cities with similar urban characteristics as well as national standards revealed that existing bicycle parking requirements in San Francisco need significant revisions. These best practices recognized that different types of uses generate different demand for bicycle parking and therefore requirements are tailored specifically for different use categories. San Francisco’s existing required quantity of bicycle parking fell significantly short of recommended best practices and national standards.
5. **General Plan Compliance.** The proposed Ordinance is, on balance, consistent with the following Objectives and Policies of the General Plan:

Transportation Element

OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.5

Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

OBJECTIVE 12

DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.

POLICY 12.1

Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.

Such strategies may include the provision of secure bicycle parking and shower facilities for bicyclists and walkers, subsidized transit passes, and "cash-out" parking programs for persons who do not drive to facilities where automobile parking is subsidized.

OBJECTIVE 14

DEVELOP AND IMPLEMENT A PLAN FOR OPERATIONAL CHANGES AND LAND USE POLICIES THAT WILL MAINTAIN MOBILITY AND SAFETY DESPITE A RISE IN TRAVEL DEMAND THAT COULD OTHERWISE RESULT IN SYSTEM CAPACITY DEFICIENCIES.

POLICY 14.8

Implement land use controls that will support a sustainable mode split, and encourage development that limits the intensification of automobile use.

Land use controls that will lead to a sustainable mode split, and reduced congestion could include:

- Establishing parking caps for residential and commercial uses
- Encouraging increased bicycle use by providing bicycle parking and related facilities, including showers and lockers at employment centers
- Requiring secure bicycle parking in new multifamily housing developments

The Proposed Ordinance would help implement such policies by requiring more and better bicycle parking to be provided when new construction or certain renovations occur. This would help ease the use of bicycles as a mode of commute by providing the necessary infrastructure.

San Francisco Bike Plan

Chapter 2 Goal:

Ensure Plentiful, High-Quality Bicycle Parking

Chapter 2 Objectives:

- Provide secure short-term and long-term bicycle parking, including support for bike stations and attended bicycle parking facilities, at major events and destinations; and
- Provide current and relevant information to bicyclists regarding bicycle parking opportunities through a variety of formats.

6. This Resolution is consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced.

The proposed Ordinance would help enhance the neighborhood-serving retail uses by improving the bicycling infrastructure which would encourage the use of bicycles. Studies have shown that retail stores would directly benefit from higher bicycle traffic.

B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The proposed Ordinance would not affect the existing housing and cultural and economic diversity of neighborhoods.

C) The City's supply of affordable housing will be preserved and enhanced.

The City's supply of affordable housing would not be affected by the proposed Ordinance.

D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking.

The proposed Ordinance would help transit service by improving bicycle infrastructure and providing incentive to use bicycles as a mode of transportation.

E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced.

The proposed Ordinance would not affect industrial uses.

F) The City will achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The proposed Ordinance would not affect the City's preparedness for earthquake.

G) That landmark and historic buildings will be preserved.

The proposed Ordinance would not affect historic buildings.

- H) Parks and open space and their access to sunlight and vistas will be protected from development.

The proposed Ordinance would not affect sunlight to parks and open spaces.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 16, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES:

NOES:

ABSENT:

DATE: