THIS PRINT COVERS CALENDAR ITEM NO.: 11

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various traffic and parking modifications associated with the Second Street Improvement Project to establish bicycle and parking improvements, such as raised protected bikeways and floating parking spaces, and implement bus stop consolidation, bus loading zones and bus bulbs on Second Street from Market Street to King Street, and establish a new traffic signal at the intersection of Second Street and South Park Street.

SUMMARY:

- The Second Street Improvement Project will provide bicycle and parking improvements, including raised protected bikeways and floating parking spaces, and implement bus stop consolidation, bus loading zones and bus bulbs along Second Street between Stevenson and Townsend Streets.
- This project is a key part of the Vision Zero goal of eliminating traffic deaths.
- Second Street is a designated bicycle route in the 2009 San Francisco Bicycle Plan, but currently has no designated bicycle lanes. It is the only north-south bicycle route between the Embarcadero and Fifth Street.
- San Francisco Public Works and SFMTA hosted a series of community meetings to establish project goals, solicit stakeholder priorities and explore design alternatives, and present the final concept plan.
- Public Works, SFMTA and Planning staff developed the project proposal to reduce travel lanes to one in each direction and include right-turn lane pockets, restrict left-turns off of Second Street north of Townsend St, remove the majority of the parking spaces along the project corridor, and provide new raised protected bikeways and striped bicycle lanes on Second Street between Market St and King St and Muni bus bulbs between Stevenson Stand Townsend St.

ENCLOSURES:

1. SFMTAB Resolution
2. Second Street Improvement Project Area Map and Concept Plan
3. Bicycle Plan FEIR (link: http://sfmea.sfplanning.org/2007.0347E_NOA.pdf)
4. Second Street Improvement Project Final Supplemental EIR (link: http://www.sf-planning.org/index.aspx?page=1828)
5. CEQA Findings including MMRP

APPROVALS: **DATE**

DIRECTOR _____ 8/11/15

SECRETARY _____ 8/11/15

ASSIGNED SFMTAB CALENDAR DATE: August 18, 2015

PURPOSE

Approving various traffic and parking modifications associated with the Second Street Improvement Project to establish bicycle and parking improvements, such as raised protected bikeways and floating parking spaces, and implement bus stop consolidation, bus loading zones and bus bulbs on Second Street from Market Street to King Street, and establish a new traffic signal at the intersection of Second Street and South Park Street.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone
Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
Objective 2.2: Improve transit performance.
Objective 2.3: Increase use of all non-private auto modes.

DESCRIPTION

The SFMTA proposes a variety of improvements on Second Street between Market Street and King Street to improve safety and pedestrian and bicycle options. This project is one of the key initiatives that will advance the City's Vision Zero goal of eliminating pedestrian deaths. The Second Street Improvement project is intended to transform the Second Street corridor in the east South of Market (SoMa) neighborhood into a pedestrian- and bicycle-friendly street, consistent with the vision identified by the community in the East SoMa Area Plan, an area plan of the City's General Plan. This plan identified Second Street as a primary pedestrian, bicycle, and transit thoroughfare.

To achieve these objectives, the travel lanes along Second Street would be reduced from two in each direction to one in each direction with new, raised, curbside bikeways in each direction; left turns off of Second Street would be restricted at most intersections.

The project includes the installation of temporary striped bicycle lanes (Class II) on Second Street north of Stevenson Street and south of Townsend Street until construction for the full project is completed.

The following summarizes the key design elements of the project:

- **Motor Vehicle Travel Lane Configuration –** Changes to the travel lane configuration include reducing travel lanes along the Second Street corridor from two in each direction to one in each direction. This would be to implement a combination of protected bikeways raised two inches from the roadway (Class IV) and striped bicycle lanes (Class II). The one exception is Second Street between Harrison and Bryant streets, where the lane configuration would be

changed in the northbound direction from three travel lanes to two. The three northbound lanes—one through-lane, one right-turn through-lane, and one right-turn only lane—would be changed to two northbound lanes: one right-turn only lane and a through-lane. In addition, right-turn pockets will be provided at all other major Second Street intersection approaches where right-turns are allowed: southbound at Mission Street, Howard Street, Harrison Street and Brannan Street and northbound at Mission Street, Folsom Street, Bryant Street, Brannan Street. The two left-turn lanes on Bryant Street at Second Street will be reduced to one, one of the two combined through-turn lanes on eastbound Brannan Street at Second Street will be converted to a left-turn only lane, and a peak-hour left-turn pocket will be added to Hawthorne Street at Folsom Street. Traffic signal cycle lengths will be increased from 60 to 90 seconds at all Second Street intersections from Mission to Townsend streets, as well as at the intersections of Howard and New Montgomery Streets and Howard and Hawthorne Streets.

- **Bicycle Improvements –** Bicycle improvements proposed as part of the project include installing a raised, one-way protected bikeway in each direction along Second Street between Stevenson and Townsend streets. On segments where there is no on-street parking or loading zones, the raised protected bikeway would be separated from the roadway by a sloped, mountable curb. Where on-street parking or loading is allowed along the protected bikeway, "floating" parking spaces and loading zones will be provided, separated from the bikeway by a four-foot wide striped buffer. In order to protect through bicycle travel from right-turning vehicle movements, signal timing would be modified to include combined bicycle, pedestrian, and through-traffic phases at all major intersections along Second Street, with a separate right-turn phase at right-turn pockets. The northern and southern ends of Second Street would have a different bicycle configuration, with striped bike lanes adjacent to curbside parking and loading. These striped bike lanes are proposed for both northbound and southbound Second Street between Market and Stevenson streets and northbound Second Street between Townsend and King streets.

- **Pedestrian Improvements –** Pedestrian improvements are proposed as follows: pedestrian bulb-outs at Second Street and South Park Street; reconfiguration of the intersection of Second Street and Harrison Street to remove the northbound channelized right turn; and raised crosswalks at all alleys (Stevenson, Jessie, Minna, Natoma, Tehama, and Clementina streets, Dow Place, Stillman Street, Taber Place, Federal, and De Boom streets). A new signal will be installed at the intersection of Second and South Park streets to facilitate pedestrian crossing and traffic movements from eastbound South Park Street onto Second Street.

- **Transit Improvements –** Transit improvements include bus stop consolidation along Second Street to reduce the number of stops from thirteen to nine, and relocating the existing outbound pole stop at Townsend Street around the corner to a new bus zone on the north side of Townsend Street. The proposed project would install bus-boarding islands at all nine remaining transit stops along Second Street and locations for the remaining stops would be adjusted to achieve stop spacing consistent with SFMTA standards. In addition, the existing evening bus terminal for the 9-San Bruno bus route that is located at the southwest corner of Market Street would remain curbside. The 12 Folsom outbound bus zone on the north side of Harrison Street west of Second Street will be removed and consolidated with the 10 Townsend bus stop on

Second Street. The removed bus zone will be replaced by one general metered parking space and one accessible blue zone.

- **Curbside Management**–On Second Street between Stevenson and Townsend Street, parking and loading zones would be provided on one side of the block only as "floating" spaces separated from the protected bikeway by a striped buffer. Existing curbside parking and loading would remain on Second Street north of Stevenson Street and south of Townsend Street. In total, approximately 141 of the 182 existing parking spaces and 27 of the 66 existing commercial and passenger loading zones on Second Street will be removed. Metered parking on the north and south sides of Brannan Street between Second Street and Colin P. Kelly Jr. Street will be converted from parallel parking to 45-degree angled parking, creating approximately six new parking spaces in addition to two new parking spaces created on the north side of Harrison Street west of Second Street in place of the removed bus zone. Three existing metered parking spaces on the south side of Jessie Street west of Second Street would be converted to yellow metered commercial loading zones.

San Francisco Public Works (Public Works) is the project lead for the construction of traffic and parking changes which will also include widening sidewalks between Harrison and Townsend streets from 10 to 15 feet, installing Americans with Disabilities Act (ADA)-compliant curb ramps, installing new pedestrian-scale lighting, planting street trees and other landscaping, resurfacing the street, replacing sewer and water main infrastructure, and other street improvements.

Temporary Improvements

A set of traffic, bicycle and parking changes will be implemented before construction of the full project is completed to improve bicycle safety in the near-term. These changes would modify the motor vehicle travel lane configuration on Second Street by removing one southbound travel lane between Market Street and Howard Street and adding southbound right-turn pockets at the approaches to Mission and Howard streets. Striped bicycle lanes (Class II) will be installed on Second Street southbound between Market and Howard streets and northbound between Market and Mission streets and between Townsend and King streets, and a bicycle box at the northbound approach to Market Street. Greenback bicycle sharrows will be added to the remainder of Second Street, southbound between Howard and King streets and northbound between Mission and Townsend streets. Nine general metered parking spaces, one yellow metered commercial loading zone and one white passenger loading zone on Second Street would be removed as part of these changes, and three other yellow metered commercial loading zones would be relocated by converting parking meters on Jessie Street west of Second Street. These temporary changes will be replaced by the permanent changes discussed above.

State Law Requirements Regarding Cycle Tracks

Protected bikeways or "cycle tracks" are authorized under California State law (see, Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where

bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer;
2. The alternative criteria are adopted by resolution at a public meeting after public comment and proper notice; and
3. The alternative criteria adhere to the guidelines established by a national association of public agency transportation officials.

The protected bikeway proposed as part of the Second Street Improvement Project would meet these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board resolution. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO).

Other Considerations

The protected bikeway on Second Street also conforms to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works, to ensure accessibility for all street users. The protected bikeway will be mountable for curbside pick-up and drop-off by vehicles serving people with disabilities.

Additionally, traffic signals will be modified to provide a dedicated right turning phase separate from through traffic and pedestrian and bicycle crossing phases at key signalized intersections. These measures will provide additional protection for pedestrians and southbound bicyclists and are expected to improve northbound Muni travel time.

After the project has been implemented, SFMTA staff will evaluate the success of the project based on its conformance with the above stated project goals. Staff will evaluate street operations, including traffic and bicycle counts, transit ridership, commercial loading and parking patterns. Staff will base its evaluation on field observations as well as intercept surveys to gauge user perceptions of the street improvements. Surveys will be provided to members of the public, merchants, and other SFMTA staff (such as transit operators and parking control officers).

These reports will be shared with the SFMTA Board of Directors and published on the SFMTA website. Staff will use these reports to help evaluate and design possible future projects and/or to recommend further changes to the Second Street project.

Temporary improvements will be installed in late 2015, during detailed design of the full project. Construction of the full project is expected to begin in late, 2016 and will take approximately 12 months to complete.

PUBLIC OUTREACH

The impetus for these improvements stem from public outreach and analysis conducted as part of the 2009 San Francisco Bicycle Plan. A preferred alternative which included a road diet and bike lanes was identified and studied as part of the Bicycle Plan, but by the time funding and utility coordination opportunities were identified, it was clear that the project should broaden its focus to consider protected bikeways as well as pedestrian safety and transit improvements.

In early 2012, Public Works, the SFMTA, and the San Francisco Planning Department (Planning Department) began planning for the current proposal for the Second Street Improvement Project. The departments initially led three community meetings, one each in May, September, and November 2012, and one subsequent community meeting in May 2013.

In May 2012, existing conditions and project goals were discussed, and meeting participants developed design alternatives for the corridor. Four design themes emerged: bike lanes, bike lanes with a center turn lane, one-way cycle tracks, and a two-way cycle track. At the September 2012 meeting, the participating departments presented these four options to the community and asked attendees to complete a survey for feedback. The survey results indicated that the community's preferred alternative was the design that included one-way cycle tracks in each direction. The design with bike lanes and a center turn lane concept was the second option preferred by survey respondents. In November 2012, the departments presented to the community the one-way cycle tracks design concept in further detail.

In May 2013, the departments presented a refined plan, with right-turn pockets and a detailed roadway reconfiguration. This refined plan included changes in the facilities for traffic, transit, pedestrians, bicyclists, parking, and loading along the Second Street corridor. In addition to the public workshops and community meetings, Public Works and SFMTA staff walked door to door to all of the buildings on Second Street, between Market Street and King Street, to notify tenants about the refined project design. Public Works staff have continued to meet with multiple neighborhood and merchant associations to provide project updates as requested. In total, the project team has participated in 27 meetings with various stakeholders.

While most stakeholders seem to support the proposed pedestrian, bicycle, and other improvements, some are concerned about the potential increased congestion on Second Street, primarily northbound between Harrison and Townsend on weekday afternoons and after ball games at AT&T Park. Some merchants have concerns about reducing general meter parking and commercial loading zones along the corridor. To address these concerns, project staff studied parking utilization and mode choice, found opportunities to increase parking and loading zones on side streets, and worked closely with neighborhood groups to explain the project's goals and discuss tradeoffs.

ALTERNATIVES CONSIDERED

A project variant was developed based on input from area residents who use the southbound left-turn at Second and Brannan streets to access their building. The variant would be the same as the proposed project except for differences at the intersection of Second and Brannan streets:

southbound left-turning movements would be permitted and with no separate signal phase at the crosswalk and a protected bikeway on the east side of the intersection to separate left- or right-turning vehicles from pedestrians and cyclists proceeding through the intersection.

This variant was studied and presented in the Transportation Impact Study (TIS) and Supplemental Environmental Impact Report (SEIR) for the project. The differences in projected traffic delay between the variant and the proposed project are relatively small, but the variant would increase the 10 Townsend travel time variation due to queueing behind left-turning vehicles. Staff does not recommend approving the variant as the lack of signal-phase separation of turning vehicles from northbound bicyclists and pedestrians in the east crosswalk at Second and Brannan streets would provide a reduced safety benefit compared to the proposed project, which are primary goals of the project. With this design, both southbound left-turning drivers and northbound right-turning drivers would be need to yield to pedestrians and people on bicycles, rather than each having a protected signal phase as would be provided along the rest of the protected bikeway corridor. In addition, the increase in Muni travel time variations would not meet the project objective to maintain system wide reliability for transit routes along Second Street.

Three alternative street configurations for Second Street were explored during the project planning process, and two were fully analyzed as alternatives in the Supplemental Environmental Impact Report (SEIR) (as well as a required “no project” alternative). The first alternative was similar to the improvements described in the 2009 San Francisco Bicycle Plan and the Bicycle Plan EIR, providing striped bike lanes in each direction along the entire length of Second Street. Similar to the proposed project, travel lanes would be reduced to one in each direction with right-turn pockets and most left-turns off of Second Street restricted. Under this alternative, no separate bicyclist/pedestrian signal phase would be provided at the signalized intersections along Second Street. This option would preserve more parking than the proposed project, but would have lesser safety benefits as it would not reduce pedestrian-vehicle and bicycle-vehicle conflicts to the extent that the proposed project would.

The second alternative would provide a combination of striped bicycle lanes and protected bikeways and one travel lane in each direction as well as a two-way left-turn lane in the center of the street. Parking and loading would be provided along the curb on one side of the street. Traffic signal phasing would remain the same as it is today. This alternative would provide greater circulation options for motorists as it would preserve left turns and it would likely cause fewer drivers to divert from Second Street to other routes.

An additional alternative, considered but rejected for inclusion in the SEIR, would provide a two-way protected bikeway along one side of Second Street and one travel lane in each direction. This alternative would provide a high level of separation between bicycle riders and vehicles, but would reduce bicycle access to one side of Second Street. This alternative was rejected due to the engineering difficulties and its expected delays to Muni bus service.

Because the alternatives do not fully meet the Project objectives to provide a safe and attractive street for walking, bicycling and accessing transit, and to prioritize the needs of people walking, bicycling, and taking transit, consistent with the San Francisco Transit First policy, while

maintaining system-wide reliability for transit routes along Second Street, staff recommends the project as proposed, with lane reductions and addition of one-way protected bikeways. Moreover, the recommended project is consistent with the community feedback received during the project planning process.

FUNDING IMPACT

Funding for the Planning and California Environmental Quality Act (CEQA) review of the project came from a combination of Prop K grants, SFMTA operating budget and Public Works general funds. Funding for the National Environmental Policy Act (NEPA) review, design and construction phases of the streetscape portion of work is primarily provided by a One Bay Area Grant (OBAG) awarded by the Metropolitan Transportation Commission in 2013. Local matching funds for NEPA review, design and construction will be provided through Prop K. The OBAG grant and local match will be supplemented by funding for pedestrian-scale lighting from the Public Works general fund. Funding is comprised of the following sources and amounts:

Planning and CEQA Review	
Prop K	$205,000
SFMTA Operating	$397,568
DPW General Fund	$805,887
Total	**$1,408,455**

NEPA Review, Design and Construction	
One Bay Area Grant	$10,342,466
Prop K Local Match	$1,393,476
DPW General Fund	$1,500,000
Total	**$13,182,442**

In addition, the total estimate for the sewer scope of work for design and construction is $1,100,000. The cost of the sewer work will be covered by the San Francisco Public Utilities Commission.

ENVIRONMENTAL REVIEW

The San Francisco Planning Commission certified the San Francisco Bicycle Plan Final Environmental Impact Report (Bicycle Plan FEIR) in June 2009. The Bicycle Plan FEIR reviewed the update to the City's Bicycle Plan originally adopted in 1997 in accordance with the California Environmental Quality Act (CEQA). The San Francisco Municipal Transportation Agency Board of Directors (SFMTA Board) and the San Francisco Board of Supervisors adopted the San Francisco Bicycle Plan, as well as related amendments to the San Francisco General Plan in 2009, and adopted findings under CEQA related to mitigation measures, alternatives, and a statement of overriding consideration. These approvals and findings were readopted by both bodies in May 2013.

Although included in the Bicycle Plan and generally approved by the Board, the SFMTA staff did not implement the Second Street bicycle lanes outlined in the Bicycle Plan EIR. Instead,

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SFMTA partnered with the San Francisco Public Works Department (Public Works) as the project manager for continued project development. The two departments worked with the Second Street neighborhood and other stakeholders in order to refine the design for the Second Street corridor. Based on this further input, the SFMTA proposed further refinements to the design.

Because of these refinements as well as the introduction of sewer and water main improvements, the Planning Department determined that a Supplemental Environmental Impact Report ("SEIR") to the San Francisco Bicycle Plan FEIR was required for the Second Street corridor (Project). The Planning Department issued a neighborhood notice to inform the public about the decision to supplement the Bicycle Plan FEIR for the Second Street Improvement Project on July 7, 2014. The Planning Department published the Draft SEIR and provided public notice of the availability of the Draft SEIR for public review and comment on February 11, 2015.

The San Francisco Planning Commission held a duly noticed public hearing on the Draft SEIR on March 19, 2015. At this hearing, opportunity for public comment was given, and public comment was received on the Draft SEIR. The Planning Department accepted written public comments on the Draft SEIR through March 30, 2015.

The Planning Department published the Responses to Comments document on the Draft SEIR on July 30, 2015. This document includes responses to both oral and written environmental comments on the Draft SEIR. The Responses to Comments document also contains minor changes to the project description to include the addition of replacement of the water main between Market and Howard Streets, and the Interim Near Term Phase.

It is anticipated that on August 13, 2015, the Planning Department will certify the Final Supplemental Environmental Impact Report (SEIR)

The SEIR identified several significant impacts and mitigation measures associated with the project, as summarized in the attached table of impacts and mitigation measures. Because the SEIR identified significant and unavoidable environmental impacts that cannot feasibly be mitigated to less-than-significant levels, the Board is required to adopt findings under CEQA, including a statement of overriding considerations, and is required to adopt a Mitigation Measure and Reporting Program (MMRP). The CEQA Findings and MMRP are attached as Enclosure 5.

The proposed actions are the Approval Actions as defined by the S. F. Administrative Code Chapter 31.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board approve various traffic and parking modifications associated with the Second Street Improvement Project to establish bicycle and parking improvements, such as raised protected bikeways and floating parking spaces, and implement bus stop consolidation, bus loading zones and bus bulbs on Second Street from Market Street to King Street, and establish a new traffic signal at the intersection of Second Street and South Park Street.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received numerous requests from the public to improve conditions for pedestrians and bicyclists on Second Street between Market Street and King Street; and,

WHEREAS, There have been multiple reported pedestrian and bicycle injury collisions on Second Street between Market Street and King Street; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The protected bikeway proposed as part of the Second Street Improvement Project meets these three requirements; and,

WHEREAS, The protected bikeway has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS ,The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, Goal 1 of The San Francisco Municipal Transportation Agency Strategic Plan is to "Create a safer transportation experience for everyone"; and,

WHEREAS, Goal 2 of The San Francisco Municipal Transportation Agency Strategic Plan is to "Make transit, walking, bicycling, taxi, ridesharing, and carsharing the preferred means of travel"; and,

WHEREAS, The San Francisco Municipal Transportation Agency led a comprehensive and inclusive planning process to identify pedestrian and bicycle safety improvements, Muni improvements, and color curb changes for Second Street between Market Street and King Street; and,

WHEREAS, The specific parking and traffic modifications are as follows:

A. ESTABLISH – CLASS II BIKEWAY – 2nd Street, southbound, from Market Street to Howard Street; 2nd Street, northbound, from Market Street to Howard Street; 2nd Street, northbound, from King Street to Townsend Street.
B. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES – 2nd Street, northbound, at Market Street.
C. ESTABLISH – RIGHT LANE MUST TURN RIGHT – 2nd Street, southbound, at Mission Street; 2nd Street, northbound, at Mission Street; 2nd Street, southbound, at Howard Street.
D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 2nd Street, west side, from 7 feet to 158 feet south of Jessie Street (rescinds parking meters #48, 50, 52 and yellow meters #44, 46, 54, 56); 2nd Street, east side, from 17 feet to 56 feet south of Mission Street (rescinds parking meters #103, 105); 2nd Street, west side, from Natoma to 145 feet southerly (rescinds parking meters #148, 150, 158, 160 and passenger loading space #162).
E. ESTABLISH – YELLOW METERED LOADING ZONE 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jessie Street, south side, from 6 feet to 71 feet west of 2nd Street (replaces parking meters #101, 103, 107).
F. ESTABLISH – CLASS IV BIKEWAY – 2nd Street, southbound, from Stevenson Street to Townsend Street; 2nd Street, northbound, from Townsend Street to Stevenson Street.
G. ESTABLISH – TRAFFIC SIGNALS – 2nd Street and South Park Street.
H. ESTABLISH – NO TURN ON RED –Townsend Street, eastbound, at 2nd Street.
I. RESCIND – BUS ZONE – 2nd Street, east side, from 113 feet to 222 feet south of Stevenson Street (replaced by bus bulb); 2nd Street, west side, from Stevenson to 106 feet southerly (replaced by bus bulb); 2nd Street, east side, from 43 feet to 125 feet south of Howard Street (replaced by bus bulb); 2nd Street, east side, from Folsom Street to 102 feet southerly (bus stop removed); 2nd Street, west side, from Folsom Street to 130 feet southerly (bus stop removed); 2nd Street, east side, from Harrison Street to 82 feet northerly (relocated as bus bulb); 2nd Street, west side, from Harrison Street to 133 feet southerly (replaced by bus bulb); 2nd Street, east side, from Brannan Street to 96 feet southerly (replaced by bus bulb); Harrison Street, north side, from 2nd Street to 80 feet westerly (replaced by bus bulb on 2nd Street, restores meter #608).
J. ESTABLISH – BUS ZONE and ESTABLISH – SIDEWALK WIDENING (BUS BULBS) – 2nd Street, east side, from Stevenson Street to 90 feet southerly (90-foot bus bulb); 2nd Street, west side, from 12 to 83 feet south of Stevenson Street (71-foot bus bulb); 2nd Street, east side, from Minna Street to 65 feet southerly (65-foot bus bulb); 2nd Street, west side, from Howard Street to 135 feet southerly (135-foot bus bulb); 2nd Street, east side, from 71 feet to 192 feet north of Harrison Street (121-foot bus bulb); 2nd Street, west side, from 69 feet to 141 feet south of Dow Place (72-foot bus bulb); 2nd Street, east side, from Federal Street to 70 feet southerly (70-foot bus bulb); 2nd Street, west side, from South Park Street to 100 feet northerly (100-foot bus bulb); 2nd Street, east side, from 74 feet to 174 feet north of Townsend Street (100-foot bus bulb).
K. ESTABLISH – MID-BLOCK CROSSWALK – 2nd Street, east side, between Stevenson Street and Mission Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, west side, between Stevenson Street and Jessie Street (establishes marked

crosswalk between sidewalk and bus bulb); 2nd Street, east side, between Minna Street and Natoma Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, west side, between Howard Street and Tehama Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, east side, between Harrison Street and Folsom Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, west side, between Dow Place and Harrison Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, east side, between Federal Street and De Boom Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, west side, between South Park Avenue and Taber Place (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, east side, between Townsend Street and Brannan Street (establishes marked crosswalk between sidewalk and bus bulb).

L. ESTABLISH – BUS ZONE – Townsend Street, north side, from 2nd Street to 100 feet westerly.

M. RESCIND – PASSENGER LOADING ZONE – 2nd Street, east side, from 47 feet to 113 feet south of Stevenson Street; 2nd Street, east side, from 25 feet to 91 feet north of Mission Street; 2nd Street, west side, from 139 feet to 164 feet north of Folsom Street; 2nd Street, east side, from 20 feet to 40 feet north of De Boon Street (converts parking meter #553).

N. ESTABLISH – RIGHT LANE MUST TURN RIGHT – 2nd Street, southbound, at Harrison Street; 2nd Street, northbound, at Bryant Street; 2nd Street, southbound, at Brannan Street.

O. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BICYCLES – 2nd Street, southbound, at Townsend Street.

P. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 2nd Street, east side, from Stevenson Street to Mission Street (rescinds yellow meters #23, #27, #49, #51); 2nd Street, east side, from Mission Street to Howard Street (rescinds white zone meter #115, yellow zone meters #123, #125, #127, #129. #131, #133, #151, #155, #157, #161, and parking meters #111, #113, #147, #149); 2nd Street, west side, from Mission Street to Howard Street (rescinds multispace meters #1, #2, #3, #4, #5, #6, yellow meters #124, #128, #130, #132, yellow #134); 2nd Street, east side, from Howard Street to 117 feet southerly; 2nd Street, east side, from Tehama Street to 20 feet northerly (rescinds meter #215); 2nd Street, east side, from Tehama Street to 22 feet southerly (rescinds meter #223); 2nd Street, west side, from 2 feet to 44 feet north of Tehama Street (rescinds motorcycle parking spaces #202-02140 and #202-02160); 2nd Street, west side, from Tehama Street to Folsom Street (rescinds parking meters #226, #228, #230, #234, #236, #236, #238, #246, #248, #250, #252, #254); 2nd Street, east side, from Folsom Street to 176 feet southerly (rescinds parking meter #319); 2nd Street, west side, from Folsom Street to Harrison Street (rescinds parking spaces #316, #318, #320, #322, #324, #326, #344, #346, #348, #350, #352, #354, #356, yellow meters #340, 342, motorcycle spaces #330, #332, #334, #336); 2nd Street, east side, from Harrison Street to 412 feet southerly (rescinds parking meters #421, #425, #427, #431, #433, #435, #455 and yellow meters #415, #417, #439); 2nd Street, west side, from Harrison Street to Bryant Street (rescinds parking spaces #418, #420, #428, #430, #432, #434, #436, #462, #464, #466, #468, #470, #472); 2nd Street, east side, from Bryant Street to 91 feet southerly (rescinds parking meters #505, #507, #509, #511); 2nd Street, east side, from Federal Street to 30 feet northerly (rescinds parking meters #517); 2nd Street, east side, from Federal Street to 34

feet southerly (rescinds parking meters #541 and #543); 2nd Street, east side, from De Boom Street to 20 feet northerly (rescinds parking meter #555); 2nd Street, east side from Brannan Street to 116 feet northerly (rescinds parking meters #575, #577, #579, #581, #583, #585); 2nd Street, west side, from Bryant Street to Brannan Street (rescinds parking spaces #502, #504, #506, #532, #534, #536, #538, #568, #570, #572, #574, #578, #580, #582 and motorcycle metered spaces #540, #542, #544, #546, #548, #550, #552, #554); 2nd Street, east side, from Brannan Street to Townsend Street (removes parking meters #617, #619, #621, #623, #625, #627, #629, #633, #635, #637, #639, #641, #643, #645, #647, #649, #651, #653, #655, #657); 2nd Street, west side, from Brannan Street to 115 feet southerly (rescinds parking spaces #604, #606, #608).

Q. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – 2nd Street, west side, from 80 feet to 134 feet west of Mission Street (restores parking meters #48, #50); 2nd Street, west side, from 21 feet to 65 feet north of Natoma Street (meters #136, #140); 2nd Street, east side, from 20 feet to 40 feet north of Tehama Street (converts meter #213 from 6 wheeled commercial vehicle loading); 2nd Street, east side, from 22 feet to 44 feet south of Tehama Street (converts meter #225); 2nd Street, east side, from 276 feet to 339 feet south of Folsom Street (converts meters #331, #333, #335); 2nd Street, east side, from 40 feet to 80 feet north of De Boom Street (converts parking meters #539 and #551).

R. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH FRIDAY – 2nd Street, east side, from 104 feet to 146 feet north of Bryant Street (converts meter #459, #461)

S. ESTABLISH – NO PARKING ANYTIME – 2nd Street, east side, from Clementina to 12 feet southerly (shortens tour bus zone from 58 feet to 46 feet in length).

T. RESCIND – BIKE SHARE STATION – 2nd Street, east side, from 105 feet to 161 feet south of Folsom Street (relocated southerly).

U. ESTABLISH – BIKE SHARE STATION – 2nd Street, east side, from 120 feet to 176 feet south of Folsom Street (relocated bike share station).

V. ESTABLISH – MOTORCYCLE PARKING ONLY – 2nd Street, east side, from 339 feet to 359 feet south of Folsom Street (converts meters #337, #339, #341, #343, #345).

W. ESTABLISH – SIDEWALK WIDENING – 2nd Street, east side, from Harrison Street to Townsend Street (5-foot widening from 10 feet to 15 feet); 2nd Street, west side, from Harrison Street to Townsend Street (5-foot widening from 10 feet to 15 feet).

X. RESCIND – BLUE ZONE – 2nd Street, east side, from 3 feet to 25 feet north of Mission Street; 2nd Street, west side, from Brannan Street to 20 feet southerly.

Y. ESTABLISH – BLUE ZONE –2nd Street, west side, from 15 feet to 35 feet south of Townsend Street (rescinds parking meter #704); Minna Street, north side, from 32 feet to 53 feet west of 2nd Street (rescinds parking meter #106); Harrison Street, north side, from 40 feet to 60 feet west of 2nd Street (partially replaces rescinded bus zone).

Z. RESCIND – PART-TIME TAXI LOADING ZONE – 2nd Street, west side, from to 100 feet to 264 feet north of Townsend Street (relocated northerly, rescinds meters #646, #644, #642, #640, #638); 2nd Street, west side, from 15 feet to 35 feet south of Townsend Street (parking meter #704, shortens taxi loading zone from 105 feet to 85 feet).

AA. ESTABLISH – PART-TIME TAXI LOADING ZONE – 2nd Street, west side, from 160 feet to 264 feet south of Brannan Street (converts meters #620, #622, #624, #626, #628).

BB. ESTABLISH – NO LEFT TURNS – 2nd Street, southbound, at Mission Street, Folsom Street, Harrison Street, Bryant Street and Brannan Street; 2nd Street, northbound, at Mission Street, Howard Street, Harrison Street and Brannan Street.

CC. ESTABLISH – 45-DEGREE ANGLED GENERAL METERED PARKING – Brannan Street, south side, from 50 feet to 195 feet east of 2nd Street (establishes meters #273, #271, #269, #267); Brannan Street, north side, from 131 feet to 226 feet east of 2nd Street (establishes meters #274, #272).

DD. ESTABLISH – LEFT LANE MUST TURN LEFT– Brannan Street, eastbound, at 2nd Street; Hawthorne Street, southbound, at Folsom Street.

EE. ESTABLISH – TOW AWAY NO PARKING FROM 4 PM TO 7 PM, MONDAY THROUGH FRIDAY – Hawthorne Street, east side, from Folsom Street to 42 feet northerly (converts meters #45, #43).

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

WHEREAS, In accordance with CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, the San Francisco Planning Department determined that a Supplemental Environmental Impact Report (SEIR) to supplement the San Francisco Bicycle Plan Project Final EIR was required for the Second Street Improvement Project and published a Draft SEIR on February 11, 2015; and,

WHEREAS, The Planning Commission held a public hearing on the DSEIR on March 19, 2015, and accepted written comments until March 30, 2015; and

WHEREAS, The Planning Department prepared a response to comments received on environmental issues, and made minor text changes to the SEIR in a Responses to Comments document published on July 30, 2015; and,

WHEREAS, The San Francisco Planning Commission, on August 13, 2015, certified the Final SEIR and found that the contents of said report and the procedures through which the report was prepared, publicized, and reviewed complied with the provisions of CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, and found that the FSEIR was adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the Draft SEIR; and,

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors has reviewed the contents of the Bicycle Plan FEIR, the Second Street Improvement Project Final Supplemental EIR, including the Draft SEIR, and the Responses to Comments, and the proposed Findings as required by CEQA regarding alternatives, mitigation measures and significant impacts analyzed in the Final SEIR, and a statement of overriding considerations and the Mitigation Monitoring and Reporting Program (MMRP), all of which was made available to the public and this Board for the Board's review, consideration and actions; and,

WHEREAS, The proposed actions are Approval Actions as defined by the S. F. Administrative Code Chapter 31; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, in exercising its independent judgment, makes and adopts the necessary findings under CEQA, as attached to the Calendar Item , including a statement of overriding considerations and the Mitigation Monitoring and Reporting Program .

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications listed in items A-EE above associated with the Second Street Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 18, 2015.

_____

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2 – Second Street Improvement Project Area Map

Second Street Improvement Project Cross-Section and Concept Plan

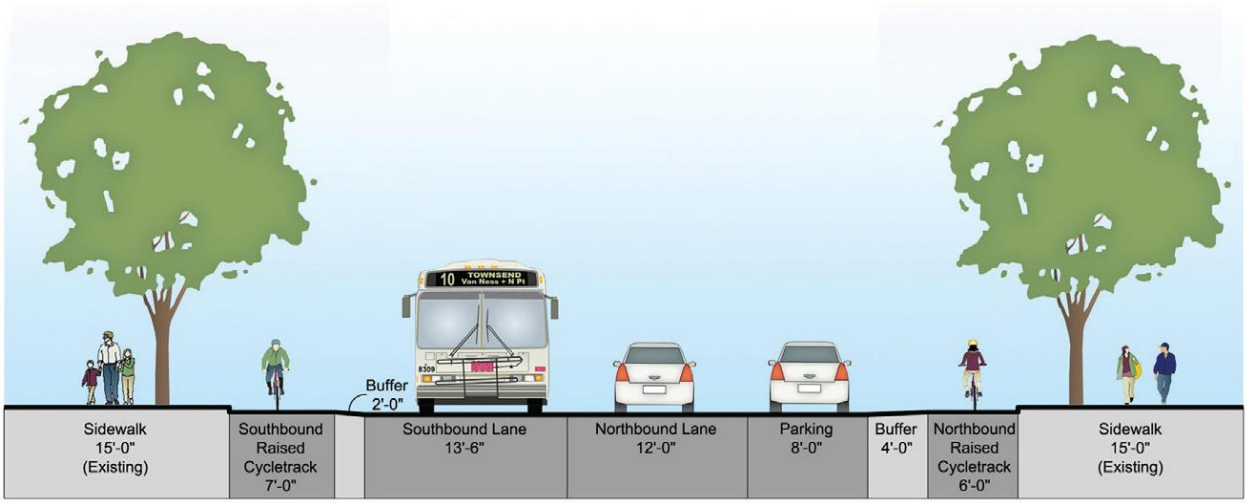

Figure 1: Second Street section view between Howard and Folsom Streets, looking north

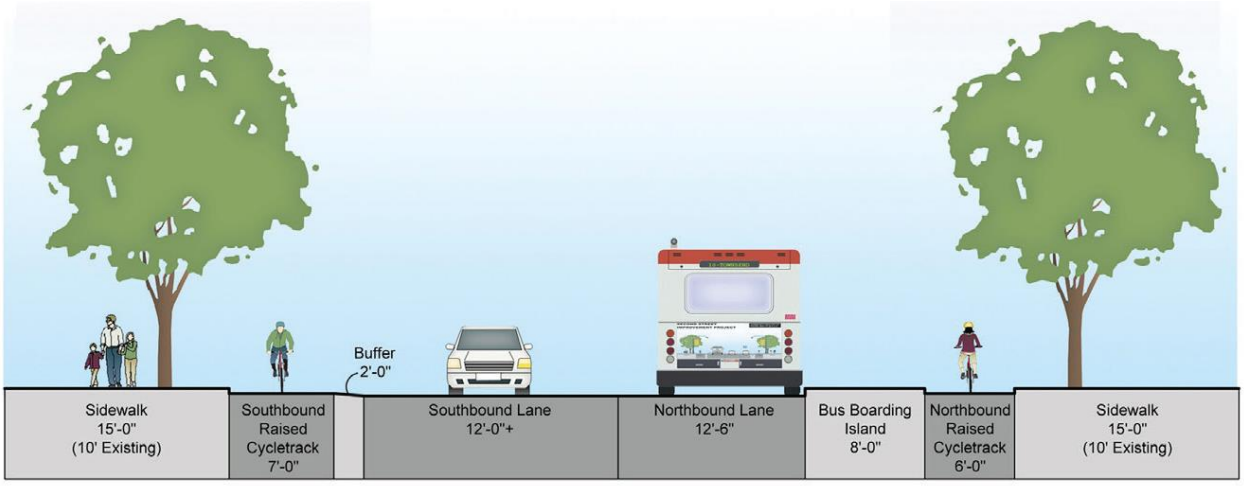

Figure 2: Second Street section view between Brannan and Townsend Streets, looking north

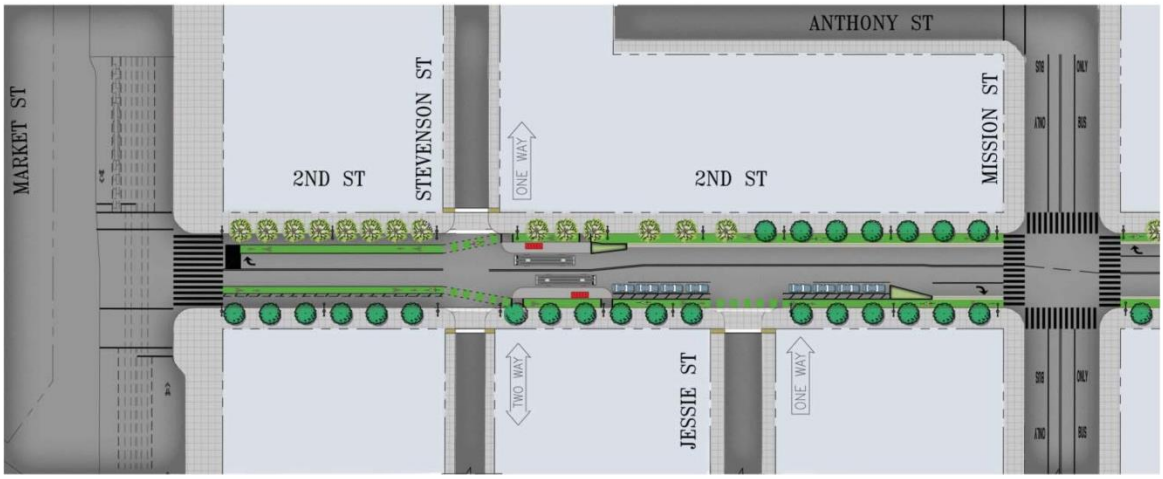

Figure 3: Proposed Conceptual Plan – Second Street from Market Street to Mission Street

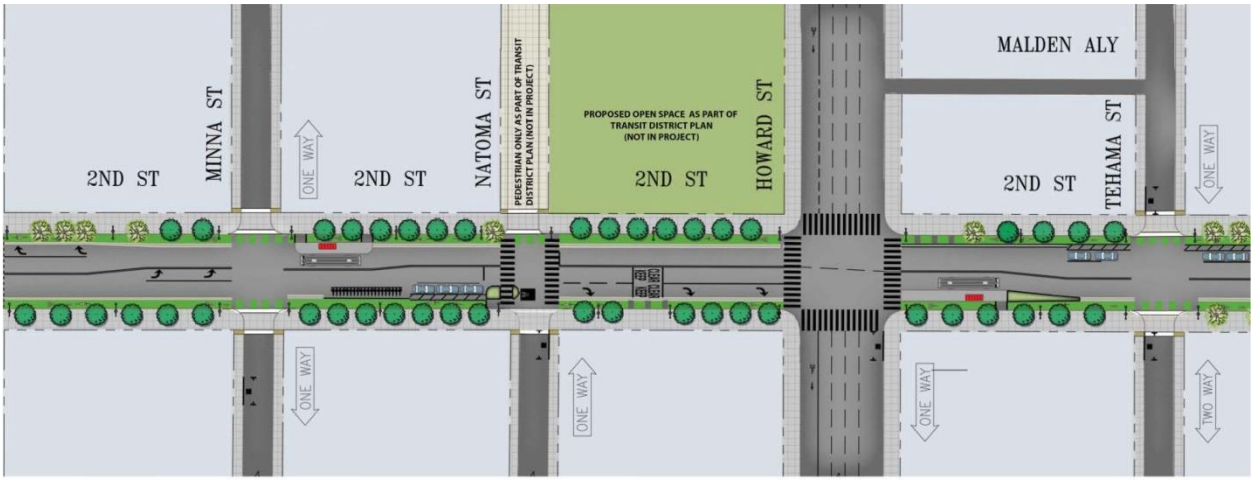

Figure 4: Proposed Conceptual Plan – Second Street from Mission Street to Tehama Street

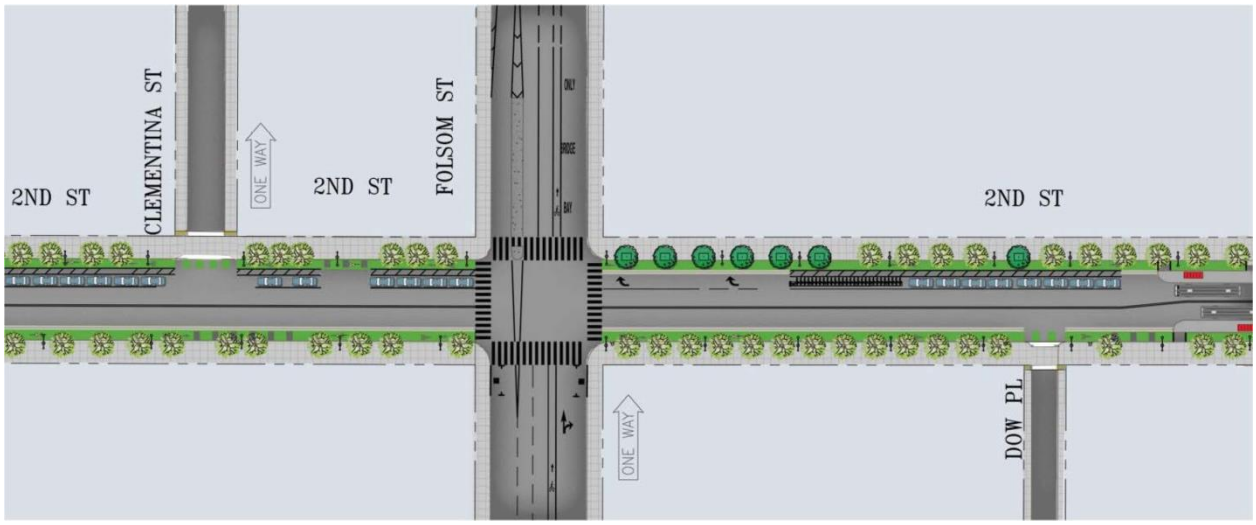

Figure 5: Proposed Conceptual Plan – Second Street from Tehama Street to Dow Place

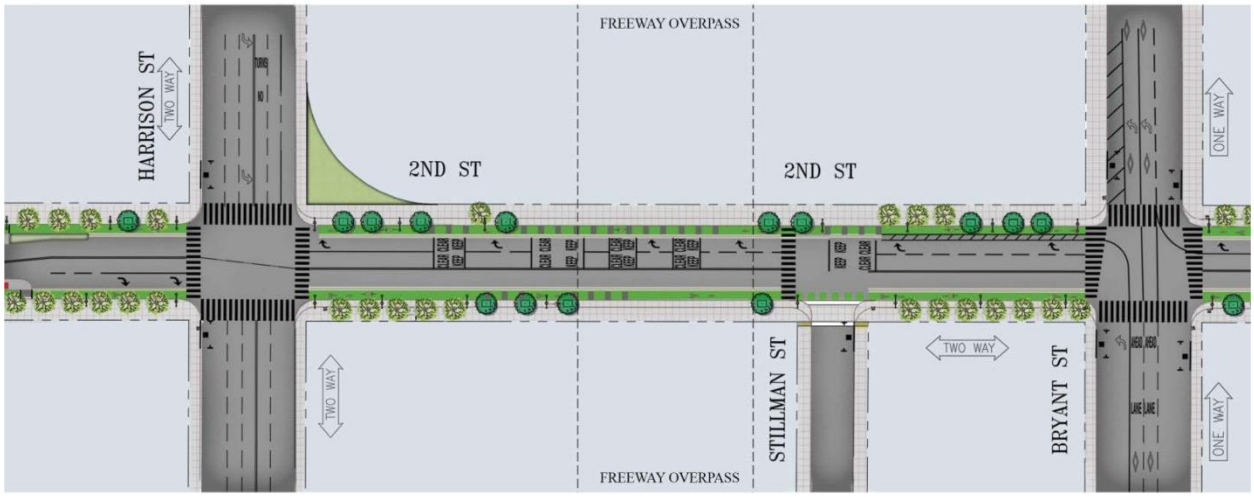

Figure 6: Proposed Conceptual Plan – Second Street from Dow Place to Bryant Street

Figure 7: Proposed Conceptual Plan – Second Street from Bryant Street to Brannan Street

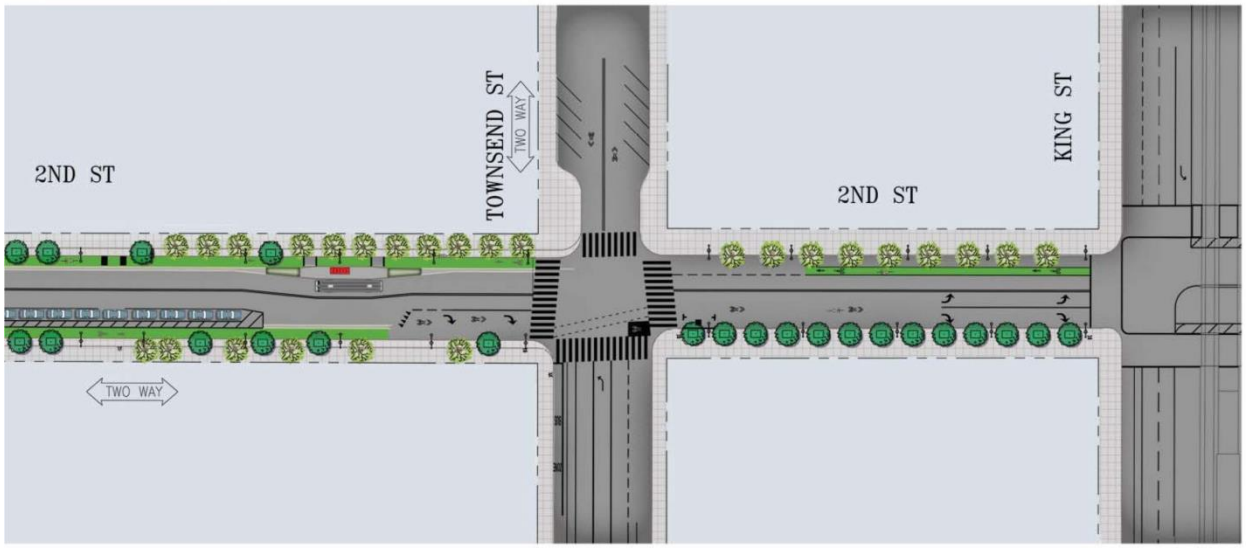

Figure 8: Proposed Conceptual Plan – Second Street from Brannan Street to King Street

ENCLOSURE 5

SECOND STREET IMPROVEMENT PROJECT AND RELATED ACTIONS

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

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

In determining to approve the proposed Second Street Improvement Project and related approval actions (the "Preferred Project" or "Project"), the San Francisco Municipal Transportation Agency Board of Directors ("SFMTA Board" or "Board") 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; Approval Actions

This document is organized as follows:

Section I provides a description of the Project, the environmental review process for the Project, the SFMTA Board 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 recirculation is not required;

Section VI evaluates the different project alternatives and sets forth the economic, legal, social, technological, and other considerations, and incorporate by reference the reasons set forth in Section VII, that support the rejection of the alternatives as infeasible and presents the reasons for selecting the Project; and

Section VII presents a statement of overriding considerations setting forth specific reasons in support of the MTA Board's actions despite the significant environmental impacts which remain. This section also sets for the additional reasons for rejecting as infeasible the Alternatives.

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 Second Street Improvement Project. 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 SEIR ("FSEIR") 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 MTA Board. The references set forth in these findings to certain pages or sections of the Draft SEIR or responses to comments in the Final SEIR 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 Second Street Improvement Project ("the Project") is intended to transform the Second Street corridor in the east South of Market (SoMa) neighborhood into a pedestrian- and bicycle-friendly complete street, consistent with the vision identified by the community in the East SoMa Area Plan, an area plan of the City's General Plan. The area plan identified Second Street as a primary pedestrian, bicycle, and transit thoroughfare and a green connector for the neighborhood. A "complete street" is one which includes, to the maximum extent possible, practicable and feasible, transit, pedestrian, bicycle, stormwater, and communications infrastructure improvements whenever San Francisco Public Works or any other municipal excavator undertakes a project involving the planning, construction, reconstruction or repaving of a public right-of-way.

San Francisco Department of Public Works (Public Works), the project sponsor, would construct the following improvements along Second Street, between Market and King Streets, as part of the proposed project: widen sidewalks; install one-way cycle track bicycle facilities in the northbound and southbound directions; install transit boarding islands at most transit stops along with planted medians; install Americans with Disabilities Act (ADA)-compliant curb ramps; plant street trees; install site furnishings (trash receptacles, bike racks, benches, and pedestrian lighting); and grind and repave the asphalt, curb-to-curb. In order to achieve the complete street along the corridor, the travel lanes along Second Street would generally be reduced from two lanes in each direction to one lane in each direction to implement the bicycle facilities; left turns would be restricted at most major intersections. In addition, before constructing these streetscape improvements, Public Works would replace a two-block segment

of the water main (from Market Street to Howard Street) and rehabilitate and replace aging sewers along the project corridor, would construct/install/relocate drainage facilities, and would place existing overhead utilities underground along Second Street from Stillman to Townsend streets, which is the only segment on Second Street where they are currently not underground.

A Project variant was developed based on input from area residents who use the southbound left-turn at Second and Brannan streets to access their building. The variant would be the same as the proposed project along the Second Street corridor except for the following differences at the intersection of Second and Brannan streets: southbound left-turning movements would be permitted and there would be no separate signal phase for turns at the intersection. The northbound cycle track would not be continued to the intersection; instead right turning motorists and bicyclists would be required to merge into a shared right-turn pocket on Second Street. The SFMTA does not propose to adopt the Variant at this time.

In addition, an Interim Near-Term Phase is proposed to reconfigure the right-of-way along Second Street by modifying lane striping, painting sharrows, and installing signage to increase safety for bicyclists before construction and implementation of the Second Street Improvement Project and these interim improvements would thereafter be replaced by construction of the proposed project.

b. Environmental Review

The San Francisco Planning Commission certified the San Francisco Bicycle Plan Final Environmental Impact Report (Bicycle Plan FEIR) in June 2009.[1] The Bicycle Plan FEIR reviewed the update to the City's Bicycle Plan originally adopted in 1997 in accordance with CEQA. The State Clearinghouse number (SCH) for the Bicycle Plan FEIR is 2008032052. The San Francisco Municipal Transportation Agency Board of Directors (SFMTA Board) and the San Francisco Board of Supervisors adopted the San Francisco Bicycle Plan, as well as related amendments to the San Francisco General Plan in 2009, and adopted findings under CEQA related to mitigation measures, alternatives, and a statement of overriding consideration. These approvals and findings were readopted by both bodies in May 2013.

Second Street is Bicycle Route 11 in the City's bicycle route network, and as part of the Bicycle Plan update and FEIR, the SFMTA proposed two options for the Second Street corridor, referred to as Near-Term Improvement Project 2-1, Options 1 and 2, respectively. During the environmental review for the Bicycle Plan EIR, the SFMTA modified Option 1 of Project 2-1,

1 San Francisco Planning Department. 2009. San Francisco Bicycle Plan Project Final EIR, Case No. 2007.0347E, State Clearinghouse No. 2008032052. August. Certified June 25, 2009. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 as part of Case File 2007.0347E. Also available online at: http://www.sf-planning.org/index.aspx?page=1828.

which was also evaluated at a project level in the Bicycle Plan FEIR as Project 2-1 Modified Option 1. In approving the Bicycle Plan update, the SFMTA Board generally approved Modified Option 1 and rejected the Options 1 and 2 as infeasible.

The SFMTA staff did not pursue implementation of the SFMTA Board's approval for Project 2-1, and the SFMTA Board did not adopt legislation to implement the project. Instead, SFMTA partnered with Public Works as the project manager for continued project development. The two departments worked with the Second Street neighborhood and other stakeholders in order to refine the design for the Second Street corridor. Based on this further input, the SFMTA proposed further refinements to the design.

Because of these refinements as well as the introduction of the sewer improvements, the Planning Department determined that a Supplemental Environmental Impact Report ("SEIR") to the San Francisco Bicycle Plan FEIR (certified in June 2009) was required for the Second Street corridor (Project). The Planning Department issued a neighborhood notice to inform the public about the decision to supplement the Bicycle Plan FEIR for the Second Street Improvement Project on July 7, 2014. The Planning Department published the Draft SEIR and provided public notice of the availability of the Draft SEIR for public review and comment on February 11, 2015.

Also on February 11, 2015, a Notice of Completion and copies of the Draft SEIR were distributed to the State Clearinghouse and notices of availability of the Draft SEIR and the date and time of the public hearings were posted on the Planning Department's website.

The San Francisco Planning Commission held a duly noticed public hearing on the Draft SEIR on March 19, 2015. At this hearing, opportunity for public comment was given, and public comment was received on the Draft SEIR. The Planning Department accepted written public comments on the Draft SEIR from February 12, 2015 to March 30, 2015.

The Planning Department published the Responses to Comments document on the Draft SEIR on July 30, 2015. This document includes responses to environmental comments on the Draft SEIR made at the public hearing on March 19, 2015 as well as written comments submitted on the Draft SEIR from February 12, 2015 to March 30, 2015. The Responses to Comments document also contains text changes to the Draft SEIR made by SEIR preparers to correct or clarify information presented in the Draft SEIR, including minor changes to the project description to include the addition of replacement of the water main between Market and Howard Streets, the Interim Near Term Phase, as well as changes to the Draft SEIR text made in response to comments.

c. SFMTA Board Actions

The MTA Board is being requested to take the following actions to approve and implement the Second Street Improvement Project.

Adopt CEQA findings and a Mitigation Monitoring and Reporting Program.

Approve the Project, including legislation to implement the Project, including: changes to parking, passenger loading zones, including taxi stands and tour bus loading zones, and commercial loading zones; left turn restrictions; "Right Lane Must Turn Right" at right-turn pocket locations; establishment of bike lanes on Second Street from Market to King streets; relocation of existing bus zones and flag stops to new bus bulbs and bus zones; and a new traffic signal at Second and South Park streets.

Approve a Special Traffic Permit in instances where work would not comply with Blue Book regulations or traffic routing specifications in a City contract.

d. Findings About Significant Environmental Impacts and Mitigation Measures.

The following Sections II, III and IV set forth the findings about the Final EIR's determinations regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide written analysis and conclusions regarding the environmental impacts of the Project and the mitigation measures included as part of the Final SEIR and adopted as part of the Project. The conclusions in the Final SEIR are hereby adopted. To avoid duplication and redundancy, these findings will not repeat the analyses and conclusions in the Final SEIR, but instead incorporates them by reference herein and rely upon them as substantial evidence supporting these findings.

In making these findings, the opinions of the Planning Department and other City staff and experts, other agencies and members of the public have been considered. These findings reflect the determination that the determination of significance thresholds is a judgment decision within the discretion of the City and County of San Francisco; the significance thresholds used in the Final SEIR are supported by substantial evidence in the record, including the expert opinion of the Final SEIR preparers and City staff; and the significance thresholds used in the Final SEIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.

These findings do not attempt to describe the full analysis of each environmental impact contained in the Final SEIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final SEIR and these findings hereby incorporate by reference the discussion and analysis in the Final SEIR supporting the determination regarding the Project impacts and mitigation measures designed to address those impacts. In making these findings, the determinations and conclusions of the Final SEIR relating to environmental impacts and mitigation measures, are hereby ratified, adopted and incorporated in these findings, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth below, the mitigation measures set forth in the Final SEIR and the attached MMRP are hereby adopted and incorporated to substantially lessen or avoid the potentially significant and significant impacts of the Project. Accordingly, in the event a mitigation measure recommended in the Final SEIR has inadvertently been omitted in these findings or the MMRP,

such mitigation measure is nevertheless hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the Final SEIR due to a clerical error, the language of the policies and implementation measures as set forth in the Final SEIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the Final SEIR.

e. 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 San Francisco Bicycle Plan Project Final EIR and all documents referenced in or relied upon by the Final EIR;

All information (including written evidence and testimony) provided by City staff to the Planning Commission or SFMTA Board relating to the SEIR, the proposed approvals and entitlements, the Project, and the alternatives set forth in the SEIR;

All information (including written evidence and testimony) presented to the Planning Commission or SFMTA Board by the environmental consultant and subconsultants who prepared the SEIR, or incorporated into reports presented to the Planning Commission or SFMTA Board;

All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the SEIR;

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 related to the Project and the SEIR;

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 SEIR received during the public review period, the administrative record, and background documentation for the Final SEIR and Planning Commission actions are located at the Planning Department, 1650 Mission

Street, Suite 400, San Francisco. Jonas Ionin, Commission Secretary, is the custodian of these documents and materials. Documents and materials related to the Project, the Bicycle Plan and its related approvals are located at the SFMTA, 1 So. Van Ness, 7th Floor, San Francisco. Roberta Boomer, SFMTA Board Secretary, is the custodian of these documents and materials. Documents and materials related to the sewer improvements for the Project are located at Public Works, 1680 Mission Street, San Francisco. Frank Lee is the custodian of these documents and materials. Documents and materials related to the water main improvements for the project are located at the SFPUC, 1990 Newcomb Ave San Francisco. D. Hood 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, including the Initial Study to the Bicycle Plan FEIR, and the SEIR, the Board finds that the implementation of the Project would not result in any significant environmental impacts in the following areas: Land Use and Land Use Planning; Aesthetics; Population and Housing; Wind and Shadow; Recreation; Utilities and Service Systems; Public Services; Biological Resources; Greenhouse Gas Emissions; Geology and Soils, Hydrology/Water Quality; Hazards/Hazardous Materials; Mineral/Energy Resources; Agricultural and Forest Resources; and Transportation and Circulation impacts related to transit, pedestrians, bicycles, passenger loading, emergency vehicle access, and transportation-related construction.

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

Finding: 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 Bicycle Plan FEIR and Initial Study, and are applicable to the Project and the mitigation measures set forth in the FSEIR. These findings discuss mitigation measures as proposed in the Bicycle Plan FEIR and FSEIR and which are recommended for adoption by identified parties including the SFMTA Board.

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 the SEIR 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 SFMTA Board finds that, based on the record before it, the mitigation and improvement measures proposed for adoption in the FSEIR 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 SFMTA, through this Board, agrees to adopt all mitigation measures identified in the FSEIR. The SFMTA Board urges other agencies to adopt and implement applicable mitigation measures set forth in the FSEIR that are within the jurisdiction and responsibility of such entities, and the record demonstrates that Public Works and the Planning Department have agreed to adopt all mitigation and improvement measures identified in the FSEIR that are within their responsibility. As part of this Board's adoption of the Project, and approval of the CEQA Findings, the Board hereby adopts the mitigation and improvement measures as specified in the FSEIR that are within the Board's jurisdiction. The SFMTA Board acknowledges that if these mitigation measures, or those within the jurisdiction of other agencies, are not adopted and implemented, the Project may result in additional significant unavoidable impacts. For this reason, and as discussed in Section VI, the SFMTA Board is adopting a Statement of Overriding Considerations as set forth in Section VII.

All mitigation measures identified in the Bicycle Plan FEIR and the FSEIR 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.

Bicycle Plan FEIR/Initial Study

Archaeological Resources

Impact – Potential disturbance to archeological resources

Potentially-Significant Impact

Implementation of the Preferred Project would involve ground disturbance that could result in potential impacts to archeological resources.

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. Mitigation Measure 1 requires the project sponsor to distribute the Planning Department archeological resource "ALERT" sheet to prime contractors; to any project subcontractor

(including demolition, excavation, grading, 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. 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.

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.

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.

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. 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 of the Planning Department (now Environmental Planning 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.

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. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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 Environmental Planning Division 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.

Implementation of Mitigation Measure 1 would reduce potential impacts on archeological resources to less-than-significant levels.

FSEIR

Cultural and Paleontological Resources

1. Impact – Potential adverse change to C-Listed, Eligible to be Listed, or significant archeological resources, including those containing human remains (Impact CP-2).

   Potentially-Significant Impact

   Implementation of the Preferred Project would involve ground disturbance that could result in potential impacts to previously undiscovered archeological resources, both prehistoric and historic.

   Mitigation Measure for Project impacts on prehistoric and historic archeological resources (Mitigation Measure M-CP-2: Archeological Monitoring) 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-CP-2. Mitigation Measure M-CP-2 requires the project sponsor to retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist.

   The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the Environmental Review Officer (ERO) for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could

suspend construction of the project for up to a maximum of 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines section 15064.5(a)(c).

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soil disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context.

The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource.

The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits.

The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.

If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate

evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

Consultation with Descendant Communities: On discovery of an archeological site associated with descendant Native Americans or the Overseas Chinese an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project or its variant, at the discretion of the project sponsor either:

A. The proposed project or its variant shall be re-designed so as to avoid any adverse effect on the significant archeological resource or

B. An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain; that is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project or its variant. Destructive data recovery methods shall

not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

Field Methods and Procedures—Descriptions of proposed field strategies, procedures, and operations;

Cataloguing and Laboratory Analysis—Description of selected cataloguing system and artifact analysis procedures;

Discard and Deaccession Policy—Description of and rationale for field and post-field discard and deaccession policies;

Interpretive Program—Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program;

Security Measures—Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities;

Final Report—Description of proposed report format and distribution of results; and

Curation—Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws, including immediate notification of the Coroner of the City and County of San Francisco and In the event of the Coroner's determination that the human remains are Native American remains, notification of the California State NAHC who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Section 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft 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 testing/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 draft final report.

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 Archeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound, one unbound, and one unlocked searchable PDF copy on CD of the FARR, along with copies of any formal site recordation forms (CA DPR 523 series) and 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.

Implementation of Mitigation Measure M-CP-2 would reduce potential impacts on prehistoric and historic archeological resources to less-than-significant levels.

Impact – Potential impact on unique paleontological resources or sites or unique geological features (Impact CP-3).

Potentially-Significant Impact

Implementation of the Project would involve ground disturbance that could result in the destruction of unique paleontological resources, sites, or unique geological features.

Mitigation Measure for the Project impacts on unique paleontological resources or sites or unique geological features (Mitigation Measure M-CP-3: Paleontological 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 M-CP-3. The Project Sponsor shall distribute a paleontological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the areas of project site identified as being sensitive for paleontological resources. 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.

The Project Sponsor shall provide the 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. Should any feature of apparent potential to be a paleontological resource (fossilized invertebrate, vertebrate, plant, or micro-fossil) be encountered during soils disturbing activities associated with the project, the project sponsor would require that the following steps be taken: the soils disturbing activity within 25 feet of the feature must be stopped, the ERO must be notified, and a qualified paleontologist in accordance with the Society of Vertebrate Paleontology standards (SVP 1996) must also be retained to identify and evaluate the significance of the potential resource. The paleontologist would document the findings in an advisory memorandum to the ERO.

If it is determined that avoidance of effect to a significant paleontological resource is not feasible, the paleontologist shall prepare an excavation plan that may include curation of the paleontological resource in a permanent retrieval paleontological research collections facility such as the University of California (Berkeley) Museum of Paleontology or California Academy of Sciences. The Environmental Planning Division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report.

The requirements of this measure could suspend construction of the proposed project or its variant for as short a duration as reasonably possible and in no event for more than a maximum of 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce potential effects on a significant paleontological resource as previously defined to a less-than-significant level.

Implementation of Mitigation Measure M-CP-3 would reduce potential impacts on prehistoric and historic archeological resources to less-than-significant levels.

Impact – Potential cumulative impact on cultural resources (Impact C-CP-1).

Potentially-Significant Impact

Implementation of the Preferred Project would involve ground disturbance that could result in a cumulatively considerable contribution to cumulative impacts on cultural resources.

Mitigation Measures for the cumulative impacts on archaeological and paleontological resources (Mitigation Measure M-CP-2: Archeological Monitoring and M-CP-3: Paleontological 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 Measures M-CP-2 and M-CP-3. Refer to Mitigation Measures M-CP-2 and M-CP-3, above, for mitigation of this impact. With the implementation of these mitigation measures, the significant impacts on archeological and paleontological resources would be reduced to less than significant levels.

Transportation and Circulation

1. Transportation impact to the intersection of Howard and New Montgomery streets (Intersection #3) during the p.m. peak hour (Impact TR-10).

   a) Potentially-Significant Impact

   Implementation of the Project would increase traffic volumes to the westbound through and southbound right-turning movements as a result of traffic diversion off of Second Street. This would result in the deterioration of the level of service during p.m. peak hour at the intersection of Howard and New Montgomery streets from LOS D to LOS E.

   b) Mitigation Measure for the traffic impact at the intersection of Howard and New Montgomery streets under existing plus project or project variant conditions (Mitigation Measure M-TR-10: Increase Signal Cycle Length) 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-10, which would increase the signal cycle length from 60 seconds to 90 seconds. This would improve the intersection operation from LOS E to LOS D, thus reducing the Project's impact to a less-than-significant level with mitigation.

2. Transportation impact at the intersection of Howard and Hawthorne streets (Intersection #4) during the p.m. peak hour (Impact TR-11).

   a) Potentially-Significant Impact

   Implementation of the Project would increase traffic volumes to the westbound left-through critical lane group as a result of traffic diversion off of Second Street. This would result in the deterioration of the level of service during p.m. peak hour at the intersection of Howard and Hawthorne streets from LOS B to LOS E.

b) Mitigation Measure for the traffic impact at the intersection of Howard and Hawthorne streets under existing plus project or project variant conditions (Mitigation Measure M-TR-11: Increase Signal Cycle Length) and conclusion.

The City finds the potentially-significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-TR-11, which would increase the signal cycle length from 60 seconds to 90 seconds. This would improve the intersection operation from LOS E to LOS B, thus reducing the Project's impact to a less-than-significant level with mitigation.

3. Transportation impact at the intersection of Folsom and Hawthorne streets (Intersection #5) during the p.m. peak hour (Impact TR-12).

a) Potentially-Significant Impact

Implementation of the Preferred Project would increase traffic volumes in the southbound through and southbound left-turning movements. This would result in the deterioration of the level of service during p.m. peak hour at the intersection of Folsom and Hawthorne Streets from LOS E to LOS F.

b) Mitigation Measure for the traffic impact at the intersection of Folsom and Hawthorne streets under existing plus project conditions (Mitigation Measure M-TR-12: Add a Left-Turn Lane) 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-12, which would add a southbound left-turn lane during the p.m. peak demand period. This mitigation measure would require the removal of two commercial loading stalls on the east side of Hawthorne Street north of Folsom Street during the p.m. peak demand period; during the remainder of the day, the loading stalls would remain available for commercial loading activities.

With implementation of the above mitigation measure, the intersection would remain at LOS E under the proposed project or its variant. In order to determine if implementation of the proposed project with the above mitigation would result in a significant traffic impact, the critical eastbound through movement was examined. The project would reduce the volume of traffic by approximately 26 vehicles from the critical eastbound-through movement along Folsom Street during the afternoon peak hour, due to diversions off Second Street to Third Street. This would be a negative contribution to the critical movement and therefore does not constitute a considerable contribution, and impacts of the proposed project would be less than significant with mitigation.

Noise and Vibration

1. Noise impact during the construction period (Impact NO-1).

   a) Potentially-Significant Impact

   Implementation of the Project would involve rehabilitating or replacing sewers, replacing a two-block segment of the water main, relocating overhead utilities underground, and making streetscape improvements by installing bicycle, transit, and pedestrian facilities. Construction of the Project components could result in temporary increases in ambient noise levels near the construction zones.

   b) Mitigation Measure for the noise impact during the construction phase (Mitigation Measure M-NO-1: Control or Abatement of Concrete Saw Operation Noise) 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-NO-1. Mitigation Measure M-NO-1 requires noise abatement techniques when using the concrete saw, which would reduce the noise impacts during construction. The project construction contractor shall implement noise mitigation measures to ensure compliance with the allowable maximum noise level of 80 dBA at a distance of 100 feet from concrete saw operation. Such noise control or sound abatement techniques could include one or more of the following options:

   Use a saw that exhibits or can be shown with manufacturer/supplier test data or published engineering specs no more than 86 dBA L_{max} at 50 feet. Such a saw might be designed to include (either from the factory or with factory-approved acoustical upgrades supplied by others) noise control features, such as a hood, vibration dampening, or other techniques.

   Install a temporary portable noise barrier that provides linear occlusion (a line-of-sight block) between the operating saw and the nearby noise-sensitive receiver of concern. Such a barrier would need to be only tall enough to provide this direct sound path occlusion, and long enough so that "flanking" diffraction would be minimized. It would be placed around the saw work area as a single-wall, an L-shaped combination of two wall segments, or a C-shaped layout if needed. As the saw work area may move or progress from day to day, so would this barrier be relocated. To provide this portability, the barrier would be composed of either a

- Prefabricated curtain or panel-type element suspended from a field-assembled frame or

- Contractor-built plywood barriers using ½-inch minimum thickness boards (with at least 2-inch thick fiberglass or similar acoustically absorptive media) on the equipment-facing side.

Implementation of Mitigation M-NO-1 would reduce noise impacts during construction to less-than-significant levels.

2. Cumulative noise impacts associated with Project construction and operation (Impact C-NO-1).

   a) Potentially-Significant Impact

   Construction of the Project could occur concurrently with construction activities associated with other past, present, and reasonably foreseeable future projects. This would result in cumulative noise and vibration impacts within the Project area.

   b) Mitigation Measure for the cumulative noise impacts associated with construction and operation of the Project (Mitigation Measure C-NO-1: Control or Abatement of Concrete Saw Operation Noise) 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-NO-1. Refer to Mitigation Measures M-NO-1, above, for mitigation of this impact. With the implementation of this mitigation measure, cumulative noise and vibration impacts would be less that significant with mitigation.

Air Quality

1. Air-quality impacts from generation of $PM_{2.5}$ and toxic air contaminants, including diesel particulate matter (Impact AQ-2).

   a) Potentially-Significant Impact

   Implementation of the Project would generate additional short-term air pollution in an area that already experiences poor air quality, thereby affecting nearby sensitive receptors.

b) Mitigation Measure for air-quality impacts during Project construction (Mitigation Measure M-AQ-2: Construction Emissions Minimization) 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-AQ-2, as follows.

A. *Construction Emissions Minimization Plan*. Before a construction permit is issued, the San Francisco Public Works shall submit a construction emissions minimization plan to the ERO for review and approval by an environmental planning air quality specialist. The plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the duration of construction shall meet the following requirements:

a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;

b) All off-road equipment engines shall

i. Meet or exceed either the US EPA or ARB Tier 2 off-road emission standards and

ii. Be retrofitted with an ARB Level 3 VDECS;

c) Exceptions

i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.

ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted evidence to the satisfaction of the ERO that a particular piece of off-road equipment with a CARB Level 3 VDECS is (1) technically not feasible; (2) would not produce desired emissions reductions due to

expected operating modes; (3) would create a safety hazard or impaired visibility for the operator; or (4) would interfere with a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

iii. In accordance with A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment (see Table 4.6-6).

Table 4.6-6: Off-Road Equipment Compliance Step-Down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative fuel[1]

How to use the table: If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

[1]Alternative fuel is not a VDECS.

Source: ARB, "Verified Retrofits for Off-Road Diesel Vehicles," ARB web page last updated June 23, 2014. Available online: http://www.arb.ca.gov/msprog/ordiesel/vdecs.htm.

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than 2 minutes, except as provided in the applicable state regulations for idling off-road and on-road equipment. Legible and visible signs shall be posted in English, Spanish, and Chinese in designated queuing areas and at the construction site to remind operators of the 2-minute idling limit.

3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

4. The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include equipment

type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For VDECS installed, the information may include technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

5. The plan shall be kept onsite and available for review by any persons requesting it, and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the plan and a way to request a copy. The project sponsor shall provide copies of the plan to members of the public as requested.

B. *Reporting*. Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase, including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

Within six months of construction completion, the project sponsor shall submit to the ERO a final report summarizing activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include the detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

C. *Certification Statement and Onsite Requirements*. Before construction begins, the project sponsor must certify compliance with the plan and that all applicable requirements of the plan have been incorporated into contract specifications.

2. Cumulative air-quality impact associated with Project construction and operation (Impact C-AQ-2).

a) <u>Potentially-Significant Impact</u>

Implementation of the Preferred Project would result in a considerable contribution to cumulative health risk impacts on sensitive receptors in an area that already experiences poor air quality. The Project in combination with other past, present, and reasonably foreseeable future projects could generate emissions of PM2.5 and toxic air contaminants,

including diesel particulate matter, at levels that would expose sensitive receptors to substantial pollutant concentrations.

b) Mitigation Measure for cumulative air-quality impacts during construction (Mitigation Measure M-AQ-2: Construction Emission Minimization) 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-AQ-2. Refer to Mitigation Measures M-AQ-2, above, for mitigation of this impact. Implementation of this mitigation measure will reduce the Project's contribution to cumulative air quality impacts to a less than significant level. Overall, cumulative impacts on air quality would be less than significant with mitigation.

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, it is hereby found and determined that, where feasible, changes or alterations have been required, or incorporated into, the Project to reduce the significant environmental impacts as identified in the Final SEIR. It is further found, however, that certain mitigation measures in the Final SEIR, as described in this section, or changes, have been required in, or incorporated into, the Project, pursuant to Public Resources Code Section 21002 and CEQA Guidelines Section 15091, which may lessen, but do not avoid (i.e., reduce to less-than-significant levels), the potentially significant environmental effects associated with implementation of the Project that are described below. Although all of the mitigation measures and improvement measures set forth in the Mitigation Monitoring and Reporting Plan (MMRP), attached as Exhibit 1, are adopted, for some of the impacts listed below, despite the implementation of feasible mitigation measures and improvement measures, the effects remain significant and unavoidable.

It is further found, as described in this Section IV, based on the analysis contained within the Final SEIR, other considerations in the record, and the significance criteria identified in the Final SEIR, that because some aspects of the Project could cause potentially significant impacts for which feasible mitigation measures are not available to reduce the impact to a less-than-significant level, those impacts remain significant and unavoidable. For example, as noted in the FSEIR, the range of otherwise typical mitigation measures for transportation impacts are limited in San Francisco, due to physical constraints of the existing roadway geometry and competing priorities for the use of the available right-of-way to provide facilities for pedestrians, transit, or bicycles as proposed by the Project. Additional travel lanes cannot be created to allow for more capacity at an intersection because in a built environment additional travel lanes would require narrowing or removing sidewalks or acquiring and demolishing privately owned structures. Often, additional green time cannot be added or reduced to a traffic signal due to the need for adequate time for pedestrians to cross a street or due to the need to accommodate cross traffic.

Thus, due to the existing constrained roadway geometries and other considerations, no feasible mitigation measures have been identified for some of the following transportation impacts, as noted below. It is also recognized that although mitigation measures are identified in the Final SEIR that would reduce some significant impacts, certain measures, as described in this Section IV below, are uncertain or infeasible for reasons set forth below, and therefore those impacts remain significant and unavoidable or potentially significant and unavoidable.

Therefore, the following significant impacts on the environment, as reflected in the Final EIR, are unavoidable. As more fully explained in Section VII, below, under Public Resources Code Section 21081(a)(3) and (b), and CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, it is found and determined that legal, environmental, economic, social, technological and other benefits of the Project override any remaining significant adverse impacts of the Project for each of the significant and unavoidable impacts described below. This finding is supported by substantial evidence in the record of this proceeding.

Transportation

As noted above in Section II, based on substantial evidence in the record, the Board finds that the Project would not have significant environmental impacts in the areas of transportation related construction impacts; transit impacts; pedestrian impacts; bicycle impacts; emergency access; passenger loading; and parking. However, the Project will have the following significant and unavoidable transportation impacts:

1. Transportation impact to the intersection of Market and New Montgomery streets under existing plus project conditions (Impact TR-2).

   a) Potentially-Significant Impact

      The intersection of Market and New Montgomery streets would operate at LOS E during the p.m. peak hour under existing plus project conditions.

   b) Mitigation measure for the transportation impact to the intersection of Market and New Montgomery streets under existing plus project conditions and conclusion.

      No feasible mitigation measures have been identified for impacts at the intersection of Market and New Montgomery Streets under existing plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of the Proposed Project.

2. Transportation impact to the intersection of Mission and New Montgomery Streets under Existing plus project conditions (Impact TR-3).

   a) Potentially-Significant Impact

      The intersection of Mission and New Montgomery Streets would operate at LOS F during the p.m. peak hour under existing plus project conditions.

   b) Mitigation measure for the transportation impact to the intersection of Mission and New Montgomery streets under existing plus project conditions and conclusion.

      No feasible mitigation measures have been identified for the intersection of Mission and New Montgomery Streets under existing plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of the Project.

3. Transportation impact to the intersection of Harrison and Hawthorne Streets under existing plus project conditions (Impact TR-3).

   a) Potentially-Significant Impact

      The intersection of Harrison and Hawthorne Streets would operate at LOS E during the p.m. peak hour under existing plus project conditions.

   b) Mitigation measure for the transportation impact to the intersection of Harrison and Hawthorne Streets under existing plus project conditions and conclusion.

      No feasible mitigation measures have been identified for the intersection of Harrison and Hawthorne Streets under existing plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of the Project.

4. Transportation impact to the intersection of King and Third Streets under existing plus project conditions (Impact TR-5).

   a) Potentially-Significant Impact

      The Project would contribute considerably to the unsatisfactory operation of the intersection of King and Third Streets and the intersection would continue to operate at LOS F during the p.m. peak hour under existing plus project conditions.

b) Mitigation measure for the transportation impact to the intersection of King and Third streets under existing plus project condition and conclusion.

No feasible mitigation measures have been identified for the intersection of King and Third Streets under existing plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of the Project.

5. Transportation impact to the intersection of Harrison and Second Streets under existing plus project conditions (Impact TR-6).

a) Potentially-Significant Impact

The intersection of Harrison and Second Streets would operate at LOS F during the p.m. peak hour under existing plus project conditions.

b) Mitigation measure for the transportation impact to the intersection of Harrison and Second streets under existing plus project conditions and conclusion.

No feasible mitigation measures have been identified for the intersection of Harrison and Second streets under existing plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of the Project.

6. Transportation impact to the intersection of Bryant and Second streets under existing plus project conditions (Impact TR-7).

a) Potentially-Significant Impact

The Project would contribute considerably to the unsatisfactory operation of the intersection of Bryant and Second streets and the intersection would continue to operate at LOS F during the p.m. peak hour under existing plus project conditions.

b) Mitigation measure for the transportation impact to the intersection of Bryant and Second streets under Existing plus project conditions and Conclusion.

No feasible mitigation measures have been identified for the intersection of Bryant and Second streets under existing plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of the Project.

7. Transportation impact to the intersection of Harrison and First streets under existing plus project conditions (Impact TR-8).

   a) Potentially-Significant Impact

      The Project would contribute considerably to the unsatisfactory operation of the intersection of Harrison and First streets and the intersection would continue to operate at LOS F during the p.m. peak hour under existing plus project conditions.

   b) Mitigation measure for the transportation impact to the intersection of Harrison and First streets under existing plus project conditions and Conclusion.

      No feasible mitigation measures have been identified for the intersection of Harrison and First streets under existing plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of the Project.

8. Transportation impact to the intersection of Fifth Street/Bryant Street/I-80 Eastbound On-Ramp under existing plus project conditions (Impact TR-9).

   a) Potentially-Significant Impact

      The Project would contribute considerably to the unsatisfactory operation of the intersection of Fifth Street/Bryant Street/I-80 Eastbound On-Ramp and the intersection would continue to operate at LOS F during the p.m. peak hour under existing plus project conditions.

   b) Mitigation measure for the transportation impact to the intersection of Fifth Street/Bryant Street/I-80 Eastbound On-Ramp under existing plus project conditions and conclusion.

      No feasible mitigation measures have been identified for the intersection of Fifth Street/ Bryant Street/I-80 Eastbound On-Ramp under existing plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of the Project.

9. Transportation impacts to 11 of the 29 study intersections during the weekday baseball games at AT&T Ball Park under existing plus project conditions (Impact TR-15).

   a) Potentially-Significant Impact

      The Project would reduce right-turn capacity from northbound Second Street to Harrison Street and Bryant Street. This change would cause vehicles trying to access the Bay

Bridge to stay on Third Street to access the freeway, or divert to the Fifth Street on-ramp. This change in traffic pattern would further exacerbate the significant impacts experienced under the Project conditions during weekday baseball games at AT&T Ball Park during the p.m. peak hour at the following 11 study intersections:

1. Market and New Montgomery streets
2. Mission and New Montgomery streets
3. Howard and New Montgomery streets
4. Howard and Hawthorne streets
5. Folsom and Hawthorne streets
6. Harrison and Hawthorne streets
10. King and Third streets
16. Harrison and Second streets
17. Bryant and Second streets
28. Harrison and First streets
29. Fifth Street/Bryant Street/I-80 eastbound on-ramp

b) Mitigation measures for the transportation impact to 11 of the 29 study intersections during the weekday baseball games at AT&T Ball Park under existing plus project conditions (Mitigation Measures **M-TR-10**, **M-TR-11**, and **M-TR-12**) and conclusion.

The significant impacts at the intersections of Howard and New Montgomery Streets, Howard and Hawthorne Streets, and Folsom and Hawthorne Streets would be reduced to less-than-significant levels by implementing Mitigation Measures **M-TR-10**, **M-TR-11**, and **M-TR-12** noted above under Section III. However, no feasible mitigation measures have been identified for the remaining eight intersections under Existing plus Proposed Project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at these eight intersections with the implementation of the Proposed Project.

10. Transportation impact to commercial loading along Second Street under existing plus project conditions (Impact TR-22).

a) Potentially-Significant Impact

The Project would remove on-street commercial loading spaces along Second Street that could not be located nearby and would thereby result in potential conflicts between trucks and other traffic.

b) Mitigation measures for the transportation impact to loading along Second Street under existing plus project conditions (Mitigation Measure M-TR-12 and Mitigation Measure M-TR-22) and conclusion.

With the implementation of **Mitigation Measure M-TR-12** (listed above), the two existing yellow commercial loading stalls on the east side of Hawthorne Street north of Folsom

Street would be removed during the p.m. peak demand period to provide a southbound left-turn pocket; they would remain available for commercial loading activities during the remainder of the day. **Mitigation Measure M-TR-22** requires that whenever feasible, commercial loading stalls proposed for removal would be relocated within 250 feet of the existing location. However, the feasibility of providing replacement commercial loading stalls cannot be assured in every situation where loading stalls may be removed until final design of the exact specifications of the Project. Because it may not be feasible to relocate all commercial loading stalls, a significant and unavoidable impact on commercial loading along the corridor would occur with implementation of the Project.

11. Transportation impact to the intersection of Market and New Montgomery streets under cumulative plus project or conditions (Impact C-TR-2).

    a) Potentially-Significant Impact

    The Project would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of Market and New Montgomery streets and the intersection would continue to operate at LOS F under cumulative plus project conditions.

    b) Mitigation measure for the transportation impact to the intersection of Market and New Montgomery streets under cumulative plus project conditions and conclusion.

    No feasible mitigation measures have been identified for the intersection of Market and New Montgomery streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

12. Transportation impact to the intersection of Mission and New Montgomery streets under cumulative plus project or conditions (Impact C-TR-3).

    a) Potentially-Significant Impact

    The Project would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of Mission and New Montgomery streets and the intersection would continue to operate at LOS F under cumulative plus project or conditions.

    b) Mitigation measure for the transportation impact to the intersection of Mission and New Montgomery streets under cumulative plus project conditions and conclusion.

    No feasible mitigation measures have been identified for the intersection of Mission and New Montgomery streets under cumulative plus project conditions for the reasons set

forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

13. Transportation impact to the intersection of Howard and New Montgomery streets under cumulative plus project conditions (Impact C-TR-4).

    a) Potentially-Significant Impact

    The intersection of Howard and New Montgomery streets would operate at LOS E under cumulative plus project conditions.

    b) Mitigation measure for the transportation impact to the intersection of Howard and New Montgomery streets under cumulative plus project conditions and conclusion.

    No feasible mitigation measures have been identified for the intersection of Howard and New Montgomery streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

14. Transportation Impact to the intersection of Howard and Hawthorne streets under cumulative plus project conditions (Impact C-TR-5).

    a) Potentially-Significant Impact

    The Project would cause a significant impact at the intersection of Howard and Hawthorne streets under existing plus project conditions and would continue to cause significant impacts under cumulative plus project conditions.

    b) Mitigation measure for the transportation impact to the intersection of Howard and Hawthorne streets under cumulative plus project conditions and conclusion.

    No feasible mitigation measures have been identified for the intersection of Howard and Hawthorne streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

15. Transportation impact to the intersection of Harrison and Hawthorne streets under cumulative plus project conditions (Impact C-TR-6).

    a) Potentially-Significant Impact

    The intersection of Harrison and Hawthorne streets would operate at LOS F under cumulative plus project conditions.

    b) Mitigation measure for the transportation impact to the intersection of Harrison and Hawthorne streets under cumulative plus project conditions and conclusion.

    No feasible mitigation measures have been identified for the intersection of Harrison and Hawthorne streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

16. Transportation impact to the intersection of Bryant and Third streets under cumulative plus project conditions (Impact C-TR-7).

    a) Potentially-Significant Impact

    The Project would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of Bryant and Third streets and the intersection would continue to operate at LOS F under cumulative plus project conditions.

    b) Mitigation measure for the transportation impact to the intersection of Bryant and Third streets under cumulative plus project conditions and conclusion.

    No feasible mitigation measures have been identified for the intersection of Bryant and Third streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

17. Transportation impact to the intersection of Brannan and Third streets under cumulative plus project conditions (Impact C-TR-8).

    a) Potentially-Significant Impact

    The Project would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of Brannan and Third streets and the intersection would continue to operate at LOS F under cumulative plus project conditions.

b) Mitigation measure for the transportation impact to the intersection of Brannan and Third streets variant under cumulative plus project conditions and conclusion.

No feasible mitigation measures have been identified for the intersection of Brannan and Third streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

18. Transportation impact to the intersection of Townsend and Third streets under cumulative plus project conditions (Impact C-TR-9).

a) Potentially-Significant Impact

The Project would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of Townsend and Third streets and the intersection would continue to operate at LOS F under cumulative plus project conditions.

b) Mitigation measure for the transportation impact to the intersection of Townsend and Third streets under cumulative plus project conditions and conclusion.

No feasible mitigation measures have been identified for the intersection of Townsend and Third streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

19. Transportation impact to the intersection of King and Third streets under cumulative plus project conditions (Impact C-TR-10).

a) Potentially-Significant Impact

The Project would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of King and Third streets and the intersection would continue to operate at LOS F under cumulative plus project conditions.

b) Mitigation measure for the transportation impact to the intersection of King and Third streets under cumulative plus project conditions and conclusion.

No feasible mitigation measures have been identified for the intersection of King and Third streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable

cumulative impact would occur at this intersection with the implementation of the Project.

20. Transportation impact to the intersection of Harrison and Second streets under cumulative plus project conditions (Impact C-TR-11).

    a) Potentially-Significant Impact

    The Project would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of Harrison and Second streets and the intersection would continue to operate at LOS F under cumulative plus project conditions.

    b) Mitigation measure for the transportation impact to the intersection of Harrison and Second streets under cumulative plus project conditions and conclusion.

    No feasible mitigation measures have been identified for the intersection of Harrison and Second streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

21. Transportation impact to the intersection of Bryant and Second streets under cumulative plus project conditions (Impact C-TR-12).

    a) Potentially-Significant Impact

    The Project would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of Bryant and Second streets and the intersection would continue to operate at LOS F under cumulative plus project conditions.

    b) Mitigation measure for the transportation impact to the intersection of Bryant and Second streets under cumulative plus project conditions and conclusion.

    No feasible mitigation measures have been identified for the intersection of Bryant and Second streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

22. Transportation impact to the intersection of Townsend and Second streets under cumulative plus project conditions (Impact C-TR-13).

    a) Potentially-Significant Impact

    The intersection of Townsend and Second streets would operate at LOS F under cumulative plus project conditions.

    b) Mitigation measure for the transportation impact to the intersection of Townsend and Second streets under cumulative plus project conditions and conclusion.

    No feasible mitigation measures have been identified for the intersection of Townsend and Second streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

    To the extent that allowing southbound left-turns from Second Street to Brannan Street as described under the Project Variant can be considered a mitigation measure for Impact C-TR-13, the SFMTA Board finds allowing southbound left turns is infeasible because allowing left turns would increase the likelihood of collisions between left turning vehicles and pedestrians and northbound bicyclists. In addition, allowing southbound left turns from Second Street onto Brannan from the single left turn/through lane would slightly increase Muni travel time but would also add an undefined amount of variability to Muni travel time. The SFMTA Board therefore finds that allowing southbound left turns does not meet the Project objectives to improve the safety and accessibility for pedestrians, bicyclists and transit passengers along the entirety of the Second Street corridor, decrease the likelihood of pedestrian and bicycle collisions with vehicles by reducing the number of conflicts between vehicles and pedestrians or bicycles, or maintain system-wide reliability for transit routes along Second Street, and ds therefore infeasible.

23. Transportation impact to the intersection of Harrison and First streets under cumulative plus project conditions (Impact C-TR-14).

    a) Potentially-Significant Impact

    The Project would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of Harrison and First streets and the intersection would continue to operate at LOS F under cumulative plus project conditions.

b) Mitigation measure for the transportation impact to the intersection of Harrison and First streets under cumulative plus project ant conditions and conclusion.

No feasible mitigation measures have been identified for the intersection of Harrison and First streets under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

24. Transportation impact to the intersection of Fifth Street/Bryant Street/I-80 Eastbound On-Ramp under cumulative plus project conditions (Impact C-TR-15).

a) Potentially-Significant Impact

The Project or would contribute cumulatively considerable traffic to the unsatisfactory operation of the intersection of Fifth Street/Bryant Street/I-80 Eastbound On-Ramp and the intersection would continue to operate at LOS F under cumulative plus project conditions.

b) Mitigation measure for the transportation impact to the intersection of Fifth Street/Bryant Street/I-80 Eastbound On-Ramp under cumulative plus project conditions and conclusion.

No feasible mitigation measures have been identified for the intersection of Fifth Street/ Bryant Street/I-80 Eastbound On-Ramp under cumulative plus project conditions for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable cumulative impact would occur at this intersection with the implementation of the Project.

25. Transportation impact to commercial loading along Second Street under cumulative plus project conditions (Impact C-TR-24).

a) Potentially-Significant Impact

The Project would result in a project-specific significant and unavoidable impact for commercial loading under existing plus project conditions along the Second Street corridor. Therefore, the Project would contribute considerably to cumulative impacts on commercial loading.

b) Mitigation measure for the transportation impact to loading along Second Street under cumulative plus project conditions (Mitigation Measure M-TR-22) and conclusion.

Mitigation Measure M-TR-22 requires that whenever feasible, commercial loading stalls proposed for removal would be relocated within 250 feet of the existing location. However, the feasibility of providing replacement commercial loading stalls cannot be assured in every situation where loading stalls may be removed. Hence, a significant and unavoidable cumulative impact on commercial loading along the corridor would occur with implementation of the Project.

26. Transportation impact to traffic conditions during game days under cumulative plus project conditions (Impact C-TR-26).

a) Potentially-Significant Impact

This change in traffic pattern would further exacerbate the significant cumulative traffic impacts experienced under the Project conditions during the p.m. peak hour at 14 study intersections listed below.

1. Market and New Montgomery streets
2. Mission and New Montgomery streets
3. Howard and New Montgomery streets
4. Howard and Hawthorne streets
6. Harrison and Hawthorne streets
7. Bryant and Third streets
8. Brannan and Third streets
9. Townsend and Third streets
10. King and Third streets
16. Harrison and Second streets
17. Bryant and Second streets
20. Townsend and Second streets
28. Harrison and First streets
29. Fifth Street/Bryant Street/I-80 eastbound on-ramp

b) Mitigation measure for the transportation impact to traffic under game day conditions at the 11 study intersections listed above cumulative plus project conditions and conclusion.

No feasible mitigation measures have been identified for the 14 intersections under the Project conditions during game day conditions, for the reasons set forth above regarding constrained roadway geometries. Hence, a significant and unavoidable impact would occur at these intersections with the implementation of the Proposed Project or Project variant. To the extent that allowing southbound left-turns from Second Street to Brannan Street as described under the Project Variant can be considered a mitigation measure for Impact C-TR-26 at Townsend and Second Streets, the SFMTA rejects this mitigation measure as infeasible for the same reasons set forth under Impact C-TR-13, above.

V. Why Recirculation is not Required

Finding: After the publication of the Draft SEIR, the project sponsor made two modifications to the Project Description. In particular, in addition to the sewer line improvements, Public Works will also replace the water main on two blocks of Second Street and SFMTA will implement an Interim Near Term Phase of the bicycle improvements. In addition, the Responses to Comments document thoroughly addressed all public comments that the Planning Department received on the Draft SEIR. In response to these comments and changes in the project description, the Department added new and clarifying text to the SEIR. 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 SEIR under CEQA Guideline Section 15088.5.

The Responses to Comments document, which is incorporated herein by reference, analyzed all of these changes, including the water main replacement and the Interim Near Term Phase, 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 Draft SEIR.

Based on the information set forth above and other substantial evidence in light of the whole record on the Final SEIR, the Board determines that the Project is within the scope of project analyzed in the Final SEIR; (2) approval of the Project will not require important revisions to the Final SEIR 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 Project and other changes analyzed in the Final SEIR, no substantial changes have occurred with respect to the circumstances under which the Project is undertaken which would require major revisions to the Final SEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final SEIR; and (4) no new information of substantial importance to the Project has become available which would indicate (a) the Project or the approval actions will have significant effects not discussed in the Final SEIR; (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 SEIR would substantially reduce one or more significant effects on the environment. Consequently, there is no need to recirculate the Final SEIR 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 alternatives identified in the SEIR ("Alternatives") 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 Project's purposes and provides the rationale for rejecting alternatives as infeasible, describes the Project Alternatives' components, and identifies the environmentally superior alternative.

CEQA mandates that an SEIR evaluates 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 SEIR evaluate a "No Project" alternative as part of the range of alternatives analyzed in the EIR. The Second Street Improvement Project SEIR's No Project analysis was prepared in accordance with CEQA Guidelines Section 15126.6(e)(3)(A) and (C).

Alternatives provide a basis of comparison to the 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 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, including policy considerations, described in this Section and for the reasons described in Section VII below, which is incorporated herein by reference.

Alternatives Rejected and Reasons for Rejection

As described above and in this section, the Project constitutes adoption of the Second Street Improvement Project, which is intended to transform the Second Street corridor in the east South of Market (SoMa) neighborhood into a pedestrian- and bicycle-friendly complete street, consistent with the vision identified by the community in the East SoMa Area Plan, an area plan of the City's General Plan. In addition, the Project would include the replacement of the water main along a two-block segment of Second Street, rehabilitation and replacement of aging sewers along the project corridor, construction/installation/relocation of drainage facilities, and placement of existing overhead utilities underground along Second Street from Stillman to Townsend Streets.

As stated in Section 15126.6 (a) of the CEQA Guidelines, "an EIR shall describe "a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant

effects, and evaluate the comparative merits of the alternatives." The Alternatives are presented in Chapter 6 of the SEIR, and only summarized here. Chapter 6 of the FSEIR also compares the ability for the Alternatives to meet the basic project objectives, as compared to the Project. The reasons that the Alternatives fail to meet the project objectives as compared to the project set forth in Chapter 6 are hereby incorporated by reference.

No Project Alternative (Alternative 1), and reasons for Rejection

The No Project Alternative assumes that the proposed improvements along Second Street would not be implemented; therefore, there would be no change from existing conditions. The No Project alternative would not have any of the significant and unavoidable impacts due to the Project as listed in Section IV. However, the No Project Alternative would not meet the Project objectives to improve bicycle and pedestrian safety along the Second Street corridor, increase the amount of space dedicated to pedestrians along Second Street, fulfill the recommendations of the San Francisco Bicycle Plan by installing a dedicated bicycle facility along Second Street, maintain system-wide reliability for transit routes along Second Street, or decrease the likelihood of pedestrian and bicyclist collisions. The No Project alternative would not prioritize the needs of people walking, bicycling, and taking transit, and would not be consistent with the San Francisco Transit First Policy. The No Project Alternative would not reduce the number of vehicles accessing the freeway from Second Street, nor would it inspect, rehabilitate, or restore the water main or sewer system along the corridor or relocate overhead utilities underground.

Because it does not meet the basic Objectives of the project, for the foregoing reasons as well as economic, legal, social, technological, and other considerations set forth herein and elsewhere in the record, the No Project Alternative is hereby rejected as infeasible.

Rejection of the Bicycle Lanes Alternative (Alternative 2)

Alternative 2, which is similar to Modified Option 1 in the Bicycle Plan FEIR, would include one travel lane and one bicycle lane in each direction. Sidewalks on only the west side of Second Street between Harrison and Townsend Streets would be widened. Alternative 2 would maintain the existing 60-second signal cycle lengths at all locations, with no separate bicyclist/pedestrian signal phase at the signalized intersections along Second Street. Under Alternative 2, bus stops on Second Street would be consolidated (from 13 to 10), and bus bulbs (not boarding islands) would be constructed. Net parking loss would be 28 parking spaces, 12 motorcycle spaces, 8 commercial loading stalls, and one passenger loading zone. Alternative 2 would also include rehabilitation and replacement of the sewer system along Second Street, replacement of the water main along a two-block segment, and undergrounding the overhead utilities between Stillman and Townsend streets.

Alternative 2 would have reduced impacts related to noise and vibration, and air quality compared to the Project, due to the decreased amount and duration of construction. Similar to the Project, Alternative 2 would have significant impacts related to transportation and circulation, as summarized below.

Traffic Impacts—Alternative 2 would cause significant and unavoidable traffic impacts at seven intersections compared to eight intersections under the Project. The significant impact at Bryant and Second Streets would be eliminated. It would result in significant and unavoidable cumulative traffic impacts at 12 intersections, two fewer intersections than the Project. The cumulative traffic impact at Bryant and Second Streets and Townsend and Second Streets would be eliminated.

Transit Impacts—Alternative 2 would slightly improve transit travel time Muni Routes 10 and 12, compared to the Project. Cumulative transit delay time for Muni Route 10 under Alternative 2 would be less improved than under the Project. Cumulative transit delay would improve for Muni Route 12 under Alternative 2 conditions compared to cumulative transit under the Project conditions.

Pedestrian Impacts—Although Alternatives 2 would improve pedestrian safety along Second Street compared to existing conditions, and pedestrian impacts would be less than significant, these improvements would not be to the same degree as those under the Project. In particular, because the Project would provide a separate pedestrian and bicyclist signal phase, conflicts between right-turning vehicles and pedestrians would continue under Alternative 2 but would be eliminated under the Project.

Bicycle Impacts—Alternative 2 would improve bicycle facilities along Second Street, and would result in less-than-significant bicycle impacts. However, it would have somewhat greater bicycle impacts than the Project because these alternatives would not achieve the same degree of bicycle safety. In particular, because Alternative 2 would not provide a separate pedestrian and bicycle signal phase, conflicts between right-turning motorists and bicyclist would continue under the Alternative 2, but the conflicts would be removed under the Project. Further, the bus bulbs or bus stops under Alternative 2 would have the potential to cause conflicts between transit vehicles and bicyclists. Bus operators would have to cross the bicycle lanes to allow passengers to board and alight at the bus bulb or would have to pull into and out of the bus zones. Under the Project, this conflict between buses and bicycles would be eliminated.

Emergency Vehicle Access—Alternative 2 would provide adequate widths, clearance, and capacity for emergency vehicle access, similar to the Project. However, unlike the Project, Alternative 2 would include bus bulbs instead of bus boarding islands. Therefore, in the event of an emergency, the bicycle lanes under Alternative 2 would be more accessible for vehicles to pull over than under the Project.

Loading Impacts—Compared to the Project, Alternative 2 would reduce impacts on passenger loading zones and would eliminate commercial loading impacts.

Parking Impact—Alternative 2 would have reduced parking impacts compared to the Project because fewer parking spaces would be removed.

Alternative 2 would meet some of the Project objectives and would improve bicycle and pedestrian safety compared to the existing conditions. However, Alternative 2 would not achieve the same degree of bicycle and pedestrian safety as the Project. This is because the bicycle lanes would not be grade-separated from vehicles as are the cycle tracks under the Project. In addition, the pedestrian/bicycle signal phase at intersections allows pedestrians and bicyclists an exclusive movement phase without vehicles, decreasing conflicts between vehicles and pedestrians or bicyclists. Under Alternative 2, the sidewalks would only be widened on one side of the street, thus reducing the area within the right-of-way available for pedestrians, as compared to the Project. Therefore, unlike the Project, Alternative 2 would not fully achieve project objectives related to improved safety and accessibility, prioritization of the needs of people walking, bicycling, and taking transit, reduced conflicts between vehicles and pedestrians and bicycles, and reduced number of vehicles accessing the freeway from Second Street.

For the foregoing reasons as well as economic, legal, social, technological, and other considerations set forth herein and elsewhere in the record, Alternative 2 is hereby rejected as infeasible because it fails to fully meet the project objectives.

Center-Turn Lane Alternative (Alternative 3), and reasons for rejection

Alternative 3 would include a northbound and southbound Class II bicycle lane, with a two-way, left-turn center lane along two sections of Second Street (from Market to Harrison Streets, and from South Park and Townsend Streets). Exclusive left turn lanes would be provided at certain intersections. Traffic signal lengths would be retained at 60 seconds, except at 3 intersections which would be 90 seconds. In 2040 cumulative conditions, signal cycle lengths would be increased to 90 seconds at all intersections due to other projects. No separate bicycle phase would be provided. Alternative 3 would remove one lane of traffic in each direction from existing conditions. Bus stops along Second Street would be consolidated from 13 stops to 10 stops, and would include bus zones and bus bulbs (not boarding islands). Sidewalks on both sides of Second Street would be widened between Harrison and Townsend Streets. Alternative 3 would result in a net loss of 9 passenger loading zones, 24 commercial loading stalls, 91 parking spaces and 32 motorcycle spaces. Alternative 3 would also include rehabilitation and replacement of the sewer system along Second Street, replacement of the water main along a two-block segment, and undergrounding the overhead utilities between Stillman and Townsend streets.

Comparison of Impacts of Alternative 3

Alternative 3 would have similar impacts related to noise and vibration, and air quality compared to the Project. Similar to the Project, Alternative 3 would have significant impacts related to transportation and circulation, as summarized below.

Traffic Impacts— Alternative 3 would cause significant and unavoidable traffic impacts at three fewer intersections than the Project. The significant and unavoidable impact at Market and Montgomery Streets, Mission and New Montgomery Streets and Harrison and First Streets would be eliminated. It would result in significant cumulative impact at 11 intersections, three fewer intersections than the Project. The significant cumulative impact at 5 intersections would be eliminated, but Alternative 3 would have significant cumulative impacts at 2 additional intersections where the Project's impacts are less-than-significant.

Transit Impacts—Unlike the Project, Alternative 3 would result in significant and unavoidable impacts on Muni Route 10, primarily due to the delays caused by left-turning vehicles. Left turns would be allowed at most intersections under Alternative 3. Similar to the Project, Alternative 3 would have less-than-significant impacts on Muni Route 12.

Unlike cumulative plus project conditions, cumulative plus Alternative 3 conditions would result in significant and unavoidable cumulative transit impacts on Muni Route 10. Similar to the Project, cumulative plus Alternative 3 conditions would result in less-than-significant cumulative impacts on Muni Route 12.

Pedestrians Impacts—Although Alternatives 3 would improve pedestrian safety along Second Street, compared to existing conditions, and pedestrian impacts would be less than significant, these pedestrian safety improvements would not be to the same degree as those under the Project. This is because, unlike the Project, Alternative 3 would not provide a separate pedestrian and bicyclist signal phase, resulting in conflicts between right-turning vehicles and pedestrians.

Bicycle Impacts—By providing a dedicated bicycle lane, Alternative 3 would improve bicycle facilities along Second Street, and would result in less-than-significant bicycle impacts. However, Alternative 3 would have somewhat greater bicycle impacts than the Project because Alternative 3 would not achieve the same degree of bicycle safety. In particular, since Alternative 3 would not provide a separate pedestrian and bicycle signal phase, conflicts between right-turning motorists and bicyclist would continue under Alternative 3, but the conflicts would be removed under the Project. Further, the bus bulbs or bus stops under Alternative 3 would have the potential to cause conflicts between transit vehicles and bicyclists. Bus operators would have to cross the bicycle lanes to allow passengers to board and alight at the bus bulb or would have to pull into and out of the bus zones.

Emergency Vehicle Access—Alternative 3 would provide adequate widths, clearance, and capacity for emergency vehicle access, similar to the Project. However, unlike the Project, Alternative 3 would include bus bulbs instead of bus boarding islands. Therefore, in the event of an emergency, the bicycle lanes under Alternative 3 would be more accessible for vehicles to pull over than under the Project.

Loading Impacts—Passenger loading would be removed under Alternative 3, resulting in a significant loading impact. Replacing passenger loading zones would reduce, but not eliminate this impact. Commercial loading would also be removed under Alternative 3, and could be replaced to reduce but not eliminate the impact. Replacement loading zones under the Project would be distributed between Market and Bryant, where demand is highest, unlike under Alternative 3. Therefore, compared to the Project, Alternative 3 would result in greater impacts on passenger loading and commercial loading.

Parking Impact—Alternative 3 would have reduced parking impacts compared to the Project because fewer parking spaces would be removed.

Alternative 3 would meet some of the Project objectives and would improve bicycle and pedestrian safety compared to existing conditions, due to the separated bicycle lane and widened sidewalks. However, because Alternative 3 does not include a separate signal phase for pedestrians and bicycles, it would not achieve the same degree of bicycle and pedestrian safety as the Project. Alternative 3 would have a significant impact on transit due to the retention of left turns, and a greater impact on commercial and passenger loading. Therefore, Alternative 3 would not fully achieve Project objectives related to improved safety and accessibility, prioritization of the needs of people walking, bicycling, and taking transit, reduced conflicts between vehicles and pedestrians and bicycles, and reduced number of vehicles accessing the freeway from Second Street.

For the foregoing reasons as well as economic, legal, social, technological, and other considerations set forth herein and elsewhere in the record, the SFMTA Board finds that Alternative 3 does not fully meet the project Objectives and is hereby rejected as infeasible.

Rejection of the Project Variant

The Second Street Improvement Project Final SEIR included a Project variant. Under the Project variant, southbound left turns from Second Street onto Brannan Street would be allowed. There would not be a separate signal phase for turns. The southbound cycle track would not be continued to the intersection, and southbound right-turning vehicles and bicycles would be required to merge into a shared right-turn pocket on Second Street. Because a separate signal phase for pedestrians and bicyclists would not be provided, southbound left turning vehicles and northbound right turning vehicles would need to yield to pedestrians crossing Second Street

on the east side, and northbound bicyclists, thereby increasing conflicts between vehicles and pedestrians/bicyclists at this intersection. Allowing southbound left turns from Second Street onto Brannan from the single left turn/through lane would also slightly increase Muni travel time, and also add an undefined amount of variability to Muni travel time. Because the variant does not meet the Project objectives to improve the safety and accessibility for pedestrians, bicyclists and transit passengers along the entirety of the Second Street corridor, to decrease the likelihood of pedestrian and bicycle collisions with vehicles by reducing the number of conflicts between vehicles and pedestrians or bicycles, or to maintain system-wide reliability for transit routes along Second Street, the SFMTA Board finds that the Project variant is infeasible and rejects it.

Additional Alternatives Proposed by the Public

During the term of the analysis of the Second Street Improvement Project and the SEIR, commenters proposed variations to the Project, Project components or Project Alternatives. The Response to Comments document addressed these comments, and for the reasons stated therein, the SFMTA Board hereby rejects those alternatives as infeasible. In particular, the SFMTA Board finds that a bicycle lane on a different street other than Second Street, such as First Street or Third Street, would not meet the basic Project objectives including to improve safety and accessibility for pedestrians, bicyclists, and transit passengers along the entirety of the Second Street corridor, to reduce the number of vehicles accessing the freeway from Second Street, to increase the amount of space dedicated to pedestrians along Second Street, and to fulfill the recommendations for the San Francisco Bicycle Plan by installing a dedicated bicycle facility along Second Street. The Final SEIR reviewed a reasonable range of alternatives and CEQA does not require the project sponsor to consider every proposed alternative or variation on an alternative so long as the CEQA requirements for alternatives analysis have been satisfied.

Environmentally Superior Alternative

Alternative 2 is environmentally superior alternative because it would result in fewer significant and unavoidable traffic impacts than the Project and it would eliminate the Project's significant and unavoidable commercial loading impact. While Alternative 3 would result in fewer significant and unavoidable traffic impacts than Alternative 2, it would result in a significant and unavoidable transit impact for Muni Route 10.

Further, Alternative 2 would result in less-than-significant impacts on alternative-specific and cumulative pedestrian and bicycle facilities, although these impacts would be greater under Alternative 2 than under the Project. Alternative 2 would result in less-than-significant impacts on alternative-specific and cumulative parking. These impacts would be greater under Alternative 2 than under the Project. However, overall, Alternative 2 would have fewer significant and unavoidable traffic impacts than under the Project and would eliminate the

project level and cumulative commercial loading impact of the proposed project or project variant. Alternative 2 would have similar impacts on cultural and paleontological resources, noise, and air quality as either Alternative 3 or the Project; therefore, Alternative 2 is identified as the environmentally superior alternative.

VII. Statement of Overriding Considerations

Notwithstanding the significant and unavoidable impacts for the Project and related actions, the Board finds, after considering the Final SEIR 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 independently and collectively outweigh the identified significant effects on the environment. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, this determination is that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the FSEIR and the preceding findings, which are incorporated by reference into this Section, and in the documents found in the administrative record, as described in Section I

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 taking transit, walking and bicycling attractive alternatives to travel by private automobile, and to promote walking and bicycling by encouraging safe streets for walking and riding, convenient access to transit, bicycle lanes and secure bicycle parking, and widened sidewalks and crosswalks.

2. Approval of the Project is consistent with San Francisco Charter Section 8A.113(a) which requires SFMTA 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 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 increased transit reliability, improved pedestrian facilities, and 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. Strategies to Address Greenhouse Gas Emissions in San Francisco,

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 San Francisco Climate Action Strategy, 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. The Project benefits the City because Second Street serves as a vital element of the Bicycle Network. As part of Bicycle Route 11, Second 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 Second Street as a route through SoMa and to/from downtown. Unfortunately, the narrow width of the street and high traffic volumes make Second Street a particularly challenging bicycling environment. The addition of cycle tracks on Second Street would reduce the likelihood of "dooring" collisions, while improving bicyclist visibility and reducing vehicle speeds.

6. 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.

7. 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 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 this Project will expand bicycle infrastructure in the City, thereby providing enhanced transportation access to underserved segments of the population.

8. The Preferred Project supports SFMTA policy goals found in both the SFMTA Strategic Plan and the Bicycle Strategy. Goals One and Two of the agency's Strategic Plan are to create a safer transportation experience for everyone and to make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel. The Project as proposed will improve safety of different street user groups by potentially reducing pedestrian and bicycle exposure to turning vehicle movements and eliminating bicycle/vehicle conflicts related to parking maneuvers and bus stops. Second Street is well-served by regional transit and Bay Area Bike Share; the Project's additional sidewalk width, dedicated bicycle facilities and enhancements to transit operations will support increased trips by walking, bicycling and transit as the corridor continues to densify.

   The Project includes physically raised, curbside bikeways with bike-specific traffic signals and signal phasing, as well as additional sidewalk bicycle racks. These infrastructure improvements will contribute to meeting the first two goals of the SFMTA Bicycle Strategy: improve safety and connectivity for people traveling by bicycle; and increase convenience for trips made by bicycle.

9. The design of the Project exemplifies the City's Better Streets Policy (San Francisco Administrative Code Section 98.1), adopted in 2006. This policy provides governing principles for street design that should guide all City right-of-way improvements. Key aspects of the Project that are consistent with the Better Streets Policy are increasing the width of the sidewalks on the southern portion of the Second Street corridor to the required 15 feet, prioritizing space for pedestrians, bicycles and public transit over space

for private automobiles, and providing bikeways consistent with best practices presented in the National Association of City Transportation Officials Urban Bikeway Design Guide.

10. The Project will contribute towards reaching the City's Vision Zero policy goal of zero traffic deaths by the year 2024. The project would remove left-turns and yield-controlled right turns for vehicles along the majority of the Second Street corridor. Pedestrians suffer the overwhelming majority of traffic deaths in San Francisco, and the Project targets the most common risk factors for vehicle-pedestrian collisions in the City: one-quarter of pedestrian injuries in San Francisco involve a left-turning vehicle and more than 40 percent are attributed to drivers' failure to yield to pedestrians.

11. The Second Street Improvement Project is necessary to ensure that San Francisco becomes a world-class bicycling City for residents and visitors alike. This approval action would enable the City to continue on developing the bicycle route network, and improve bicyclist safety and riding experience.

12. 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 Project 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.

13. Approval of the Project is consistent with San Francisco's Complete Streets Policy as set forth in Section 2.4.13 of the San Francisco Public Works Code. This policy states that whenever the Department or other Municipal Excavator undertakes a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include, to the maximum extent practicable and feasible, transit, pedestrian, bicycle, stormwater, and communications infrastructure improvements. The Project would achieve this by implementing pedestrian-scale sidewalk lighting, pedestrian and bicycle safety improvements, ADA upgrades, new pedestrian and bicycle traffic signals, landscaping, and transit efficiency improvements.

14. This Project will upgrade the sewer and water facilities at various locations along Second Street. The sewer under the corridor was constructed as early as 1880; the most recent construction within the Second Street corridor was slip lining the existing brick sewer with 12-inch plastic pipe, which was completed in 2001. Certain areas have been identified as needing rehabilitation or replacement which will help to avoid costly future repairs, will create less impacts to the community, and will ensure greater public health. The 24" water main between Market and Howard streets has reached its useful life

expectancy and is being replaced to lessen the chances of any future breaks. This line is a transmission pipeline, which conveys water from the source, in this case the City reservoir, to the distribution system, then from the distribution system to the customers. Failure in this transmission line would result in loss of service to a large area of SoMa and Financial District customers.

Having considered these Project benefits, the Board finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES							
Cultural and Paleontological Resources							
Impact CP-2	The proposed project or the project variant could have a substantial adverse change to CRHR-Listed, Eligible to be Listed, or significant Archeological Resources,[2] including those containing human remains.	**Mitigation Measure CP-2: Archeological Monitoring** Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project or its variant on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the Environmental Review Officer (ERO) for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Section 15064.5 (a)(c). *Archeological monitoring program (AMP).* The archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soil disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context.	• Project sponsor • Archaeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) • ERO	Prior to any soil disturbing activities and as specified in Archeological Monitoring Program (AMP)/Archeological Data Recovery Program (ARDTP)	The project sponsor shall hire an archeological consultant who will undertake an archeological monitoring program as specified herein. The archeological consultant shall prepare an archeological monitoring program if the ERO determines that one shall be implemented. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.	• Project sponsor • Archeological consultant • ERO	Considered complete upon review and approval by ERO of results of AMP/ARDTP and Final Archeological Resources Report (FARR), as applicable.

2 Significant archeological resources cover resources defined by PRC Section 21083, detailed under Section 4.3.3 Regulatory Framework.

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Impact CP-2 (continued)		• The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource. • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits. • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis. • If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO. *Consultation with Descendant Communities:* On discovery of an archeological site associated with descendant Native Americans or the Overseas Chinese an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.			If an archeological site is discovered which is associated with descendant Native Americans, the Overseas Chinese, or other descendant group, an appropriate representative of the descendant group and the ERO shall be contacted. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.		

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Impact CP-2 (continued)		If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project or its variant, at the discretion of the project sponsor either: A. The proposed project or its variant shall be redesigned so as to avoid any adverse effect on the significant archeological resource, or B. An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain; that is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project or its variant. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • Field Methods and Procedures—Descriptions of proposed field strategies, procedures, and operations; • Cataloguing and Laboratory Analysis—Description of selected cataloguing system and artifact analysis procedures; • Discard and Deaccession Policy—Description of and rationale for field and post-field discard and deaccession policies; • Interpretive Program—Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program;			If an Archeological data recovery program is required, the archeological consultant, project sponsor, and ERO shall consult on the scope of the ADRP. The archeological consultant shall submit to the ERO a draft Archeological Draft Recovery Plan. Upon approval of the draft Archeological Draft Recovery Plan, the Archeological Data Recovery Program shall be conducted in accordance with the Plan.		

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Impact CP-2 (continued)		• Security Measures—Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities; • Final Report—Description of proposed report format and distribution of results; and • Curation—Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. *Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws, including immediate notification of the Coroner of the City and County of San Francisco and In the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Section 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.			In the event human remains or funerary objects are discovered during any soils-disturbing activity, their treatment shall comply with applicable state and federal laws.		
		Final Archeological Resources Report. The archeological consultant shall submit a Draft 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 testing/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 draft final report. 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 Archeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound, one unbound, and one unlocked searchable PDF copy on CD of the FARR, along with copies of any formal site recordation forms (CA DPR 523 series) and documentation for nomination to the National Register of Historic Places/California			The archeological consultant shall submit a Draft 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. Once approved by the ERO, copies of the FARR shall be distributed to the relevant entities.		

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Impact CP-2 (continued)		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.					
Impact CP-3	The excavation associated with the proposed project or the project variant could have a substantial impact on unique paleontological resources or sites or unique geologic features.	**Mitigation Measure M-CP-3: Paleontological Resources Accidental Discovery** The project sponsor shall distribute a paleontological resource "ALERT" sheet to the project prime contractor, to any project subcontractor (including demolition, excavation, grading, pile driving, etc., firms) or utilities firm involved in soil-disturbing activities in the areas of the project site identified as being sensitive for paleontological resources. Before any soil-disturbing activities begin, each contractor is responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile driver operators, and supervisory personnel. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractors, and utilities firm) confirming that all field personnel have received copies of the Alert Sheet. Should any feature with potential to be a paleontological resource (fossilized invertebrate, vertebrate, plant, or micro-fossil) be encountered during soil-disturbing activities, the project sponsor would require that the following steps be taken: the soil-disturbing activity within 25 feet of the feature must be stopped, the ERO must be notified, and a qualified paleontologist in accordance with the Society of Vertebrate Paleontology standards (SVP 1996) must also be retained to identify and evaluate the significance of the potential resource. In addition the paleontologist would document the findings in an advisory memorandum to the ERO. If it is determined that a significant paleontological resource cannot be feasibly avoided, the paleontologist shall prepare an excavation plan. This plan may include curation of the resource in a permanent retrieval paleontological research collection facility, such as the University of California Museum of Paleontology in Berkeley or the California Academy of Sciences in San Francisco. The Environmental Planning Division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report. The requirements of this measure could suspend construction of the proposed project or its variant for as short a duration as reasonably possible and in no event for more than a maximum of 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce potential effects on a significant paleontological resource as previously defined to a less-than-significant level.	Project Sponsor and Primary Contractor Project Sponsor and Primary Contractor	Prior to commencement of any construction activities Upon discovery of any potential paleontological resource, stop soils disturbing activity within 25 feet, notify ERO, and retain a qualified paleontologist in accordance with the Society of Vertebrate Paleontology standards (SVP 1996) to identify and evaluate the significance of the potential resource.	Distribute a paleontological resource "ALERT" sheet to the project prime contractor, to any project subcontractor (including demolition, excavation, grading, pile driving, etc., firms) or utilities firm involved in soil-disturbing activities in the areas of the project site identified as being sensitive for paleontological resources. Should any feature with potential to be a paleontological resource (fossilized invertebrate, vertebrate, plant, or micro-fossil) be encountered during soil-disturbing activities, the project sponsor would require that the following steps be taken: 1. The soil-disturbing activity within 25 feet of the feature must be stopped, the ERO must be notified, and a qualified paleontologist in accordance with the Society of Vertebrate Paleontology standards (SVP 1996) must also be retained to identify and evaluate the significance of the potential resource. 2. In addition the paleontologist would document the findings in an advisory memorandum to the ERO. 3. If it is determined that a significant paleontological resource cannot be feasibly avoided, the paleontologist shall prepare an excavation plan. This plan may include curation of the resource in a permanent retrieval paleontological research collection facility, such as the University of California Museum of Paleontology in Berkeley or the California Academy of Sciences in San Francisco. 4. The Environmental Planning Division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report.	The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractors, and utilities firm) confirming that all field personnel have received copies of the Alert Sheet. Project sponsor, paleontological consultant and ERO.	Considered complete upon completion of construction activities. The Environmental Planning Division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report.

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Impact C-CP-1	Construction of the proposed project or the project variant could result in a cumulatively considerable contribution to cumulative impacts on cultural resources.	**Mitigation Measure M-CP-2: Archeological Monitoring** (See above.) **Mitigation Measure M-CP-3: Paleontological Resources Accidental Discovery** (See above.)	See discussion under Impact CP-2 above. See discussion under Impact CP-3 above.	See discussion under Impact CP-2 above. See discussion under Impact CP-3 above.	See discussion under Impact CP-2 above. See discussion under Impact CP-3 above.	See discussion under Impact CP-2 above. See discussion under Impact CP-3 above.	See discussion under Impact CP-2 above. See discussion under Impact CP-3 above.
Transportation and Circulation							
Impact TR-10	The proposed project or project variant would cause the level of service at the intersection of Howard and New Montgomery streets (Intersection #3) to deteriorate from LOS D to LOS E during the p.m. peak hour.	**Mitigation Measure M-TR-10: Increase Signal Cycle Length (Howard and New Montgomery streets)** The Howard and New Montgomery streets traffic signal operates on a 60-second cycle under the existing plus project conditions. As a mitigation measure, increasing the signal cycle length to 90 seconds would improve the intersection operation from LOS E to D.	• Project sponsor • SFMTA	During project operation	The project sponsor and SFMTA shall ensure that traffic signal length at this intersection is increased to 90 seconds.	• Project sponsor • SFMTA	Throughout the duration of project operations.
Impact TR-11	The proposed project or project variant would cause the level of service at the intersection of Howard and Hawthorne streets (Intersection #4) to deteriorate from LOS B to LOS E during the p.m. peak hour.	**Mitigation Measure M-TR-11: Increase Signal Cycle Length (Howard Street and Hawthorne streets)** The Howard and Hawthorne streets traffic signal operates on a 60-second cycle under the existing plus proposed project conditions. As a mitigation measure, increasing the signal cycle to 90 seconds would improve the intersection operation from LOS E to B.	• Project sponsor • SFMTA	During project operation	The project sponsor and SFMTA shall ensure that traffic signal length at this intersection is increased to 90 seconds.	• Project sponsor • SFMTA	Throughout the duration of project operations.

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Impact TR-12	The proposed project or project variant would cause the level of service at the intersection of Folsom and Hawthorne streets (Intersection #5) to deteriorate from LOS E to LOS F during the p.m. peak hour.	**Mitigation Measure M-TR-12: Add a left-turn lane (Folsom and Hawthorne streets)** At the Folsom and Hawthorne streets intersection, there currently is a single southbound lane, serving both the southbound-through and southbound-left movements. As a mitigation measure, the addition of a southbound left-turn lane during the p.m. peak demand period would return the intersection operation to the existing LOS E condition. This mitigation measure would result in the removal of two metered parking spaces on the east side of Hawthorne Street north of Folsom Street during the p.m. peak demand period; during the remainder of the day, the parking spaces would remain available. With implementation of the above mitigation measure, the intersection would remain at LOS E with the proposed project and the mitigation measure. In order to determine if the proposed project would result in a considerable contribution to the unacceptable operation of the intersection, the critical eastbound-through movement was examined. The proposed project would reduce the volume of traffic by approximately 26 vehicles from the critical eastbound-through movement along Folsom Street during the afternoon peak hour, due to diversions off Second Street to Third Street. This would be a negative contribution to the critical movement and therefore does not constitute a considerable contribution, and impacts of the proposed project would be less than significant with mitigation.	• Project sponsor • SFMTA	During construction	The project sponsor and SFMTA shall ensure that a southbound left-turn lane is provided at this intersection during the p.m. peak demand period.	• Project sponsor • SFMTA	Throughout the duration of construction.
Impact TR-15	The unsatisfactory intersection conditions experienced at 11 of the 29 study intersections during the weekday baseball games at AT&T Ball Park could deteriorate further under proposed project or project variant and game day conditions.	**Mitigation Measure M-TR-10: Increase Signal Cycle Length (Howard and New Montgomery streets)** **Mitigation Measure M-TR-11: Increase Signal Cycle Length (Howard Street and Hawthorne streets)** **Mitigation Measure M-TR-12: Add a left-turn lane (Folsom and Hawthorne streets)** (See above.) No other feasible mitigation measures available.	See discussion under Impacts TR-10, TR-11, and TR-12 above	See discussion under Impacts TR-10, TR-11, and TR-12 above	See discussion under Impacts TR-10, TR-11, and TR-12 above	See discussion under Impacts TR-10, TR-11, and TR-12 above	See discussion under Impacts TR-10, TR-11, and TR-12 above

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
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Impact TR-22	The proposed project or project variant would remove on-street commercial loading spaces along Second Street that could not be located nearby and would thereby result in potential conflict between trucks and other traffic.	**Mitigation Measure M-TR-12: Add a left-turn lane (Folsom and Hawthorne streets)** (See above.) **Mitigation Measure M-TR-22: Provision of Replacement Commercial Loading Stalls** Whenever feasible, commercial loading stalls proposed for removal would be relocated within 250 feet of the existing location.	• Project sponsor • SFMTA	During construction	The project sponsor and SFMTA shall ensure that commercial loading spaces are replaced, as feasible, within 250 feet of the removal location. See also discussion under Impact TR-12 above.	• Project sponsor • SFMTA	Throughout the duration of construction
Impact C-TR-24	The proposed project or project variant, in combination with past, present, and reasonably foreseeable projects, would contribute considerably to cumulative impacts on commercial loading along the Second Street corridor.	**Mitigation Measure M-TR-22** (see above)	See discussion under Impact TR-22 above	See discussion under Impact TR-22 above	See discussion under Impact TR-22 above	See discussion under Impact TR-22 above	See discussion under Impact TR-22 above
Noise and Vibration							
Impact NO-1	Construction activities as a result of the proposed project or the project variant could result in a substantial temporary or periodic increase in noise levels above existing ambient	**Mitigation Measure M-NO-1: Control or Abatement of Concrete Saw Operation Noise** The project construction contractor shall implement noise mitigation measures to ensure compliance with the allowable maximum noise level of 80 dBA at a distance of 100 feet from concrete saw operation. Such noise control or sound abatement techniques could include one or more of the following options: • Use a saw that exhibits or can be shown with manufacturer/supplier test data or published engineering specs no more than 86 dBA Lmax at 50 feet. Such a saw might be designed to include (either from the factory or with factory-approved acoustical upgrades supplied by others) noise control features, such as a hood, vibration dampening, or other techniques.					

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
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	conditions.	• Install a temporary portable noise barrier that provides linear occlusion (a line-of-sight block) between the operating saw and the nearby noise-sensitive receiver of concern. Such a barrier would need to be only tall enough to provide this direct sound path occlusion, and long enough so that "flanking" diffraction would be minimized. It would be placed around the saw work area as a single-wall, an L shaped combination of two wall segments, or a C shaped layout if needed. As the saw work area may move or progress from day to day, so would this barrier be relocated. To provide this portability, the barrier would be composed of either a ○ Prefabricated curtain or panel-type element suspended from a field-assembled frame or ○ Contractor-built plywood barriers using ½-inch minimum thickness boards (with at least 2 inch thick fiberglass or similar acoustically absorptive media) on the equipment-facing side.	• Project sponsor • Construction contractor	During construction	The construction contractor shall include in their contracts methods for noise control or sound abatement such as engineering specs for the concrete saw that define the maximum sound of 86 dBA Lmax at 50 feet. In addition, contracts methods shall include the requirement of a temporary portable noise barrier that provides linear occlusion during the use of the saw.	Project sponsor	Throughout the duration of construction.
Impact C-NO-1	The construction and operation of the proposed project or the project variant, in combination with other past, present, and reasonably foreseeable future projects, would increase construction noise and vibration or operational noise levels within the project corridor above existing ambient conditions.	**Mitigation Measure M-NO-1: Control or Abatement of Concrete Saw Operation Noise** (see above)	See discussion under Impact NO-1 above.	See discussion under Impact NO-1 above.	See discussion under Impact NO-1 above.	See discussion under Impact NO-1 above.	See discussion under Impact NO-1 above.

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Air and Quality							
Impact AQ-2	Construction of the proposed project or the project variant could generate emissions of $PM_{2.5}$ and toxic air contaminants, including diesel particulate matter that may expose sensitive receptors to substantial pollutant concentrations.	**Mitigation Measure M-AQ-2: Construction Emissions Minimization** A. *Construction Emissions Minimization Plan.* Before a construction permit is issued, San Francisco Public Works shall submit a construction emissions minimization plan to the ERO for review and approval by an environmental planning air quality specialist. The plan shall detail project compliance with the following requirements: 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the duration of construction shall meet the following requirements: a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment engines shall i. Meet or exceed either the US Environmental Protection Agency or ARB Tier 2 off-road emission standards and ii. Be retrofitted with an ARB Level 3 VDECS; c) Exceptions i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation. ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted evidence to the satisfaction of the ERO that a particular piece of off-road equipment with a CARB Level 3 VDECS is (1) technically not feasible; (2) would not produce desired emissions reductions due to expected operating modes; (3) would create a safety hazard or impaired visibility for the operator; or (4) would interfere with a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii). iii. In accordance with A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment (see Table 4.6 6). 2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than 2 minutes, except as provided in the applicable state regulations for idling off-road and on-road equipment. Legible and visible signs shall be posted in English, Spanish, and Chinese in designated queuing areas and at the construction site to remind operators of the 2 minute idling limit.	• Project sponsor • ERO • Environmental Planning Air Quality Specialist	Prior to the issuance of a construction permit	The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval by an Environmental Planning Air Quality Specialist, which will detail project compliance with the listed requirements. Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) that all applicable requirements of the Plan have been incorporated into contract specifications.	• Project sponsor • ERO	During project construction until the production of the final report summarizing construction activities.

<table>
<tr><th rowspan="2">Impact No.</th><th rowspan="2">Impact Summary/Title</th><th rowspan="2">Adopted Mitigation Measures</th><th colspan="5">Monitoring and Reporting Program</th></tr>
<tr><th>Responsibility for Implementation</th><th>Mitigation Schedule</th><th>Mitigation Action</th><th>Monitoring/ Reporting Responsibility</th><th>Monitoring Schedule</th></tr>
<tr>
<td>Impact AQ-2 (continued)</td>
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<td>
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

Table 4.6-6: Off-Road Equipment Compliance Step-Down Schedule
<table>
<tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr>
<tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr>
<tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr>
<tr><td>3</td><td>Tier 2</td><td>Alternative fuel[1]</td></tr>
<tr><td colspan="3">How to use the table: If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.
[1]Alternative fuel is not a VDECS.
Source: ARB, “Verified Retrofits for Off-Road Diesel Vehicles,” ARB web page last updated June 23, 2014. Available online: http://www.arb.ca.gov/msprog/ordiesel/vdecs.htm.</td></tr>
</table>
4. The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For VDECS installed, the information may include technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.
5. The plan shall be kept onsite and available for review by any persons requesting it, and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the plan and a way to request a copy. The project sponsor shall provide copies of the plan to members of the public as requested.

B. Reporting. Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase, including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.
</td>
<td></td><td></td><td>The project sponsor shall submit quarterly reports to the ERO indicating the construction phase and off-road equipment information used during each phase. In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</td><td></td><td></td>
</tr>
</table>

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Impact AQ-2 (continued)		Within six months of construction completion, the project sponsor shall submit to the ERO a final report summarizing activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include the detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used. C. *Certification Statement and Onsite Requirements.* Before construction begins, the project sponsor must certify compliance with the plan and that all applicable requirements of the plan have been incorporated into contract specifications.			The project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.		
Impact C-AQ-2	Construction and operation of the proposed project or the project variant, in combination with other past, present, and reasonably foreseeable future projects, could generate emissions of $PM_{2.5}$ and toxic air contaminants, including diesel particulate matter, at levels that would expose sensitive receptors to substantial pollutant concentrations.	**Mitigation Measure M-AQ-2: Construction Emissions Minimization** (see above)	See discussion under Impact AQ-2 above.	See discussion under Impact AQ-2 above.	See discussion under Impact AQ-2 above.	See discussion under Impact AQ-2 above.	See discussion under Impact AQ-2 above.

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APPLICABLE MITIGATION MEASURE FROM THE SAN FRANCISCO BICYCLE PLAN EIR							
—	—	**Mitigation Measure 1: Archaeological Resources: Accidental Discovery**					
		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 *CEQA Guidelines* Section 15064.5(a)(c).	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 to provide affidavit to Environmental Review Officer (ERO) that ALERT sheet has been distributed as required.	Prior to any soil disturbing activities.
		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.					
		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.
		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.		

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
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—	—	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 Environmental Planning 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.		

Notes:

ARB = Air Resources Board
dBA = A-weighted sound level
ERO = San Francisco Planning Department Environmental Review Officer
LOS = Level of Service
$PM_{2.5}$ = Particulate matter less than 2.5 microns in diameter
SFMTA = San Francisco Municipal Transportation Agency
VDECS = Verified Diesel Emission Control Strategy