

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving the implementation of transportation improvements, including upgrading Class II bike lanes to Class IV protected bikeways on Mississippi Street from 16th Street to 17th Street, a key connection in the citywide protected bikeway network. The proposed improvements are a part of the Street Improvement Plans for the new Flower Mart development at 901 16th Street.

SUMMARY:

- In January 2020, the City executed a Development Agreement (DA) with KR Flower Mart LLC for the redevelopment of the Wholesale Flower Market at 610 Brannan Street in the South of Market neighborhood.
- In September 2020, a new off-site Flower Mart location was approved by the San Francisco Planning Commission, an option that the Flower Mart Tenants' Association was able to choose as part of the DA.
- Protected bikeways on Mississippi Street between 16th and 17th streets were proposed as part of the San Francisco Planning Commission approval package.
- The proposed protected bikeways on Mississippi Street offer a critical protected bike connection to the Mission Bay, Potrero Hill, and Mission neighborhoods.
- The Planning Department has determined that the proposed changes would not cause new significant impacts not identified in the Final EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts (Case No. 2011.1300EIA).

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DIRECTOR 

SECRETARY 

DATE

February 28, 2024

February 28, 2024

ASSIGNED SFMTAB CALENDAR DATE: March 5, 2023

PAGE 2.

PURPOSE

Approving the implementation of transportation improvements, including upgrading Class II bike lanes to Class IV protected bikeways on Mississippi Street from 16th Street to 17th Street, a key bike connection in the citywide protected bikeway network. The proposed improvements are a part of the Street Improvement Plans for the new Flower Mart development at 901 16th Street.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Project Background

On January 7, 2020, the City executed a Development Agreement (DA) with KR Flower Mart LLC (the “Developer”) to upzone and redevelop the existing wholesale flower market at 610 Brannan Street as envisioned in the Central SoMa Plan (see Board of Supervisors File No. 190682). As part of this agreement, the San Francisco Flower Mart Tenants’ Association had an option for KR Flower Mart LLC to construct a wholesale flower market at the existing Brannan Street location, or alternatively to provide for construction of a new wholesale flower market on another site within San Francisco and provide subsidized rent for the existing flower market vendors. Later in 2020, the Flower Mart Tenants’ Association exercised the option to relocate to a new permanent offsite location in San Francisco at 901 16th Street.

PAGE 3.

On September 23, 2020, the San Francisco Planning Department issued an addendum to the Final EIR for the Permanent Off-Site Flower Mart Project (901 16th Street and 1200 17th Street) (Case No. 2011.1300EIA). On September 24, 2020, the San Francisco Planning Commission (Motion No. 20789) approved the Permanent Off-Site Flower Mart Project and adopted the mitigation monitoring and reporting program for the project. The development project included: redevelopment of three existing buildings as the wholesale flower market, new construction of a two-story public parking garage, and a new loading dock within the site. The dock, off Mississippi Street, may accommodate up to four long haul tractor trailers. In total, the new wholesale flower market at 901 16th Street will have a total of 125,000 square feet of storage and wholesale sales use, up to 150 off-street vehicular parking spaces, and 25 box truck parking spaces.

As part of the approvals, the Developer agreed to design and construct a protected bikeway on Mississippi Street from 16th Street to 17th Street to improve the existing bicycle facility to ensure safety for cyclists navigating Mississippi Street with the upcoming growth projected for project site at 901 16th Street (the Project Site).

The proposed changes detailed in the following staff report are in reference to the permanent off-site Flower Mart at 901 16th Street in the Potrero Hill neighborhood.

Existing Conditions

Mississippi Street from 16th to 17th streets is a north/south roadway with one lane in each direction. There are also Class II bike lanes¹ (five feet wide) in each direction on this block that are adjacent to curbside parking (eight feet wide). The existing sidewalks are 15 feet wide. A 70-foot long part-time commuter shuttle zone is located on the northeast corner of the intersection of Mississippi Street and 17th Street.

Proposed Conditions

This section of Mississippi Street provides a critical bike connection from Mission Bay to the Potrero Hill and Mission neighborhoods. The street segment provides critical access to hospitals, jobs, and services. With the Developer finishing construction and increasing the volume of trucks and vehicles onsite using the Mississippi Street entrance, it is critical to provide a protected bike facility so that people can have a safe and comfortable route to travel to neighboring communities.

The proposal upgrades the existing Class II bike lanes on Mississippi Street (both directions) from 16th Street to 17th Street to a Class IV² protected bikeway. The proposed bikeways would

¹ Class II bikeways (bike lanes) are a portion of road reserved for the preferential or exclusive use of people biking, indicated by road marking.

² Class IV protected bikeways, also commonly referred to as cycle tracks or protected bikeways, are bicycle facilities that are separated from traffic by parked cars, safe-hit posts, transit islands or other physical barriers.

be separated by a two-foot wide concrete island that would separate the bike lane and travel lane on both sides of the street. The concrete islands will provide physical separation between the bike lane and travel lane, which will help improve safety by preventing vehicles from encroaching into a painted lane in the existing condition. The proposal also includes removing on-street parking on the east and west side of Mississippi Street from 16th Street to 17th Street. One travel lane in each direction will remain, and an additional center-turn lane would be proposed in order to help facilitate mid-block turns in and out of the parking garage. The proposal also includes relocating the existing commuter shuttle zone 73 feet south of the 17th Street and Mississippi Street intersection.

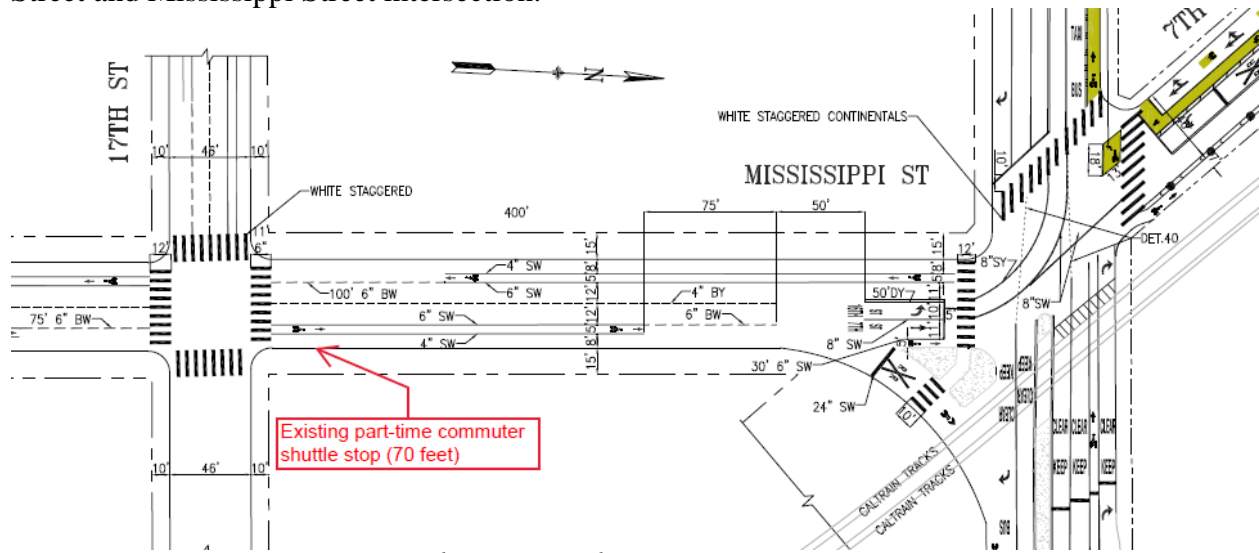


Figure 1. Mississippi Street from 16th Street to 17th Street – Existing Conditions

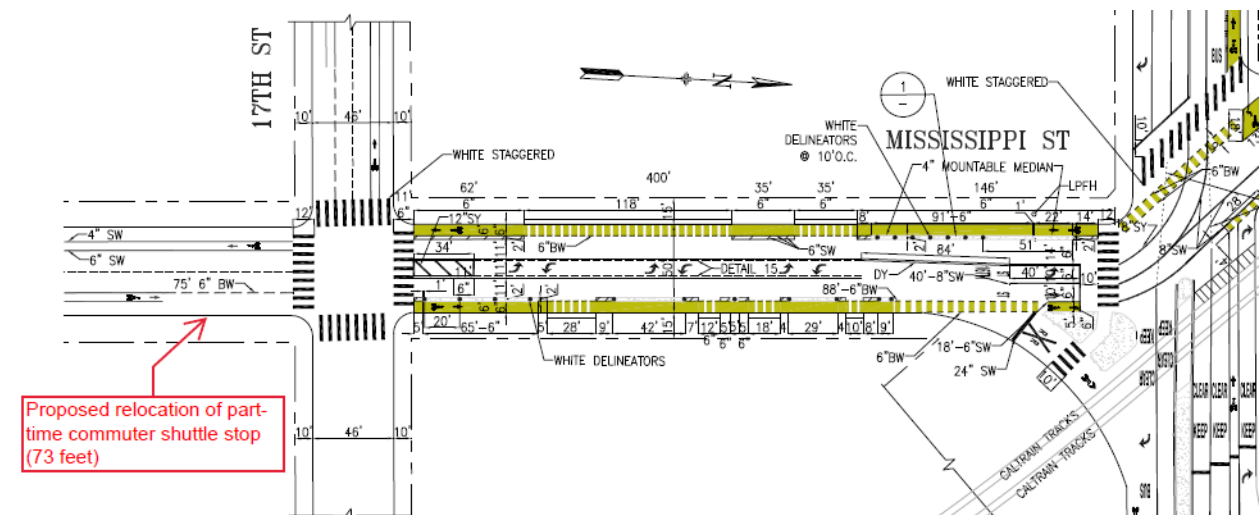


Figure 2. Mississippi Street from 16th Street to 17th Street – Proposed Condition

The changes to the roadway configuration on Mississippi Street between 16th and 17th streets would not impede parking garage access to the Project Site. The number of through travel-lanes will remain the same as current conditions (one in each direction), and the addition of the center-

PAGE 5.

turn lane will facilitate turns for vehicles accessing the garage and trucks accessing the internal loading docks.

With the proposed improvements, cyclists will be able to access a continuous protected bike route from the existing protected bikeways on 16th Street and 7th Street. In addition, with the proposed 17th Street Quick-Build Project, additional protected bikeway connections will allow for people to access Mission Bay by bike more comfortably to go to the hospital, jobs, or to access services on the protected bicycle network. This network includes 7th Street, 16th Street in Mission Bay and proposed protected facilities on 17th Street in Potrero Hill.

Parking and Loading Impacts

With the proposed improvements on Mississippi Street from 16th to 17th streets, approximately 26 non-metered parking spaces would be removed to provide space for the bike lanes, concrete islands (bikeway protection) and the center turn lane. An additional four parking spaces would be removed on a part-time basis (6am to 10am and 4pm to 8pm) to accommodate the relocation of the existing commuter shuttle stop – see Figure 2.

STAKEHOLDER ENGAGEMENT

KR Flower Mart LLC hosted a pre-application meeting with registered adjacent neighbors and neighborhood groups in January 2020. Since that time, the Developer hosted additional presentations to neighborhood organizations, including Potrero Dogpatch Merchants Association, the Potrero Hill Boosters, and the Dogpatch Neighborhood Association. These presentations included information about the project elements of the Project Site, as well as the street improvements for Mississippi Street, including the new protected bikeway and parking removal.

Community Concerns

Community concerns were expressed with the proposed changes on Mississippi Street, including the loss of on-street parking and truck turning access to the loading dock and garage.

On-Street parking impacts – as mentioned in the proposed condition section, approximately 26 on-street parking spaces would be removed to accommodate space for the new roadway configuration on Mississippi Street. According to the Project Final Environmental Impact Report, the site would generate a demand of 543 light vehicles (automobiles and small vans up to 18 feet in length) per day, which corresponds to a peak parking demand of 126 parking spaces. This peak parking demand would typically occur between midnight and 10 am and would be accommodated within the 150 spaces provided for light vehicles at the parking structure. Based off this study, the parking garage provides sufficient parking spaces for the forecasted demand. Customers and vendors would be charged to exit the garage which would yield higher turnover of parking spaces. In addition, there will still be general metered parking on 16th Street between Mississippi and Missouri streets.

PAGE 6.

Truck turning access in and out of loading dock – concerns were expressed that the proposed roadway configuration, with a center turn lane and bikeways protected with concrete islands, would not provide sufficient space for trucks entering and exiting the on-site loading dock. However, truck turning templates, provided by the Developer as part of the Street Improvement Plan submittal process, demonstrated that design vehicles WB 40, WB 50, and WB 67³ would be able to be able to adequately access the loading docks with the proposed roadway configuration. The proposed center-turn lane provides additional flexibility for turns to occur from either direction of Mississippi Street.

PROPOSED PROJECT TRAFFIC MODIFICATIONS

- A. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY)
Mississippi Street, northbound, east side, from 17th Street to 16th Street
Mississippi Street, southbound, west side, from 16th Street to 17th Street
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME
Mississippi Street, east side, from 17th Street to 16th Street
Mississippi Street, west side, from 16th Street to 17th Street
- C. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, AND 4 PM TO 8 PM, MONDAY THROUGH FRIDAY
Mississippi Street, east side, from 17th Street to 73 feet southerly (73-foot white zone)

ALTERNATIVES CONSIDERED

A “no build” alternative was considered as part of the Mississippi Street improvements adjacent to the Project Site. If the current roadway conditions were to stay the same, large trucks and other vehicles would queue or double park in the painted bike lane, which would impact cyclist safety. For this reason, the “no build” option was rejected.

FUNDING IMPACT

The capital cost for SFMTA to implement signage, striping, and concrete islands for the protected bikeway was funded by the Developer implementing the proposed project. SFMTA is responsible for maintaining signage and striping, which is part of the SFMTA operating budget.

³ Additional information about design vehicles for street design is available on the NACTO website (<https://nacto.org/publication/urban-street-design-guide/design-controls/design-vehicle/>)

PAGE 7.

ENVIRONMENTAL REVIEW

On May 12, 2016, the San Francisco Planning Commission (Motion No. 19643) certified the final Environmental Impact Report (EIR) for the 901 16th Street and 1200 17th Street project (Case No. 2011.1300E).

On September 23, 2020, the San Francisco Planning Department issued an addendum to the Final EIR for the Permanent Off-Site Flower Mart Project (901 16th Street and 1200 17th Street) (Case No. 2011.1300EIA) which concluded that the proposed changes would not cause new significant impacts not identified in the final EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts.

On September 24, 2020, the San Francisco Planning Commission (Motion No. 20789) approved the Permanent Off-Site Flower Mart Project and adopted a mitigation monitoring and reporting program pursuant to CEQA.

On February 8, 2024, the San Francisco Planning Department issued a memorandum to file (Case Nos. 2011.1300E and 2011.1300EIA) to the Permanent Off-Site Flower Mart Project (project site), which concluded that the proposed transportation improvements would not cause new significant impacts or result in a substantial increase in the severity of the impacts identified in the Final EIR and subsequent addendum, and no new or revised mitigation measures would be required.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

The proposed improvements were reviewed and approved at Transportation Advisory Staff Committee (TASC) on February 8, 2024.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board approve upgrading Class II bike lanes to new Class IV protected bikeways on Mississippi Street from 16th Street to 17th Street and the relocation of a part-time commuter bus zone.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to creating a connected bike network; and,

WHEREAS, In 2020, the City executed a Development Agreement (DA) with KR Flower Mart LLC (the Developer) to upzone and redevelop the existing wholesale flower market at 610 Brannan Street as envisioned in the Central SoMa Plan; and,

WHEREAS, As part of the DA the San Francisco Flower Mart Tenants' Association had an option to exercise its right to find a new off-site location, which will be located at 901 16th Street (the Project Site); and,

WHEREAS, On September 24, 2020, the San Francisco Planning Commission approved of the new off-site Wholesale Flower Market at 901 16th Street (Motion No. 20789); and,

WHEREAS, The proposed transportation improvements will improve the existing bicycle facility to ensure safety for cyclists navigating Mississippi Street with the upcoming growth at the Project Site; and,

WHEREAS, The proposed bikeway improvements on Mississippi Street are consistent with the new off-site Flower Mart project plans and the Street Improvement Plans; and,

WHEREAS, The proposed part-time commuter shuttle bus zone will be relocated south of the Mississippi Street and 17th Street intersection in order to provide a consistent protected bikeway adjacent to the Project Site; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of protected bikeways and parking and traffic modifications on Mississippi Street from 16th to 17th streets, as follows:

- A. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY) - Mississippi Street, northbound, east side, from 17th Street to 16th Street Mississippi Street, southbound, west side, from 16th Street to 17th Street
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME - Mississippi Street, east side, from 17th Street to 16th Street Mississippi Street, west side, from 16th Street to 17th Street

C. ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, AND 4 PM TO 8 PM, MONDAY THROUGH FRIDAY - Mississippi Street, east side, from 17th Street to 73 feet southerly (73-foot white zone); and,

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

WHEREAS, On May 12, 2016, the San Francisco Planning Commission (Motion No. 19643) certified the final Environmental Impact Report (EIR) for the 901 16th Street and 1200 17th Street project (Case No. 2011.1300E); and,

WHEREAS, On September 23, 2020, the San Francisco Planning Department issued an addendum to the Final EIR for the Permanent Off-Site Flower Mart Project (901 16th Street and 1200 17th Street) (Case No. 2011.1300EIA) which concluded that the proposed changes would not cause new significant impacts not identified in the Final EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and,

WHEREAS, On September 24, 2020, the San Francisco Planning Commission (Motion No. 20789) approved the Permanent Off-Site Flower Mart and adopted a mitigation monitoring and reporting program pursuant to CEQA; and,

WHEREAS, On February 8, 2024, the San Francisco Planning Department issued a memorandum to file (Case Nos. 2011.1300E and 2011.1300EIA) to the Permanent Off-Site Flower Mart Project, which concluded that the proposed transportation improvements would not cause new significant impacts or result in a substantial increase in the severity of the impacts identified in the Final EIR and subsequent addendum, and no new or revised mitigation measures would be required; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2011.1300E> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed parking and traffic modifications associated with the Project Site at 901 16th Street listed as Items A-C above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 5, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency