

**SAN FRANCISCO RECREATION & PARK COMMISSION  
RESOLUTION NUMBER 0506-010**

**RESOLUTION APPROVING A SURFACE VEHICULAR CIRCULATION PLAN WHICH PROVIDES FOR VEHICULAR DROP-OFF FOR VISITORS TO THE MUSIC CONCOURSE FROM THE NORTH AND SOUTH, AND PROHIBITS THE USE OF THE MUSIC CONCOURSE FOR CUT-THROUGH AUTOMOBILE TRAFFIC (OPTION 2A); AND ADOPTING ENVIRONMENTAL AND OTHER FINDINGS THAT THE SELECTED CIRCULATION PLAN OPTION IS CONSISTENT WITH PROPOSITION J AND THE GOLDEN GATE PARK MASTER PLAN; AND RECOMMENDING THAT THE BOARD OF SUPERVISORS TAKE ACTIONS WITHIN ITS JURISDICTION RELATED TO THE CONCOURSE AUTHORITY PROJECTS.**

**WHEREAS**, the principal purposes of Proposition J (also known as the Golden Gate Park Revitalization Act of 1998) are (1) to create a pedestrian oasis in the Music Concourse area of Golden Gate Park; and (2) to take steps to reduce the impact of automobiles in the Park, while still providing long-term assurance of safe, reliable and convenient access for visitors to the Park, including its cultural institutions; and

**WHEREAS**, since May 1999, the Concourse Authority has implemented an extensive community-based design and development process (more than 100 public hearings have been held) to consider a series of projects, plans and programs intended to address the provisions of Proposition J and accomplish its stated principal purposes; and

**WHEREAS**, On July 24, 2003, the Planning Commission, after a duly noticed public hearing, certified the Final Environmental Impact Report (the "EIR") for the Golden Gate Park Concourse Authority Projects (Planning Case No. 2001.9115E) in compliance with the provisions of the California Environmental Quality Act (Cal. Public Resources Code Sections 21000 et seq., hereinafter "CEQA"); the State CEQA Guidelines (Cal. Code of Regulations Title 14, sections 15000 et seq.); and Chapter 31 of the San Francisco Administrative Code. Said Motion and related documents are incorporated herein by reference; and

**WHEREAS**, On November 16, 2004, the Planning Department issued a Final EIR Addendum concerning a dedicated access route beginning at the intersection of 9<sup>th</sup> Avenue and Lincoln Way and proceeding to the southern entrance/exit of the Music Concourse Underground Parking Facility. Said Final EIR Addendum is incorporated herein by reference; and

**WHEREAS**, The Final EIR files and other Project-related Planning Department, Concourse Authority, and Recreation and Park Department files, including the Final EIR, the Final EIR Addendum, and various project approval actions are available for review by the Commission and the public. The Planning Department files are available at 1660 Mission Street in San Francisco. The Concourse Authority and Recreation and Park

Department files are available at McLaren Lodge, 501 Stanyan Street in San Francisco. These files are part of the record before the Commission and are incorporated herein by reference; and

**WHEREAS**, the Concourse Authority began evaluating a broad range of surface vehicular circulation plans and alternatives for the Music Concourse area beginning in 2003, and has sponsored and facilitated a number of public discussions with the community, Park institutions, public agencies and city departments; and

**WHEREAS**, at its meeting on July 14, 2004, the Concourse Authority eliminated from further consideration Circulation Option 3 (which provided for a circular drop-off area at the northeast end of the Music Concourse; and Circulation Option 4 (which provided for two-way through traffic on the north side of the Music Concourse); and

**WHEREAS**, at its meeting on July 14, 2004, the Concourse Authority directed staff to further evaluate Circulation Option 1 (through traffic in the Music Concourse) and Circulation Option 2 (no through traffic allowed; visitor drop-off allowed from the south via MLK Drive only); and

**WHEREAS**, Circulation Option 1 and Circulation Option 2 were discussed further at the Concourse Authority's regular meetings in April and May 2005, together with Circulation Option 2A - introduced at the Authority's April meeting as a "hybrid" plan – (prohibits cut-through automobile traffic in the Music Concourse; visitor drop-off to the Music Concourse allowed from both north (via JFK Drive) and south (via MLK Drive); and

**WHEREAS**, staff recommends that Circulation Option 2A (which prohibits automobile cut-through traffic, but allows for visitor drop-off to the Music Concourse from both north (via JFK Drive) and south (via MLK Drive) is (1) superior to all other vehicular circulation options evaluated; (2) offers the most sensitive balancing of various interests; and (3) represents the circulation plan option that best addresses the Proposition J and its stated principal purposes;;

**WHEREAS**, on June 14, 2005, the Concourse Authority held a duly noticed public hearing to discuss and possibly take action on one of the three Circulation Options and the results of that hearing have been reported to this Commission at today's hearing; now, therefore, be it

**RESOLVED**, That the Recreation and Park Commission hereby selects Circulation Option 2A, the purpose of which is to (1) eliminate cut-through traffic in the Music Concourse; (2) slow and calm destination traffic on the Concourse roadways; and (3) provide safe, reliable and convenient drop-off access to the Music Concourse for visitors to its cultural institutions, from both JFK Drive and MLK Drive; which purposes shall be accomplished by the following measures:

- (1) Add up to three (3) additional stop signs to the Surface Improvement Plan design;

- (2) Narrow the Concourse roadways and add dedicated bike lanes;
- (3) In collaboration with the DPT Bicycle Program Management and the bicycle advocacy community, explore the feasibility of narrowing the dedicated bike lanes in the Music Concourse and proportionally extending the textured paving;
- (4) Explore the feasibility of relocating the bike lanes to the inside of the Concourse roadway, nearest the bowl;
- (5) Install signs which prohibit cut-through traffic in the Music Concourse
- (6) Install sections of textured paving directly adjacent to seven crosswalks in the Music Concourse to calm and slow destination traffic and discourage cut-through traffic;
- (7) Install 17 pedestrian crosswalks in the Music Concourse and adjacent area, as approved in the Surface Improvement Plan;
- (8) Monitor the operation of the approved circulation plan to monitor its effectiveness and to determine what additional measures, if any, should be taken to realize the stated purposes of Circulation Option 2A; and, be it

**FURTHER RESOLVED**, That the Commission urges the Board of Supervisors to adopt a resolution in support of (1) a double-fine zone; and (2) a 15 miles per hour speed limit in the Music Concourse; and, be it

**FURTHER RESOLVED**, That the Commission urges the San Francisco Police Department and the Recreation and Park Department Park Patrol personnel to provide effective enforcement of the signage and regulations to optimize the effectiveness of Circulation Option 2A and to fulfill its stated purposes; and, be it

**FURTHER RESOLVED**, That the Commission hereby determines that Circulation Option 2A is in conformity with the Golden Gate Park Master Plan, the Concourse Special Area Plan, and Proposition J; and, be it

**FURTHER RESOLVED**, That as part of this selection the Commission reviewed and considered the Final EIR, Addendum, and the EIP memorandum to the executive director of the Authority, dated June 10, 2005, and confirmed with the Planning Department that this memorandum's conclusions are appropriate; and, be it

**FURTHER RESOLVED**, That the Commission hereby determines that Circulation Option 2A leads to traffic impacts at the intersections of MLK Drive/Middle Drive East and JFK Drive/Middle Drive East, as identified in the Final EIR under Alternative C: Phase I with MUNI and Emergency Vehicle Access, pages 212-214; and that mitigation measures attached hereto as Exhibit A are necessary to reduce the impacts at the above-mentioned intersections to a level of insignificance; and, be it

**FURTHER RESOLVED**, That the Commission finds that said measures have become feasible as associated with the approval action contemplated herein, and implementation of these measures will reduce the identified traffic impacts to a level of insignificance; and, be it

**FURTHER RESOLVED**, That the Commission finds that the mitigation measure for MLK Drive/Middle Drive East or its equivalent can be accommodated in the design for the dedicated access route, and hereby adopts the mitigation measures described in Exhibit A, and the mitigation monitoring and reporting program attached hereto as Exhibit B; and, be it

**FURTHER RESOLVED**, That the Commission finds on the basis of substantial evidence in light of the whole record that: (1) modifications incorporated into the Project as part of today's action will not require important revisions to the Final EIR or Addendum due to the involvement of new significant environmental effects or substantial increase in the severity of previously identified significant effects; (2) no substantial changes have occurred with respect to the circumstances under which the Project was undertaken that would require major revisions to the Final EIR or Addendum due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final EIR and Addendum; and (3) no new information of substantial importance to the Project has become available since the Planning Commission's certification of the Final EIR and Planning Department's issuance of the Final EIR Addendum that would indicate (a) the Project will have significant effects not discussed in the Final EIR; (b) significant environmental effects will be substantially more severe; (c) with the exception of the Authority's and Commission's adoption of the aforementioned feasible mitigation measures, no other mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives which are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment; and be it

**FURTHER RESOLVED**, That the Commission urges the Board of Supervisors to approve Circulation Option 2A as the most desired plan for controlling vehicular access to, within and through the Music Concourse area of Golden Gate Park.

Adopted by the following vote

Ayes	4
Noes	0
Absent	2

I hereby certify that the foregoing resolution was adopted at the Recreation and Park Commission meeting held on June 16, 2005.



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Ashley Summers, Commission Liaison