

Commission on Community Investment and Infrastructure

RESOLUTION NO.14 -2013

Adopted March 18, 2014

APPROVING, CONSISTENT WITH THE 2006 TRANSBAY STREETSCAPE AND OPEN SPACE CONCEPT PLAN AND PURSUANT TO THE TRANSBAY IMPLEMENTATION AGREEMENT, AN ADDENDUM TO THE SCHEMATIC DESIGN PACKAGE FOR THE FOLSOM STREETSCAPE IMPROVEMENTS PROJECT ADDING AN EAST-BOUND SEPARATED BIKE LANE, OR CYCLE TRACK, WITHIN THE FOLSOM STREET ROADWAY; TRANSBAY REDEVELOPMENT PROJECT AREA

WHEREAS, The Transbay Redevelopment Project Area (the “Project Area”) was adopted in 2005 with the purpose of redeveloping 10 acres of property owned by the State of California (the “State-owned parcels”) in order to generate funding for the Transbay Joint Powers Authority (“TJPA”) to construct the new Transbay Transit Center (the “TTC”); and,

WHEREAS, The Transbay Redevelopment Project Area Implementation Agreement (“Implementation Agreement”) is an enforceable obligation that requires the Office of Community Investment and Infrastructure (“OCII”), as the Successor Agency (“Successor Agency”) to the San Francisco Redevelopment Agency (“Former Agency”), to among other things, “execute all activities related to the implementation of the Transbay Redevelopment Plan, including but not limited to, activities related to major infrastructure improvements.” (Section 2.1 (d) of the Implementation Agreement at p. 4) On April 15, 2013, the California Department of Finance (“DOF”) determined “finally and conclusively” that the Implementation Agreement, along with other Transbay-related documents, is an enforceable obligation that will not require additional DOF review in the future, although expenditures under the Implementation Agreement are subject to continuing DOF review; and,

WHEREAS, The Folsom Streetscape Improvements Project is a central component of the Transbay Streetscape and Open Space Concept Plan and is the first infrastructure improvement project that will be implemented by OCII in the Project Area. The project is necessary for the development of the surrounding residential neighborhood; and,

WHEREAS, On June 4, 2013, the Commission approved the schematic designs for the Folsom Streetscape Improvements Project (“Schematic Designs”) prepared by a team lead by CMG Landscape Architecture (“CMG”), under contract with OCII. The Schematic Designs were approved by the Commission with the caveat that staff would analyze the inclusion of a separated east-bound bicycle lane (“cycle track”) along the length of Folsom Street within the Project Area and potentially present an addendum for the Commission’s consideration at a future date; and,

WHEREAS, An analysis was completed by CMG under the direction of staff, which concludes that an east-bound cycle track on the south side of Folsom Street can be added to the Folsom Streetscape Improvements Project without affecting the curb locations and sidewalk improvements within the approved Schematic Designs. Therefore, the proposed addendum includes the addition of an east-bound cycle track and the elimination of one west-bound vehicle travel lane (“Schematic Design Addendum”). In addition, the Schematic Design Addendum can accommodate a west-bound cycle track on the north side of Folsom Street in the future, after bus service to the Temporary Terminal moves to the permanent Transbay Transit Center in 2018; and,

WHEREAS, As stated in the Concept Plan, Folsom Street will be a “boulevard with two-way circulation, widened sidewalks, an eastbound bike lane, and transit service.” The proposed Schematic Design Addendum constitutes a change from the Concept Plan. However, the Concept Plan acknowledged that there were ongoing studies being conducted by the San Francisco County Transportation Authority (“SFCTA”) that would help guide the future of Folsom Street. The proposed Schematic Design Addendum is consistent with Transbay Redevelopment Plan’s goal to “facilitate the installation of bike lanes and bike facilities in coordination with the Department of Parking and Traffic [now part of the San Francisco Municipal Transportation Agency (“MTA”)]” and the City-wide goal for transitioning Folsom Street into the main retail corridor linking the Transbay and Rincon Hill neighborhoods; and,

WHEREAS, The Schematic Design Addendum has been thoroughly reviewed by staff from MTA, but must still go through the formal MTA approval process for street striping changes. OCII has executed a contract with the San Francisco Department of Public Works (“DPW”) to assist in coordinating City design review and approval of the Folsom Streetscape Improvements Project. Staff may make non-material changes to the Schematic Designs based on other agencies’ approval process. However, approval of the addendum is needed at this time so that staff can move forward with the design documents and the MTA approval process. If the MTA Board of Directors requires any material changes to the Cycle Track or the previously approved Schematic Designs, then staff will return to the Commission for approval prior to expending any additional funds; and,

WHEREAS, The Schematic Design Addendum was reviewed and approved by the Transbay Citizens Advisory Committee at its meeting on January 9, 2014; and,

WHEREAS, Staff is seeking Commission approval of the Schematic Design Addenda so that CMG can continue work on documenting the Folsom Streetscape Improvements Project; and,

WHEREAS, The Schematic Design Addendum is within the environmental impact parameters already analyzed as part of the Transit Center District Plan Environmental Impact Report (“TCDP EIR”), approved by the San Francisco Planning Commission by Motion No. 18628. The Environmental Planning Group within the San Francisco

Planning Department, under contract with OCII, has reviewed the proposed addendum and intends to prepare a note to the TCDP EIR file when the street configuration is presented to MTA for approval and prior to OCII approval of construction funding for the Folsom Streetscape Improvements Project; and,

WHEREAS, Approval of the Schematic Designs will allow for the completion of design development and construction documents for portions of the Transbay Streetscape and Open Space Plan. These activities would have no resultant significant impacts on the physical environment, and are exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Sections 15061 (b)(3) and 15262; now therefore, be it

RESOLVED, That the OCII Commission approves the Folsom Street Schematic Design Addenda, on file with the Commission Secretary.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of March 18, 2014.


Commission Secretary