

COMMISSION ON COMMUNITY INVESTMENT AND INFRASTRUCTURE

RESOLUTION NO. 28-2018

Adopted June 19, 2018

AUTHORIZING, PURSUANT TO THE TRANSBAY IMPLEMENTATION AGREEMENT, A THIRD AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING WITH THE CITY AND COUNTY OF SAN FRANCISCO, ACTING THROUGH ITS DEPARTMENT OF PUBLIC WORKS TO INCREASE FUNDING IN AN ADDITIONAL AMOUNT NOT TO EXCEED \$17,966,556 FOR AN AGGREGATE TOTAL NOT TO EXCEED \$19,079,347 FOR THE TRANSBAY FOLSOM STREET IMPROVEMENT PROJECT THAT IS WITHIN THE SCOPE OF THE TRANSIT CENTER DISTRICT PLAN PROJECT APPROVED UNDER THE FINAL ENVIRONMENTAL IMPACT REPORT TRANSIT CENTER DISTRICT PLAN AND TRANSIT TOWER (“FEIR”), A PROGRAM EIR, AND IS ADEQUATELY DESCRIBED IN THE FEIR AND ITS ADDENDUM FOR PURPOSES OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; TRANSBAY REDEVELOPMENT PROJECT AREA

WHEREAS, On September 17, 2013, the Successor Agency Commission (commonly known as the Commission on Community Investment and Infrastructure or “Commission”) approved, by Resolution No. 46-2013, a Memorandum of Understanding (“MOU”) with the San Francisco Department of Public Works (“SFPW”) regarding design review and project management services for the Transbay Folsom Street Improvement Project (the “Project”); and,

WHEREAS, OCII is responsible for that portion of the Project on Folsom Street within the Transbay Redevelopment Project Area (“Project Area”), which is the area between the western edge of the Transbay Transit Center bus ramp and Spear Street; and,

WHEREAS, The MOU incorporated a scope of work outlined in the Transbay Folsom Street Improvement Project Agreement, which divided the Project into two phases of work. For the Phase 1 Scope of Work, SFPW provided design review services through 50% construction documentation, permit application coordination, conceptual designs for traffic signals, and conditional approvals for the Project. The Office of Community Investment and Infrastructure (“OCII”), as Successor Agency to the Redevelopment Agency of the City and County of San Francisco, had designed the Project through its contract with Conger Moss Guillard Landscape Architecture (“CMG”). SFPW has entered into an ancillary Letters of Agreement with the San Francisco Municipal Transportation Agency (“SFMTA”) and the San Francisco Public Utilities Commission (“SFPUC”) to assist with the implementation of the Project. Although the Phase 1 and Phase 2 work scopes were addressed in the MOU, only the Phase 1 scope of work was originally contracted with SFPW; and,

WHEREAS, Under the MOU, Phase 2 covers 100% construction documentation, bidding and contracting services, construction management, inspection, and acceptance services. To maintain the Project schedule and properly sequence the required work, Phase 2 was divided into three Subphases - Phases 2A, 2B, and 2C; and,

WHEREAS, On August 18, 2015, the Commission approved, by Resolution No. 52-2015, a First Amendment to the MOU to fund services necessary for Subphase 2A. This Subphase was required to complete necessary private property investigations, public outreach, fund permit fees, and additional project management tasks; and,

WHEREAS, On March 21, 2017, the Commission approved, by Resolution No. 13-2017, a Second Amendment to the MOU to fund services necessary for Subphase 2B. This Subphase was required to complete all construction documentation necessary to bid and award the Project, additional project management tasks to oversee and coordinate the Subphase 2B work, and SFPW acceptance of Granite paver bands, benches, trash receptacles, and rain gardens within the Project; and,

WHEREAS, Under the Subphase 2B scope of work, SFPW issued an Invitation to Bid for construction work required for the Project, has reviewed all bids and selected Mitchell Engineering as the General Contractor (“Contractor”) for construction of the Folsom Street Improvement Project (“Construction Contract”); and,

WHEREAS, A Third Amendment to the MOU with SFPW is necessary to fund Subphase 2C work. Subphase 2C covers the work necessary for SFPW to fund, and provide oversight management of, the construction of the Project to ensure it is delivered on time, on budget, safely, and in conformance with the approved Project construction plans. SFPW shall execute all contracts and agreements necessary to construct the Project including awarding, executing, and administering the Construction Contract; and,

WHEREAS, SFPW will award the Construction Contract contingent upon execution of the Third Amendment to the MOU, whereby OCII agrees to reimburse SFPW for any and all costs and liabilities incurred by SFPW for the Project within the Project Area in connection with the Construction Contract; and,

WHEREAS, OCII issued bonds in 2011 and in 2017 to fund Transbay infrastructure costs including design and construction of the Project. In aggregate, \$17,966,556 of these bond funds have been set aside to be used solely for the construction of the Project, shall be restricted for this use as required by SFPW, and shall be used by OCII to reimburse SFPW for all costs of the Project within the Project Area; and,

WHEREAS, OCII desires to have SFPW perform the Subphase 2C scope of work through this Third Amendment and increase the professional fees to include the amount of \$17,966,556, in addition to the existing contract amount of \$1,112,791, for an overall total aggregate amount of \$19,079,347; and,

WHEREAS, The Parties agree that the terms of MOU shall remain in effect, except as amended in the Third Amendment; and,

WHEREAS, Expenditures for the Transbay Folsom Streetscape Improvements are included in OCII's approved Recognized Obligation Payment Schedule for the July 2018 to June 2019 period ("ROPS 18-19") as Item #107. Sufficient funds are available to continue with the Third Amendment; and,

WHEREAS, On May 24, 2012, the Planning Commission of the City and County of San Francisco certified the FEIR, which analyzed the development of land in the Transit Center District, including proposed and related street improvements. The Transit Center District is located approximately between Folsom and Market Streets, and between New Montgomery Street and the Embarcadero, and includes the portion of Folsom Street wholly within the Transbay Redevelopment Project Area. The Transit Center District Plan ("TCDP") area includes the Transbay Redevelopment Project Area north of Folsom Street and the entirety of the Project length. The FEIR is available for review at the Planning Department's website at http://sfmea.sfplanning.org/2007.0558E_FEIR1.pdf , http://sfmea.sfplanning.org/2007.0558E_FEIR2.pdf , and http://sfmea.sfplanning.org/2007.0558E_FEIR3.pdf ; and,

WHEREAS, The FEIR studied the reconfiguration of several streets within the TCDP area, including Folsom Street. The redesign of Folsom Street studied in the FEIR is consistent with the conceptual streetscape design of Folsom Street included in the Transbay Redevelopment Project Area Streetscape and Open Space Plan, approved by the San Francisco Redevelopment Agency Commission on November 11, 2006; and,

WHEREAS, The FEIR found that the overall TCDP project would, under cumulative conditions, result in significant and unavoidable (with mitigation) traffic impacts at multiple intersections along Folsom Street and other nearby intersections, due to both increased traffic volumes from growth proposed by the TCDP and the reduction of roadway capacity on Folsom Street and other streets within the TCDP area boundaries. The FEIR identified mitigation measures related to Folsom Street in its Mitigation Monitoring and Reporting Program, including M-TR-1e: Beale / Folsom Streets Left-Turn Prohibition and Signal and M-TR-1e: Beale / Folsom Streets Left-Turn Prohibition and Signal Optimization; and,

WHEREAS, Subsequent to the certification of the FEIR and the approval of the TCDP, staff at OCII, Planning Department, SFMTA and SFPW coordinated a refinement to the redesign of Folsom Street, which in its final form is the Project. The Project incorporates mitigation measures related to Folsom Street as identified in the FEIR; and,

WHEREAS, An Addendum to the FEIR (Exhibit A) analyzed the Project, and was published on November 23, 2015 by the Planning Department, acting as Lead Agency, pursuant to the California Environmental Quality Act (“CEQA”) Guidelines Section 15050 (a). The Addendum confirmed that the Project would not result in any additional or more severe significant impacts identified in the FEIR nor require any new mitigation measures not identified in the FEIR. Now, therefore, be it

RESOLVED, That the Commission has reviewed and considered the FEIR, the CEQA Findings that were previously adopted by the Planning Commission, including the statement of overriding considerations and mitigation monitoring and reporting program, and the findings as set forth in the November 23, 2015 Addendum; and be it further

RESOLVED, That the Commission, acting as Responsible Agency, pursuant to CEQA Guidelines Sections 15050 (b) and 15096, adopts the Planning Commission CEQA Findings and the November 23, 2015 Addendum findings as its own; adopts a statement of overriding considerations (Exhibit B); and, hereby does find that the project described in the FEIR will have a significant project-specific effect on the environment by resulting in traffic growth that would adversely affect local intersection operation (transportation); causing a substantial increase in transit demand that could not be accommodated by adjacent capacity (transportation); resulting in a substantial increase in transit delays (transportation); creating a volume of pedestrian activity that would cause pedestrian level of service to deteriorate (transportation); resulting in development that would create potentially hazardous conditions for pedestrians and bicyclists (transportation); resulting in a loading demand that could not be accommodated within on-site or on-street loading areas (transportation); resulting in construction activity that would result in disruption of circulation (transportation); creating noise levels in excess of standards and introducing sensitive receptors in areas with high noise levels (noise); exposing sensitive receptors to high levels of particulate matter and toxic air contaminants (air quality); resulting in construction-period emissions of criteria air pollutants and dust (air quality); and, will have a significant cumulative effect on the environment in that it would contribute to congested conditions at the Fourth/Harrison and First/Harrison freeway on-ramps (transportation); result in cumulative noise impacts (noise); and result in cumulative air quality impacts (air quality); and be it further

RESOLVED, That the Commission finds and determines that the Project as studied in the November 23, 2015 Addendum is within the scope of the project analyzed in the FEIR and requires no further environmental review beyond the FEIR pursuant to CEQA and CEQA Guidelines Section 15180, 15162, and 15163 for the following reasons:

- (1) implementation of the Project does not require major revisions in the FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and,

- (2) no substantial changes have occurred with respect to the circumstances under which the actions analyzed in the FEIR will be undertaken that would require major revisions to the FEIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the FEIR; and,
- (3) no new information of substantial importance to the actions analyzed in the FEIR has become available which would indicate that (A) the Project will have significant effects not discussed in the FEIR; (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 FEIR, will substantially reduce one or more significant effects on the environment.

RESOLVED, That the Commission hereby approves, substantially in the form of Attachment 1 to the Memorandum to the Commission accompanying this resolution, the Third Amendment to the MOU with SFPW for the Transbay Folsom Street Improvements including funding of the Subphase 2C scope of work; and, be it further

RESOLVED, That the Commission hereby authorizes the Executive Director to enter into any and all ancillary documents or take any additional actions necessary to implement the Third Amendment: provided, however, the actions do not materially increase the liability of OCII.

I hereby certify that the foregoing resolution was adopted by the Commission at its meeting of June 19, 2018.



Commission Secretary

Exhibit A – Addendum to the FEIR
Exhibit B – Statement of Overriding Considerations



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Environmental Impact Report

Addendum Date: November 23, 2015
Case No.: 2007.0558E and 2008.0789E
Project Title: Folsom Street Design Update
EIR: Transit Center District Plan Final Environmental Impact Report
 (Final EIR)
 SCL No. 2008072073, certified May 24, 2012
Project Sponsor: Joshua Switzky, San Francisco Planning Department
 (415) 575-6815 and
 Greg Riessen, San Francisco Municipal Transportation Agency
 (415) 749-2571
Lead Agency: San Francisco Planning Department
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REMARKS

The purpose of this Addendum to the Transit Center District Plan Final Environmental Impact Report (TCDP FEIR) is to support the Planning Department and SFMTA's determination that no supplemental environmental review is required for the proposed Folsom Street Design Update ("proposed project"). As further described below, the environmental effects of proposed changes to the Folsom Street Design have been adequately analyzed pursuant to the California Environmental Quality Act (CEQA) in the TCDP FEIR. The following describes proposed changes to the Folsom Street Design in comparison to the original design analyzed in the TCDP FEIR, provides analysis of the proposed project in the context of the previous environmental review (TCDP FEIR), and summarizes the potential environmental effects that may occur as a result of implementing the changes due to the proposed update to the Folsom Street Design Update.

Background

The Transit Center District Plan is a land use and transportation plan sponsored by the San Francisco Planning Department to improve conditions in the Transit Center District area within downtown San Francisco. On May 24, 2012, the Planning Commission certified the Final EIR for the Transit Center District Plan (TCDP FEIR). The TCDP FEIR analyzed amendments to the Planning Code and Zoning Maps and to the Transit Center District Plan, sub-area of the Downtown Plan and element of the San Francisco General Plan.¹

One of the projects proposed under the TCDP is the reconfiguration of Folsom Street between Spear and Second Streets (a distance of ½ mile, or five blocks), from the existing primarily one-way eastbound

¹ The Transit Center District Plan environmental review case file is available for public review at the Planning Department offices, 1650 Mission Street, San Francisco as part of case 2008.0789E.

traffic arterial, into a two-way “civic boulevard” and neighborhood destination serving both the Rincon Hill and Transbay neighborhoods, as further described in the TCDP.² In conjunction, former Embarcadero freeway parcels located along the north side of Folsom Street, between Essex and Spear streets, are currently being redeveloped into a high-density residential development, with a ground floor retail space that would activate Folsom Street as a more pedestrian-oriented street.

The original design for Folsom Street that was analyzed under TCDP would have reconstructed the street to have large corner bulb-outs with landscaped “rain gardens.” As shown in Figures 1A and 1B, the original design would also have included two travel lanes in each direction, on-street parking along the north and south curbsides of the street, and an eastbound Class II bicycle lane.

The environmental effects of this original design, as a component of the overall TCDP project, was analyzed in the TCDP FEIR. As shown in Tables 3 and 4, the TCDP FEIR found that the overall TCDP project would, under cumulative conditions, result in significant and unavoidable (with mitigation) traffic impacts at multiple intersections along Folsom Street and other nearby intersections within the plan area, due to both increased traffic volumes from growth within the plan area, and also the reduction of roadway capacity on Folsom Street and other streets within the Plan Area boundaries. No other project-level or cumulative significant impacts were found for this component of the TCDP project.

Project Description

Folsom Street Design – 2012 TCDP

The Office of Community Investment and Infrastructure (OCII) developed plans to redesign and reconstruct Folsom Street between Second and Essex streets in 2016, and have undertaken the schematic design of Folsom Street. During the schematic design process, specific design considerations indicated the need for adjustments to better serve local and regional transit travel within the project area, and provide compatibility with proposed Central SoMa improvements proposed for adjacent streets in the vicinity. Figures 1A and 1B presents the original Folsom Street Design concept analyzed under the TCDP FEIR that required reconsideration.

As part of a separate SFMTA-sponsored project, the Muni 12 Folsom bus route is proposed to extend east along Folsom Street, requiring the construction of transit boarding islands on this segment of Folsom Street. Eastbound bus service would be extended from Second Street to Main Street, where the bus would turn left; to serve this bus, there would be one eastbound boarding island constructed on Folsom on the nearside of Second Street (which would also serve Golden Gate Transit outbound PM commuter buses), and a second eastbound boarding island constructed on Folsom between First and Fremont streets. Westbound bus service would proceed south on Spear and turn right onto westbound Folsom, then left onto southbound Essex and then right onto westbound Harrison Street; to serve this bus, there would be a westbound boarding island on Folsom between Fremont and First streets.

² The Transit Center District Plan is available for download at the following link: http://www.sf-planning.org/ftp/CDG/CDG_transit_center.htm#draft_plan. Description of the Folsom Street Design begins on page 7.

Figure 1A: Folsom Street Design (Embarcadero to Fremont Streets), as analyzed in the TCDP FEIR

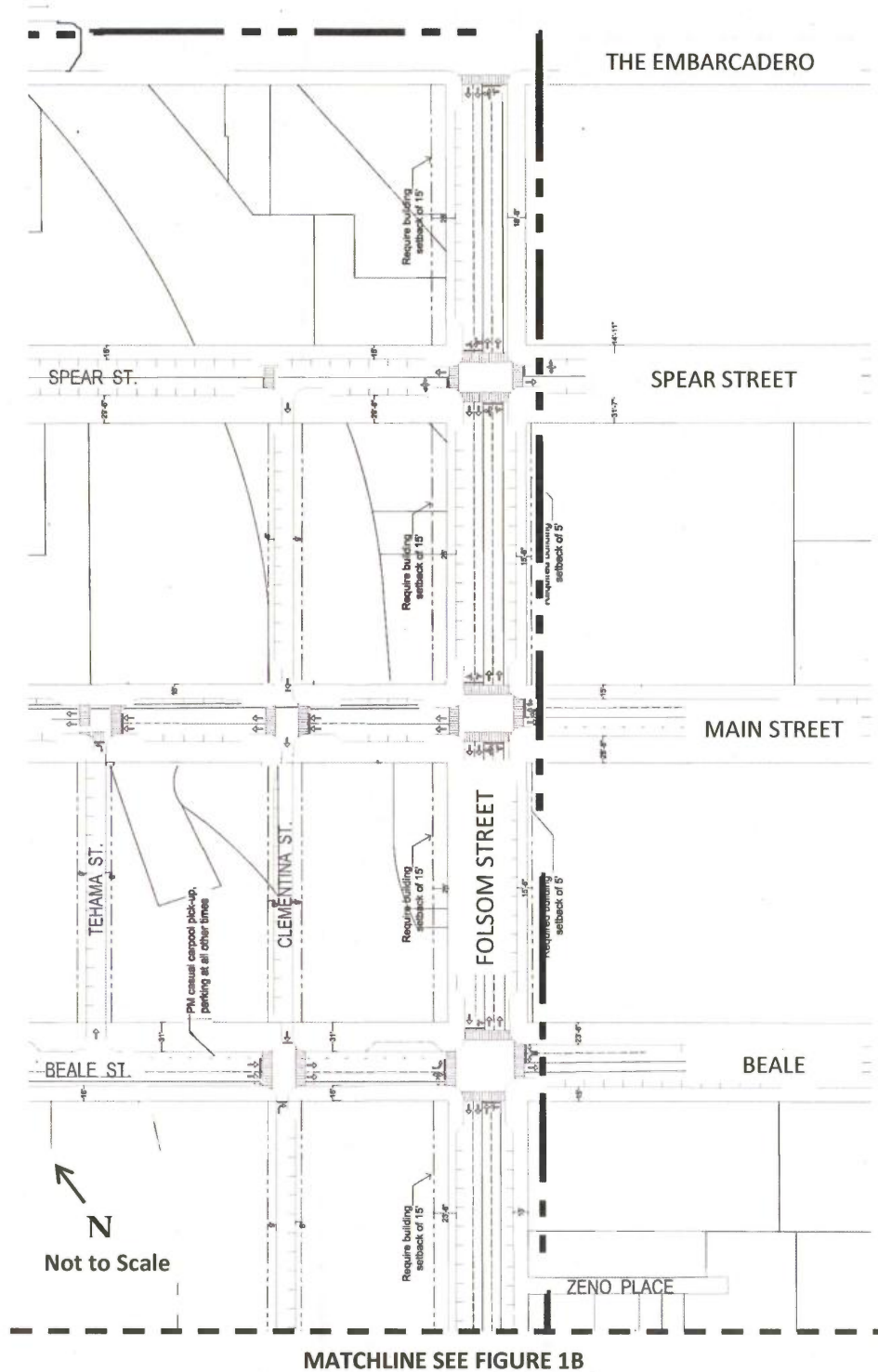
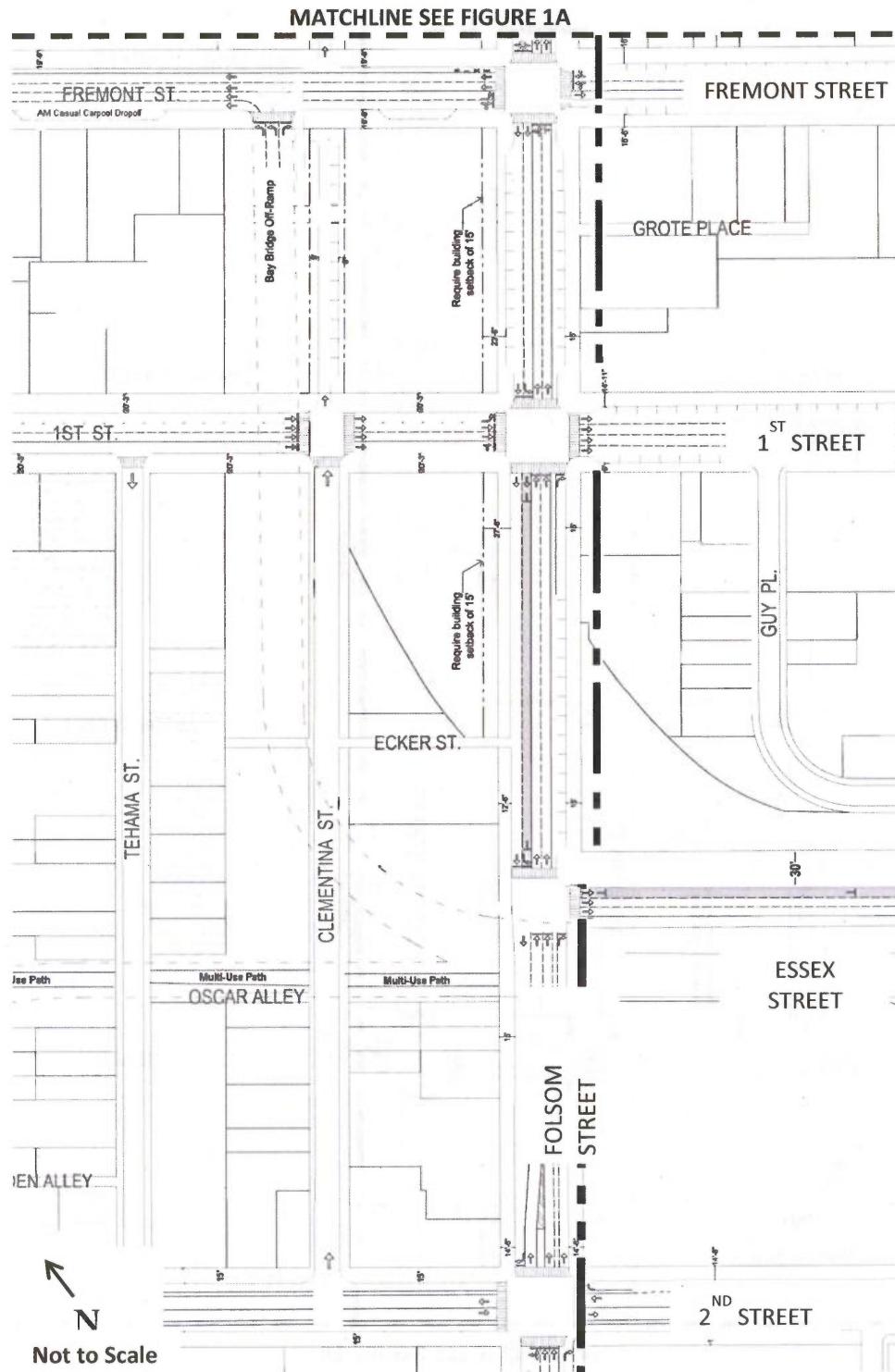


Figure 1B: Folsom Street Design (Fremont to Second Streets), as analyzed in the TCDP FEIR



Revisions to Folsom Street Design - 2015 Project Update

In order to address the schematic design issues related to the original Folsom Street Design, the SFMTA and the Planning Department conducted an assessment of the Folsom Street Design in 2015. A public meeting was held on July 16, 2015 to inform the community about the project status and proposed refinements to Folsom Street. To address the issues identified during the schematic design process of the initial Folsom Street Design, several components of the Folsom Street Design were updated and are analyzed in this Addendum. The following includes the proposed revisions to the Folsom Street Design and are shown in Figures 2A-2C.

- Instead of four travel lanes (two in each direction), the updated design includes three travel lanes (generally two eastbound and one westbound), which enables the lanes to be wider and more safely accommodate buses and other large vehicles. Consistent with existing conditions, the westbound lane along Folsom Street would be a transit-only lane between Fremont and Essex streets.
- On-street parking along both the north and south sides of Folsom Street between First and Main streets would be removed in order to minimize conflicts with bus operations. (On-street loading and/or parking spaces would be re-installed in 2018 upon the closure of the Transbay Temporary Terminal.)
- Instead of an eastbound bicycle lane along Folsom Street between Second Street and The Embarcadero, the updated design includes a protected cycletrack in order to enhance bicycle access and safety.
- Crosswalks would be widened at all intersections in order to enhance pedestrian visibility for drivers, and also to better facilitate large vehicle turn movements.

In 2018, upon the opening of the new Transbay Transit Center, the Temporary Terminal (located within the block bounded by Main, Howard, Beale and Folsom streets) would be closed, and Muni and AC Transit buses would no longer travel along this segment of Folsom Street. At that time, Folsom Street between First and Main streets (as well as adjacent segments of Essex, Fremont, Beale and Main Streets) would be re-stripped to include the following adjustments:

- The transit-only lanes that access the Temporary Terminal would be removed on Folsom, Essex, Fremont, Beale and Main streets. The westbound transit lane would be converted into a general-purpose travel lane, and the travel lanes and cycletracks would be widened.
- Westbound vehicular access would be extended on Folsom Street from Fremont Street to Second Street.
- A westbound protected cycletrack would be installed between The Embarcadero and Second Street.
- On-street loading and/or parking spaces would be added along both the north and south sides of Folsom Street between First and Main streets. Stopped vehicles occupying these spaces would serve as a buffer between bicyclists and moving traffic.

Figure 2A: Folsom Street Design (Embarcadero to Main Streets) – 2015 Project Update.

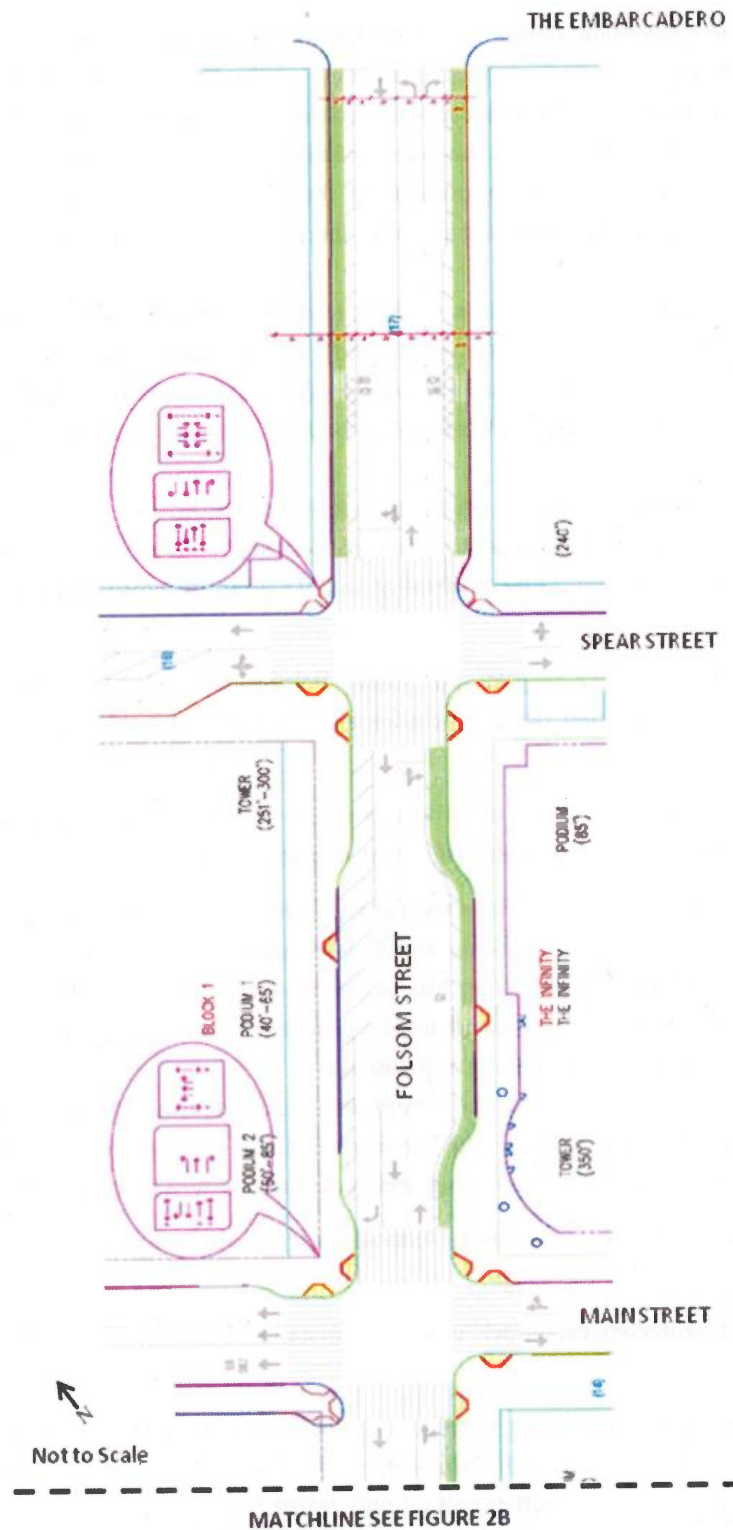
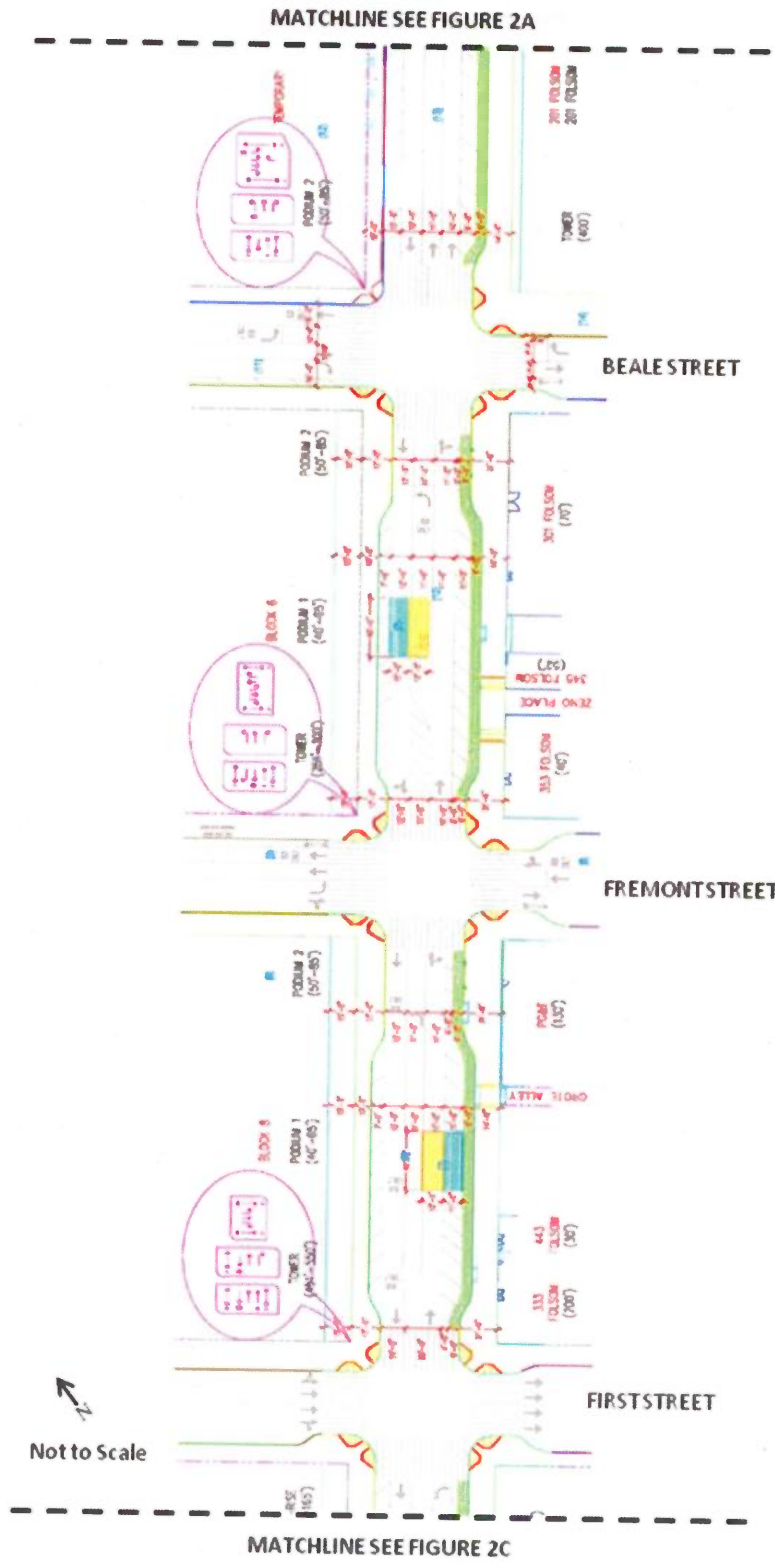


Figure 2B: Folsom Street Design (Beale to First Streets) – 2015 Project Update.



ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

San Francisco Administrative Code Section 31.19(c)(1) states that a modified project must be reevaluated and that “[i]f, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.” CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency’s decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency’s decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

Existing Plus Project Conditions Analysis

The TCDP FEIR did not include an analysis of Existing Plus Project conditions, because the TCDP is a long-term project that would require several decades for full build-out. The TCDP FEIR did document Existing No Project conditions, but these conditions were based on traffic counts collected in 2007. As part of the Folsom Street Design update, traffic counts were collected by SFMTA in 2013, and the Existing No Project analysis conducted for the FEIR was analyzed using new traffic counts to ensure that the analysis of the proposed Folsom Street Design update reflects current conditions (for comparison, both the 2007 FEIR analysis and updated analysis using 2013 counts are presented in the tables 1 and 2 below).

Traffic

An analysis of Existing Plus Project conditions for both the AM and PM peak hour was conducted in order to confirm that the proposed Folsom Street Design update would not result in any impacts related to traffic, under Existing Plus Project conditions.

Consistent with the TCDP, the analysis of the updated Folsom Street Design project, presented below, also includes the reconstruction of the Westbound I-80 Folsom/Fremont off-ramp into a “T” intersection at Fremont Street midblock between Folsom and Howard streets. The updated Folsom Street project would be constructed subsequent to the off-ramp project.

The Folsom Street project would result in a reduction in traffic capacity along eastbound Folsom Street. This would cause some vehicles to divert onto parallel routes. The traffic analysis assumes the following diversions:

- 150 eastbound vehicles diverted from Folsom Street to Bryant Street
 - Bryant Street is the most convenient diversion from Folsom Street, because it includes the fewest turn movements and the fewest signalized intersections
- 50 eastbound vehicles diverted from Folsom Street to Harrison Street
 - Harrison Street is not as convenient a diversion as Bryant Street, because eastbound Harrison Street does not begin until Third Street

- The short green phase for eastbound Harrison Street at the intersection with First Street serves to meter the volume of traffic that is able to continue eastbound
- 100 Bay Bridge-bound vehicles diverted from westbound Harrison Street via Main Street to Essex Street
 - Southbound Main Street provides access to westbound Harrison Street, but with the proposed reduction in capacity on eastbound Folsom Street, this route would become less convenient

Tables 1 and 2 presents intersection Level of Service (LOS) analysis for 16 intersections under Existing PM and Existing AM peak hour conditions, respectively.³ The 16 intersections include those along the affected portion of Folsom Street, as well as other intersections that would experience changes in traffic volumes resulting from the proposed project.

As noted above, the tables below present both the traffic analysis conducted for the EIR (which did not include every intersection in these tables), as well as an updated analysis using traffic counts collected by SFMTA in 2013. Further, while the TCDP FEIR did not conduct analysis of Existing Plus Project Conditions, analysis was conducted to assess the traffic impacts of the proposed Transit Tower project. The following tables present common intersections analyzed under the Existing Plus Transit Tower conditions that was conducted for the TCDP FEIR.

³ The AM peak hour is the peak 60-minute period between 7 and 9 AM on a weekday. The PM peak hour is the peak 60-minute period between 4 and 6 PM on a weekday.

**TABLE 1: PM PEAK HOUR EXISTING CONDITIONS
LEVEL OF SERVICE ANALYSIS**

Intersection	Existing No Project		Existing Plus Project*	
	EIR Analysis (2007)	2013 Counts	EIR Analysis (2007)	New Analysis (2013 Counts)
1 Folsom/2 nd	49.8 D	60.5 E	--	77.4 E
2 Folsom/Essex	--	33.4 C	--	50.1 D
3 Folsom/1 st	70.1 E	>80 F	>80 F	>80 F
4 Folsom/Fremont	25.9 C	38.7 D	--	47.4 D
5 Folsom/Beale	32.8 C	34.3 C	--	39.2 D
6 Folsom/Main	20.1 C	25.2 C	--	31.1 C
7 Folsom/Spear	31.7 C	31.6 C	--	39.5 D
8 Folsom/Embarcadero	45.5 D	42.4 D	--	50.5 D
9 Harrison/2 nd	55.9 E	37.8 D	--	36.3 D
10 Harrison/Essex	>80 F	>80 F	--	>80 F
11 Harrison/1 st /I-80 EB	>80 F	>80 F	>80 F	>80 F
12 Harrison/Fremont	29.9 C	32.9 C	--	34.2 C
13 Harrison/Main	57.0 E	55.4 E	--	48.5 D
14 Bryant/2 nd	56.6 E	>80 F	--	>80 F
15 Bryant/Beale	--	23.7 C	--	24.6 C
16 Bryant/Main	--	11.9 B	--	13.1 B

Notes:
 "--" Denotes that intersection was not analyzed in the 2011 Transit Center District Plan Final Environmental Impact Report (TCDP FEIR).
 * The TCDP FEIR did not include an analysis of Existing Plus Project analysis, with the exception of an analysis of potential traffic impacts of the proposed Transit Tower.
 LOS presented in average seconds of delay per vehicle. Detailed calculations are presented in the appendix, available in project file 2008.0789E.
Bold text denotes unacceptable intersection operations.
 Source: AECOM, 2011; SFMTA, 2014; San Francisco Planning Department, 2014.

As shown in Table 1, implementation of the updated project would not result in any new significant impacts under Existing plus Project PM peak hour conditions. Five intersections that currently operate unacceptably under PM peak hour Existing No Project conditions would continue to do so under PM peak hour Existing Plus Project conditions, but the project would not result in the substantial degradation of performance of any of these five intersections.

Typically, intersection Level of Service analysis is only conducted during the PM peak period, because this is the most congested period for the majority of streets in San Francisco. The TCDP Final EIR included several AM intersections, including one in this study area (Folsom/Embarcadero). Also, the TCDP FEIR conducted analysis of Existing Plus Project conditions for the proposed Transit Tower

project, however, the intersections analyzed did not include any intersections affected by the proposed Folsom Street Design update.

However, Folsom Street is an inbound route to the Financial District, and some intersections experience higher volumes in the AM peak period than in the PM. Therefore, an AM peak hour LOS analysis was also conducted, for every intersection in the study area.

Intersection	Existing No Project		Existing Plus Project*	
	EIR Analysis (2007)	2013 Counts	EIR Analysis (2007)	New Analysis (2013 Counts)
1 Folsom/2 nd	--	21.8 C	--	25.2 C
2 Folsom/Essex	--	3.5 A	--	23.0 C
3 Folsom/1 st	--	17.0 B	--	26.7 C
4 Folsom/Fremont	--	18.8 B	--	34.7 C
5 Folsom/Beale	--	10.8 B	--	50.7 D
6 Folsom/Main	--	28.5 C	--	30.4 C
7 Folsom/Spear	--	9.0 A	--	16.9 B
8 Folsom/Embarcadero	36.4 D	39.2 D	--	54.5 D
9 Harrison/2 nd	--	30.5 C	--	33.8 C
10 Harrison/Essex	--	18.9 B	--	16.6 B
11 Harrison/1 st	--	18.2 B	--	22.1 C
12 Harrison/Fremont	--	12.7 B	--	14.1 B
13 Harrison/Main	--	11.7 B	--	13.8 B
14 Bryant/2 nd	--	12.1 B	--	18.0 B
15 Bryant/Beale	--	29.1 C	--	36.9 D
16 Bryant/Main	--	10.9 B	--	14.8 B

Notes:
 "--" Denotes that intersection was not analyzed in the 2011 Transit Center District Plan Final Environmental Impact Report (TCDP FEIR).
 * The TCDP FEIR did not include an analysis of Existing Plus Project analysis, with the exception of an analysis of potential traffic impacts of the proposed Transit Tower.
 LOS presented in average seconds of delay per vehicle. Detailed calculations are presented in the appendix, available in project file 2008.0789E.
Bold text denotes unacceptable intersection operations.
 Source: AECOM, 2011; SFMTA, 2014; San Francisco Planning Department, 2014.

As shown in Table 2, implementation of the updated project would not result in any significant impacts under Existing plus Project AM peak hour conditions. Although intersection delay would increase, all intersections would continue to operate acceptably.

Similar to the findings of the TCDP FEIR, the updated Folsom Street project would not result in any traffic impacts under AM or PM peak hour Existing Plus Project conditions.

Transit

The updated project would maintain all existing transit-only lanes that serve the Transbay Temporary Terminal until 2018 (when the new Transit Center is opened and the Temporary Terminal is closed). While passenger Muni service does not currently operate on this segment of Folsom Street, the updated design does not preclude its potential implementation of Muni 12 Folsom or other service in the future.

As shown in Tables 1 and 2, most intersections along this segment of Folsom Street would experience a modest increase in vehicular delay. However, transit vehicles would continue to operate in dedicated transit-only lanes, and as such, they would experience substantially less delay during peak periods than private vehicles. Also, the updated Folsom Street project would include retiming the traffic signals during the PM peak period along this segment of Folsom Street in order to create westbound progression, which prioritizes AC Transit operations.

The environmental threshold for transit delay for a transit route with a long headway (i.e. Muni route 12, AC Transit and Golden Gate Transit) is six minutes of added delay. Table 3 below shows the added delay under Existing Plus Project AM and PM peak hour conditions.

Operator	Period	Direction	Added Delay
Muni Route 12	AM	Eastbound	35.5
		Westbound	55.4
	PM	Eastbound	43.5
		Westbound	20.6
AC Transit	AM	Eastbound	40.3
		Westbound	90.8
	PM	Eastbound	41.5
		Westbound	19.5
Golden Gate Transit	PM	Eastbound	-138.6

Note: Added delay reported in seconds.
Source: SFMTA, 2015.

As can be seen in Table 3, no transit route would experience more than six minutes of delay. In fact, Golden Gate Transit buses would experience a substantial reduction in delay, which is attributable to the creating of a protected eastbound left turn movement at Fremont/Folsom which benefits the bus.

The sidewalk widenings and bulb-outs that are proposed along this segment of Folsom Street and all intersecting streets have been thoroughly analyzed during the schematic design phase using bus turning

templates, in order to confirm that intersection corners were designed to safely and expeditiously facilitate bus movements. Bus turning analysis diagrams are included in the project file.⁴

It should be noted that the TCDP FEIR did include Mitigation Measure PRP-Transit-1a and 1b which included installation of an eastbound transit-only lane along Folsom Street between Third and Second streets against the north curb. However, with the updated Folsom Street project and the extension of Muni bus service east along Folsom Street, and the subsequent elimination of the eastbound left-turn movement from Folsom Street onto Second Street, the identified transit-only lane mitigation measure would no longer be applicable. While overall transit delays along Folsom Street would be reduced as a result of the updated design (compared to the findings of the TCDP FEIR), the significant and unavoidable transit impact delay to the 12 as identified would remain.

The updated Folsom Street project would not result in any additional or more severe transit impacts under Existing Plus Project AM and PM peak hour conditions than were identified in the TCDP FEIR.

Pedestrian

Consistent with the original design for Folsom Street, the updated project would substantially widen sidewalks along this segment of Folsom Street and intersecting streets, install corner bulb-outs with “rain gardens,” reduce pedestrian crossing distances, and reduce traffic speeds and volumes along Folsom Street. The updated Folsom Street project would not result in any additional or more severe pedestrian impacts under Existing Plus Project PM peak hour conditions than were identified in the TCDP FEIR.

Bicycle

The updated project would substantially improve bicycling conditions along this segment of Folsom Street, compared with both existing conditions and the original Folsom Street design. Bicycle facilities would be provided in both directions, rather than only in the eastbound direction. Cycletracks with separated signal phases at intersections would be installed which would enhance bicyclist safety. Similar to the findings of the TCDP FEIR, the updated Folsom Street project would not result in any bicycle impacts under AM or PM peak hour Existing Plus Project conditions.

Loading and Parking

The sidewalk widenings and bulb-outs that are proposed along this segment of Folsom Street and all intersecting streets have been thoroughly analyzed during the schematic design phase using truck turning templates for both small trucks (SU-30) and large trucks (WB-40), in order to confirm that intersection corners were designed consistent with the Better Streets Plan while accommodating trucks. Truck turning analysis diagrams are included in the project file.³

⁴ The Transit Center District Plan environmental review case file is available for public review at the Planning Department offices, 1650 Mission Street, San Francisco as part of case 2008.0789E.

The updated project would result in the temporary elimination of on-street loading/parking along the south curb of Folsom Street between First and Main streets, until 2018, when the loading/parking would be restored. Parking is currently prohibited along the north curb of Folsom Street between Main and Essex streets, and this condition would be maintained until 2018 when on-street parking would be added along this segment of Folsom Street. Currently, there are no commercial (yellow curb) or passenger (white curb) loading zones along this segment of Folsom Street.

In 2018, when more high-density development is located along the south and north sides of Folsom Street, it is likely that on-street loading zones would be necessary. As noted above, the modifications to Folsom Street that would occur in 2018 (upon the closure of the Transbay Temporary Terminal) would enable the provision of on-street parking along Folsom Street, and portions of that parking would likely be designated as commercial or passenger loading zones as needed at that time.

The updated Folsom Street Design project would not result in any additional loading or parking impacts under Existing Plus Project conditions than were identified in the TCDP FEIR.

Emergency Vehicle Access

The updated design would maintain adequate emergency vehicle access along this segment of Folsom Street. The distance between curbs would be 44 feet at intersections and 58 feet at midblock, which is sufficient space for emergency vehicle operations. The sidewalk widenings and bulb-outs that are proposed along this segment of Folsom Street and all intersecting streets have been thoroughly analyzed during the schematic design phase using SFFD ladder truck turning templates in order to confirm that intersection corners were designed to safety and expeditiously facilitate emergency vehicle movements. Ladder truck turning analysis diagrams are included in the project file.³ Similar to the findings of the TCDP FEIR, the updated Folsom Street project would not result in any emergency vehicle impacts under AM or PM peak hour Existing Plus Project conditions.

Construction

The updated project would entail the same construction intensity and schedule as the original project that was covered in the TCDP Final EIR, because the updated project includes the reconstruction of the same physical elements (e.g. curbs and sidewalks). The updated Folsom Street project would not result in any additional or more severe construction-related impacts to the transportation network under Existing Plus Project conditions than were identified in the TCDP FEIR.

Cumulative Plus Project Conditions Analysis

The TCDP Final EIR performed a Cumulative Plus Project conditions analysis, including documentation of Cumulative No Project conditions.

As described above, the Existing conditions analysis for the updated Folsom Street project utilized a new set of traffic counts taken in 2013 by SFMTA. In order to apply the new traffic counts to an updated

Cumulative Conditions analysis, the percentage of growth in traffic volumes that was identified in the TCDP Final EIR between Existing No Project conditions and Cumulative No Project conditions was applied to the new traffic counts, in order to obtain updated Cumulative No Project traffic volumes. (Both the EIR analysis and the updated Cumulative No Project and Cumulative Plus Project analyses are presented in the tables below.)

The Cumulative conditions analysis for the updated Folsom Street project also includes the incorporation of other reasonably foreseeable cumulative land use and transportation projects. These include:

Second Street Improvement Project: This project would reduce the number of travel lanes on Second Street (from Market to King streets) from four to two (one lane in each direction), in order to install enhanced bicycle and pedestrian facilities. The project also includes the prohibition of left-turn movements off of Second Street.

Rincon Hill Streetscape Plan: This project would reduce the number of travel lanes, remove some on-street parking, and substantially widen sidewalks within the Rincon Hill area along Harrison (from Second Street to The Embarcadero), Spear (from Folsom to Bryant streets), Main (from Folsom to Bryant streets), Beale (from Folsom to Bryant streets), Fremont (from Folsom to Bryant streets), and Essex (from Folsom to Bryant streets) streets.

Central SOMA Plan: Included in this draft Plan is a project that would reduce the number of travel lanes, remove some on-street parking, substantially widen sidewalks, upgrade transit facilities, and install bicycle facilities within the Central SOMA area along Howard (from 11th to 2nd streets), Folsom (from 11th to 2nd streets), Harrison (from 6th to 2nd streets), Bryant (from 6th to 2nd streets), Brannan (from 6th to 2nd streets), Third (from Market to King streets) and Fourth (from Market to Harrison) streets.

Traffic

Analysis of Cumulative Plus Project conditions for both AM and PM peak hour was conducted as part of this review in order to confirm that the updated Folsom Street Design would not result in any new impacts under Cumulative Plus Project conditions that were not previously identified in the TCDP Final EIR.

TABLE 4: PM CUMULATIVE CONDITIONS LEVEL OF SERVICE ANALYSIS

Intersection	Cumulative No Project		Cumulative Plus Project	
	EIR analysis (2007)	Updated EIR Analysis (2013)	EIR Analysis (2007)	Updated EIR Analysis (2013)
1 Folsom/2 nd	>80 F 1.28	>80 F 1.33	>80 F 2.14	>80 F 1.41
2 Folsom/Essex	>80 F 1.21	>80 F 1.33	>80 F 1.38	>80 F 1.16
3 Folsom/1 st	>80 F 1.09	>80 F 1.22	>80 F 1.62	>80 F 1.57
4 Folsom/Fremont	41.2 D	63.0 E	52.5 D	72.4 E
5 Folsom/Beale	>80 F 1.23	70.7 E	>80 F 1.30	69.4 E
6 Folsom/Main	>80 F 1.24	56.8 E	>80 F 1.25	64.2 E
7 Folsom/Spear	>80 F 1.39	66.1 E	>80 F 2.52	76.6 E
8 Folsom/Embarcadero	>80 F 1.01	>80 F 0.72	>80 F 0.92	>80 F 0.83
9 Harrison/2 nd	>80 F 1.44	>80 F 1.63	>80 F 1.49	>80 F 1.70
10 Harrison/Essex	>80 F 1.50	>80 F 2.65	>80 F 1.58	>80 F 2.72
11 Harrison/1 st	>80 F 1.36	>80 F 1.96	>80 F 1.48	>80 F 1.82
12 Harrison/Fremont	69.6 E	>80 F 0.93	27.6 C	32.3 C
13 Harrison/Main	77.8 E	>80 F 1.48	48.2 D	>80 F 1.14
14 Bryant/2 nd	72.8 E	>80 F 1.61	>80 F 1.16	>80 F 1.65
15 Bryant/Beale	--	33.2 C	--	41.9 D
16 Bryant/Main	--	13.2 B	--	15.5 B

Notes:

"--" Denotes that intersection was not analyzed in the 2011 Transit Center District Plan Final Environmental Impact Report (TCDP FEIR).

* The TCDP FEIR did not include an analysis of Existing Plus Project analysis, with the exception of an analysis of potential traffic impacts of the proposed Transit Tower. LOS presented in average seconds of delay per vehicle. Detailed calculations are presented in the appendix, available in project file 2008.0789E.

Bold text denotes unacceptable intersection operation. The volume to capacity (v/c) ratio is also presented for LOS F intersections.

Shaded box indicates significant impact identified under TCDP FEIR.

Source: AECOM, 2011; San Francisco Planning Department, 2014.

As shown in Table 4, implementation of the updated project would result in the same or reduced impacts compared to those that were identified in the TCDP Final EIR. Under the project, there would be six intersections affected by the proposed Folsom Street project, compared with nine affected intersections analyzed under the TCDP Final EIR for the original design of Folsom Street. Eight other intersections would continue to operate unacceptably under PM Cumulative Plus Project conditions, but the project would not result in the substantial degradation of performance of any of these intersections. No new Cumulative PM peak hour impacts would be created that were not identified in the TCDP Final EIR.

TABLE 5: AM CUMULATIVE CONDITIONS LEVEL OF SERVICE ANALYSIS				
Intersection	Cumulative No Project		Cumulative Plus Project	
	EIR analysis (2007)	Updated EIR Analysis (2013)	EIR Analysis (2007)	Updated EIR Analysis (2013)
1 Folsom/2 nd	--	37.3 D	--	34.6 C
2 Folsom/Essex	--	13.5 B	--	27.0 C
3 Folsom/1 st	--	17.3 B	--	49.6 D
4 Folsom/Fremont	--	23.0 C	--	51.2 D
5 Folsom/Beale	--	12.1 B	--	46.4 D
6 Folsom/Main	--	48.2 D	--	53.0 D
7 Folsom/Spear	--	9.4 A	--	35.0 C
8 Folsom/Embarcadero	>80 F 0.77	>80 F 0.77	>80 F 0.83	>80 F 0.82
9 Harrison/2 nd	--	62.7 E	--	72.1 E
10 Harrison/Essex	--	49.8 D	--	25.1 B
11 Harrison/1 st	--	23.4 C	--	29.5 C
12 Harrison/Fremont	--	14.3 B	--	15.9 B
13 Harrison/Main	--	12.5 B	--	15.6 B
14 Bryant/2 nd	--	13.3 B	--	34.2 C
15 Bryant/Beale	--	49.4 D	--	51.5 D
16 Bryant/Main	--	11.7 B	--	18.2 B

Notes:
 "--" Denotes that intersection was not analyzed in the 2011 Transit Center District Plan Final Environmental Impact Report (TCDP FEIR).
 * The TCDP FEIR did not include an analysis of Existing Plus Project analysis, with the exception of an analysis of potential traffic impacts of the proposed Transit Tower.
 LOS presented in average seconds of delay per vehicle. Detailed calculations are presented in the appendix, available in project file 2008.0789E.
Bold text denotes unacceptable intersection operation. The volume to capacity (v/c) ratio is also presented for LOS F intersections.
 Shaded box indicates significant impact identified under TCDP FEIR.
 Source: San Francisco Planning Department, 2014.

As shown in Table 5, implementation of the updated Folsom Street Design would result in similar Cumulative AM impacts as identified under the original Folsom Street Design analyzed under the TCDP FEIR, specifically, for one impacted location at The Embarcadero / Folsom. Two other intersections would continue to operate unacceptably under AM Cumulative Plus Project conditions, but the updated project would not result in the substantial degradation of performance of either of these intersections. No new Cumulative AM impacts would be created that were not identified in the TCDP Final EIR.

The TCDP Final EIR identified traffic mitigation measures for the intersections that experienced significant traffic impacts. The TCDP Final EIR found that the mitigation measures would not improve

conditions to less-than-significant levels because the implementation of the measures could not be guaranteed; therefore the impacts were all identified as significant and unavoidable impacts.

Those traffic mitigation measures that are applicable to Folsom Street are shown below. The applicability of each measure in the context of the updated Folsom Street design is described below:

- *M-TR-1e: Beale / Folsom Streets Left-Turn Prohibition and Signal Optimization. At the intersection of Beale and Folsom Streets, the Municipal Transportation Agency (MTA) could prohibit eastbound right turns from Folsom Street in the p.m. peak hour and optimize the signal timing by reallocating green time from the eastbound / westbound Folsom Street approaches to the northbound / southbound Beale Street approaches.*

This mitigation measure is no longer applicable, because the intersection of Beale / Folsom would not be impacted under the updated Folsom Street design conditions. This intersection would operate at LOS E under PM Cumulative Plus Project conditions, which is the same performance as PM Cumulative No Project conditions, as is shown in Table 3. Because there would be no impact, no mitigation is required.

- *M-TR-1h: Second / Harrison Streets Turn Prohibition and Optimization. At the intersection of Second and Harrison Streets, the Municipal Transportation Agency could prohibit eastbound left turns during the p.m. peak hour.*

This mitigation measure is no longer applicable, because the design of this intersection has been updated. With the updated design, there would be an eastbound left-turn pocket, enabling left-turning vehicles to yield to pedestrians without blocking the eastbound-through movement. This intersection would operate at LOS F conditions under PM Cumulative Plus Project conditions, with worse performance than PM Cumulative No Project conditions. While the mitigation is no longer applicable, the intersection would continue to remain impacted with the updated project, as shown in Table 3.

- *M-TR-1j: Second / Bryant Streets Bulbs and Optimization. At the intersection of Second and Bryant Streets, the Municipal Transportation Agency (MTA) and Department of Public Works (DPW) could install bulb-outs on the east and west crosswalks to reduce pedestrian crossing distances and times and optimize the signal timing plan at this intersection during the weekday p.m. peak hour by reallocating green time from the northbound / southbound Second Street approaches to the eastbound Bryant Street approach.*

This mitigation measure is no longer applicable, because the reconfiguration of this intersection is being undertaken under both the proposed Second Street Improvement Project as well as the proposed draft Central SOMA Plan. This intersection would operate at LOS F conditions under PM Cumulative Plus Project conditions, with worse performance than PM Cumulative No Project conditions. While the mitigation is no longer applicable, the intersection would remain impacted under the updated project, as shown in Table 3.

Overall, the updated Folsom Street design would not result in any additional or more severe significant traffic impacts under Cumulative Plus Project conditions, or require any new mitigation measures related to traffic, that were not identified in the TCDP Final EIR.

Transit

Under Cumulative Conditions, when the Temporary Terminal is closed (2018), AC Transit service would be relocated to the upper bus level of the new Transbay Transit Center. At that time, AC Transit vehicles would no longer travel along Folsom Street. Furthermore, Muni service that currently serves the Temporary Terminal would also be relocated to a new Muni bus plaza within the Transit Center (within the block bounded by Mission, Beale, Howard and Fremont streets). Because major regional transit service would be removed from Folsom Street, the transit-only lanes along this segment of Folsom Street would be removed in 2018. This would enable the provision of on-street loading and parking along both sides of Folsom Street between First and Main streets.

The TCDP FEIR identified transit delay impacts to the 11 Downtown Connector⁵ and the 12 Pacific Muni bus lines (as based on their alignments in 2011). These lines travel the along the same streets in the downtown area, specifically, along Second Street north of Harrison Street, and along Folsom and Harrison streets west of Second Street.

The transit delay analysis in the TCDP FEIR found that the substantial source of delay for these affected routes was at the intersection of Folsom and Second streets, specifically, the southbound-through movement (affecting the outbound bus) and the eastbound-left movement (affecting the inbound bus). It should be noted that with the new extension of transit service east along Folsom Street (from Second to Main Street) as described above, the eastbound-left turning bus movement at Second/Folsom would be removed, and replaced with an eastbound-left at Main/Folsom. Due to the complex intersection geometry and higher traffic and pedestrian volumes, the existing turn at Second/Folsom results in more delay than the new turn at Main/Folsom; therefore, transit travel times would be slightly improved with the extension of transit service.

This extension of transit service would not affect the transit delay analysis and conclusions that were presented in the TCDP FEIR, with the exception of the removal of the eastbound-left turn movement at Second/Folsom which would improve transit travel times as noted above. However, the new transit

In addition, compared to the project described in the TCDP FEIR, the updated Folsom Street project would result in slightly reduced traffic volumes along Folsom Street, including the segment of Folsom Street west of Second Street, compared to the project that was analyzed in the TCDP FEIR. This would in turn result in slightly reduced transit delay for buses traveling on that segment.

Overall, the transit delay impact associated with the updated Folsom Street project would be similar to, or slightly less than, the transit delay impact identified in the TCDP FEIR.

⁵ This bus route does not currently exist, but it is a planned future route as part of the Transit Effectiveness Project.

The TCDP FEIR identified transit mitigation measures for the affect transit routes. The TCDP FEIR found that the mitigations would not improve conditions to a less-than-significant level because the implementation of the measures could not be guaranteed; therefore the impacts were all identified as significant and unavoidable impacts. Those transit mitigation measures, which included the provision of transit-only lanes on Second Street and on Folsom Street west of Second Street, would remain applicable to the TCDP in general, but would not affect the updated Folsom Street design as the mitigation measure would be in a different location.

The updated Folsom Street project would not result in any additional or more severe transit impacts under Cumulative Plus Project conditions, or require any mitigation measures related to transit, that were not identified in the TCDP FEIR.

Pedestrian

Pedestrian volumes would be substantially higher under Cumulative conditions, due to the build-out of planned high-density development along this segment of Folsom Street. Similar to the original TCDP design, the updated Folsom Street design includes the provision of wide sidewalks, crosswalks and corners that would comfortably accommodate future pedestrian volumes.

The TCDP FEIR identified several pedestrian crowding impacts for crosswalks and corners within the Plan Area, and also identified mitigation measures for those impacted locations. None of those impacted locations were along Folsom Street. The associated mitigation measures for those locations off of Folsom Street would continue to remain applicable under the updated project.

The updated Folsom Street project would not result in any additional or more severe pedestrian impacts under Cumulative Plus Project conditions, or require any new mitigation measures related to pedestrians, that were not identified in the TCDP FEIR.

Bicycle

Bicycle volumes would be higher under Cumulative conditions, due to both the build-out of planned high-density development along this segment of Folsom Street, as well as the planned development of additional citywide bicycle facilities that would connect to Folsom Street, such as new bicycle facilities on Folsom Street west of Second Street. The updated design includes the provision of physically-separated cycletracks in the both the eastbound and westbound directions, which would comfortably accommodate future bicycle volumes. The TCDP FEIR did not identify any significant impacts to bicycles. Similar to the findings in the TCDP FEIR, the updated Folsom Street project would not result in any bicycle impacts under Cumulative Plus Project conditions or require any mitigation measures related to bicycles.

Loading and Parking

As noted above, the updated project would result in the temporary elimination of on-street loading and parking space along the south curb of Folsom Street between First and Main streets until 2018, when the loading and parking would be restored along both the north and south sides of Folsom Street. This would result in the installation of approximately one loading zone per block face segment and

approximately five parking spaces per block face segment, for a total of approximately 30 parking spaces. The parking spaces would be metered, similar to the original parking spaces.

It should be noted that the TCDP FEIR identified a cumulative impact to loading conditions within the plan area, due to the elimination of a substantial amount of existing commercial (yellow curb) loading zones. While this segment of Folsom Street has not had any on-street commercial loading zones in the past, with the construction of planned high-density residential and retail development, new on-street loading zones would likely be necessary. Furthermore, if there is a need for commercial loading zones along this segment of Folsom Street, the on-street parking spaces could be converted into loading spaces (unlike other streets with the TCDP area that do not have available on-street parking spaces that could be converted into loading). Therefore, this overall TCDP loading impact identified in the TCDP FEIR would not occur on this segment of Folsom Street under the updated project.

The TCDP FEIR identified a loading mitigation measure, the construction of loading bays within sidewalks, to offset the loading impact. The TCDP FEIR found that the mitigation measure would not improve the significantly-impacted loading conditions to a less-than-significant level because the implementation of the mitigation measure could not be guaranteed. Therefore the loading impact was identified as significant and unavoidable. That loading mitigation measure remains applicable to the TCDP in general, but does not affect the updated Folsom Street design because the Folsom Street design could accommodate loading zones as needed within the parking lane without the construction of loading bays.

The updated Folsom Street project would not result in any additional or more severe loading or parking impacts under Cumulative Plus Project conditions, or require any new mitigation measures related to the parking or loading, that were not identified in the TCDP FEIR.

Emergency Vehicle Access

Similar to the Existing Plus Project analysis described above, the updated design would maintain adequate emergency vehicle access along Folsom Street. The TCDP FEIR did not identify any significant impacts to emergency vehicle access. Similar to the findings in the TCDP FEIR, the updated Folsom Street project would not result in any emergency vehicle access impacts under Cumulative Plus Project conditions, or require any mitigation measures related to emergency vehicle access.

Construction

The updated project would entail the same construction intensity and schedule as the original project, because the updated project includes the same physical elements (e.g. curbs and sidewalks). The TCDP FEIR identified a Cumulative impact to the transportation network due to the construction of multiple projects in the plan area, because they could entail overlapping schedules.

The TCDP FEIR identified a construction mitigation measure, the implementation of a construction coordination plan, to offset the construction impact. The TCDP FEIR found that the mitigation would not improve significantly construction impacts to a less-than-significant level because the implementation of

the mitigation measure could not be guaranteed; therefore the impact was identified as significant and unavoidable.

That construction mitigation measure remains applicable to the TCDP overall, and would be applicable to the reconstruction of the updated Folsom Street project. The SFMTA shall manage construction traffic sequencing and traffic rerouting associated with the reconstruction of Folsom Street, and SFMTA shall coordinate their effort with other construction projects nearby.

Because the updated Folsom Street project includes the same construction intensity and duration as the original Folsom Street project, the updated project would not result in an exacerbation of the significant and unavoidable construction-related impact to the transportation network that was previously identified in the TCDP FEIR under Cumulative Plus Project conditions, and would not require any new mitigation measures related to construction.

Analysis of Other CEQA Topics

Aesthetics

The updated project would result in physical changes within the public street right-of-way along the project corridor as previously described in the Project Description and in the TCDP FEIR. In summary, these physical changes that may have an effect on the visual setting and aesthetic character of the area include widening of sidewalks, removal of on-street parking, establishment of protected bicycle lanes, corner bulbs, and new landscaping and lighting along the project corridor.

The updated project would alter public views currently available from Folsom Street, as well as the visual character of the street and its immediate surroundings, similar to the original Folsom Street project as described in the TCDP FEIR.⁶ Impacts to public views and scenic vistas under the updated project would be similar to those discussed in the original project in the TCDP FEIR.

The modified project would result in visual changes to the existing roadway associated with the addition of corner bulbouts, street-lighting, street trees along the sidewalks, new lane striping as well as vehicular and pedestrian signage. The addition of these physical elements to the public realm would not adversely affect the aesthetic of the streetscape and would contribute to a greater sense of visual organization associated with their specific functions for pedestrians, bicyclists and motorists than currently exists. For example, bulbouts at corners and refuges in the middle of crosswalks would result in traffic calming and enhanced sight lines for both motorists and pedestrians at crossings. Bicycle facilities on the north and south sides of Folsom Street would provide a visually delineated path of travel for cyclists as well as for motorists. Trees along the corridor would add greenery along the edges of the

⁶ See page 91 of the TCDP FEIR for the discussion regarding aesthetics. The Transit Center District Plan environmental review case file is available for public review at the Planning Department offices, 1650 Mission Street, San Francisco as part of case 2008.0789E

roadway where no consistent planting scheme currently exists. No unique scenic resources would be adversely affected. This would not result any additional or more severe aesthetics impacts than were identified in the TCDP FEIR.

The presence of additional cyclists on the road would also affect the visual character of the urban environment along the project corridor. However, as with all kinds of traffic, such effects are temporary and often dynamic in nature and would neither permanently nor adversely alter the visual character of the environment. Therefore, similar to the findings in the EIR, the visual character and quality of the project site would not substantially change with implementation of the updated project, and aesthetic impacts would be less than significant.

The updated project would result in installation of new pedestrian-scaled street lighting at regular intervals along sidewalks along both the north and south sides of Folsom Street. Street lighting would operate in accordance with current City regulations and would not result in adverse light and glare effects, similar to the original project as discussed in the TCDP FEIR. As a result, the modified project's physical features would not affect a scenic vista, nor would it create new sources of substantial light or glare, or cast shadows. Therefore, the modified project would have no significant impacts with respect to public views, scenic vistas, light, or glare. The project would not affect a "Street that Extends the Effect of Public Open Space" or a street that is "Important for the Quality of its Views" in an adverse or demonstrable manner. Thus, similar to the conclusions reached in the EIR, there would be no significant adverse impacts related to aesthetics and visual character resulting from the updated project.

Air Quality

As illustrated in **Tables 1 through 4**, the updated project would generally be consistent in terms of average intersection vehicle and transit delays at the study intersections compared to the same delays reported in the TCDP FEIR for the original Folsom Street project. Given the similarity in delays expected under modified project, the air quality impact conclusions reached for the TCDP FEIR would be substantially the same as those for the updated project. No new or substantially greater air quality impacts would occur.

Other Environmental Topics

The Initial Study for the TCDP determined that for the following topics, any environmental effects associated with the TCDP and its individual projects would either be insignificant or would be reduced to less-than-significant levels by implementation of the mitigation measures included in as part of the program: land use, population and housing, noise, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural resources. The EIR did not discuss these issues further. The updated Folsom Street project involves a similar amount of construction and duration as the original project analyzed in the TCDP FEIR. The Initial Study, including the impact significance

conclusions reached therein for all above-noted environmental topics, remain applicable to the updated project and all mitigation and improvement measures from the Initial Study and the TCDP FEIR would be applied to the updated project, as appropriate.

Conclusion

The updated Folsom Street design would not result in any additional or more severe significant impacts under Existing Plus Project conditions, during either the AM or PM peak periods.

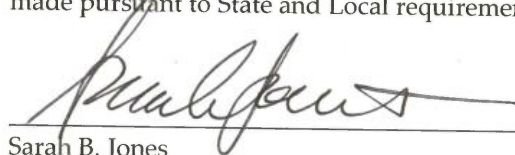
The updated Folsom Street design would not result in any new impacts under Cumulative Plus Project conditions, either during the AM or PM peak periods, that were not identified in the TCDP Final EIR. The updated Folsom Street design would not require any new mitigation measures that were not identified in the TCDP Final EIR.

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the TCDP Final EIR certified on May 24, 2012 remain valid. The proposed revisions to the project (i.e. the updated Folsom Street project) would not cause new or more severe significant impacts not identified in the TCDP FEIR, and no new mitigation measures beyond those identified in the TCDP FEIR would be necessary to reduce significant impacts of the updated project. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required for the updated Folsom Street project beyond this addendum.

Date of Determination:

November 23, 2015

I do hereby certify that the above determination has been made pursuant to State and Local requirements.



Sarah B. Jones
Environmental Review Officer

cc: Joshua Switzky, Project Sponsor
Greg Riessen, SFMTA

Bulletin Board / Master Decision File
Distribution List

Exhibit B

Final Environmental Impact Report Transit Center District Plan and Transit Tower

STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding the significant effects noted above, pursuant to CEQA Section 21081(b) and the CEQA Guidelines Sections 15093 and 15096 (h), the Commission on Community Investment and Infrastructure finds, after considering the Final Environmental Impact Report on the Transit Center District Plan and Transit Tower (“FEIR”) and based on substantial evidence in the administrative record as a whole and as set forth herein, that specific overriding economic, legal, social, and other considerations outweigh the identified significant effects on the environment. Moreover, the Commission on Community Investment and Infrastructure finds that the alternatives studied in the FEIR are also rejected for the following specific economic, social, or other considerations resulting from approval of the Transit Center District Plan (the “Plan”) and its implementation:

A. The purpose of the Plan is to increase the density of development in the southern Financial District and thereby provide critical funding for the Transbay Transit Center/Downtown Rail Extension Project—the centerpiece of the Plan—and other infrastructure in the Plan area.

The Plan is an outgrowth of the 2006 Report of the City and County of San Francisco Interagency Working Group. To address the funding shortfall for the construction of the complete Transit Center Project, in February 2006 the City convened a Working Group consisting of the Mayor’s Office, the Planning Department, the Office of the City Administrator, the San Francisco Redevelopment Agency, San Francisco Metropolitan Transportation Agency and the San Francisco County Transportation Authority to make recommendations to help ensure that the entirety of the Transit Center Project is completed – including both the terminal and rail components – as soon as possible.

The Working Group recommended that the goal of identifying additional funds to complete the Transit Center Project could be created by capturing additional value through intensified development around the Transit Center and by reducing Transit Center Project costs. The Working Group stated that the purpose of the Working Group Report (“Report”) is to ensure that whatever strategy is adopted for proceeding with the Transit Center Project maximizes the likelihood that the full vision of Transbay, including bringing rail into an inter-modal station in downtown San Francisco, is fully realized.

The Report recommended that the City create a special zoning district around the Transit Center to permit a limited number of tall buildings, including two on public parcels, and allowances for additional development in exchange for financial contributions to the Transbay Project and other public infrastructure. The Report also proposed forming a Mello-Roos Community Facilities District (“CFD”) to levy a special tax to provide the majority of that funding for the Transit Center Project. The Working Group further proposed that the revenues

generated by the additional development allowed by the overlay zoning district be prioritized to fund construction of the Transit Center Project. The zoning concept that grew out of the Report is provided by the Transit Center District Plan.

B. Adoption and implementation of the Plan expands the capacity for transit-oriented growth, particularly job growth, in the most transit-accessible location in the Bay Area, thereby promoting transit usage and reducing regional urban sprawl and its substantial negative regional environmental, economic, and health impacts, including air and water pollution, greenhouse gas emissions, congestion, and loss of open space and habitat. The Association of Bay Area Governments is projecting a need to accommodate approximately 170,000 jobs in San Francisco by 2040 in order to meet the City's share of regional jobs under a Sustainable Communities Strategy. At least half of those jobs are projected to be office jobs. The City currently does not have sufficient capacity to accommodate that many office jobs, particularly not in locations served by major regional public transit. The Transit Center District is well served by existing BART, Muni Metro, Muni bus, regional bus and ferry service. The Transbay Transit Center, under construction, and the planned DTX to bring Caltrain commuter rail and California High Speed Rail service in the Transit Center will substantially improve transit access and increase transit capacity. No other location in the region features transit access as robust as the Plan area. In the Transit Center District as many as 80% of workers take transit to work, 10% walk or bicycle, and no more than 10% drive or carpool. In other parts of the region, including core city centers and other parts of San Francisco, significantly higher percentages of workers drive to work. Job growth is severely constrained geographically in San Francisco, because only 12.5% of the City's land permits office uses and such uses must compete with housing and other uses in much of this area. In order to accommodate job growth, particularly in transit-served locations such as the Plan area, rezoning is necessary in order to increase capacity. The proposed Plan is consistent with the City's Transit First policy and with regional mandates to reduce greenhouse gas emissions and promote transit usage.

The Transit Center District Plan is exemplary transit-oriented development. It promotes the Sustainable Communities Strategies required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) and related transportation, affordable housing, job creation, environmental protection, and climate change goals. The new Transit Center, which is at the center of the Plan area and the impetus for the Plan, will be a regional multi-modal facility connecting 11 different transportation systems under a single roof - local, intercity and regional buses, and Caltrain, and is designed to accommodate high-speed rail and Amtrak. Phase 1 of the Project consists of a Temporary Terminal and the Transit Center, which includes above-grade bus levels, the below-grade train box serving Caltrain commuter rail and high-speed rail, a 5.4-acre rooftop park, bus ramps connecting to the Bay Bridge, and bus storage. Phase 2 consists of the Downtown Rail Extension ("DTX"), which includes the improvements necessary to extend the rail connections into the train box. Phase 1 has been under construction since 2009 when the TJPA broke ground for the Temporary Terminal. Construction of the new Transit Center began in 2010 and scheduled for completion in 2017. The Transit Center will provide numerous benefits for San Francisco and the entire Bay Area. With the construction of the DTX, Caltrain daily ridership will increase by 20,000 passengers per day (a 67% increase) by bringing Caltrain directly into the Transit Center from

its current terminus at 4th and King Streets. The Transit Center rail facilities are being designed also to accommodate service by California High Speed Rail.

Plan adoption and implementation will generate approximately \$590 million in net new revenues for public infrastructure from development impact fees and a Mello-Roos Community Facilities District. Per the Funding Program established in the Program Implementation Document, of this amount approximately \$420 million would be available to the Transbay Joint Powers Authority to fund the Transit Center/Downtown Rail Extension project and related infrastructure. This funding is a vital piece of the overall funding plan for the Downtown Rail Extension, a \$2 billion project, as it can leverage larger sources of additional funds. Approximately \$170 million from these new funds would be used to fund local open space, streetscape and transportation improvements to support growth in the downtown, including improvements to open spaces in the broader downtown area.

Plan implementation will promote the retention and rehabilitation of 43 historic resources not currently protected by local designations, as well as the expansion of the New Montgomery-Second Street Conservation District.

Plan adoption and implementation will substantially enhance the City skyline by accentuating the currently flat and crowded downtown form with a new clear crown at the center of the skyline, which will be created by the Transit Tower in front of the Transit Center and a limited number of adjacent tall structures, thereby balancing and centering the skyline currently defined by tall peaks at its extreme northern and southern ends with Transamerica and Rincon Hill. This improved skyline would be consistent with City policy to identify the center of the downtown transit access and activity and provide focal orientation from throughout the area.

Plan implementation will contribute funding or directly create over 11 acres of new public open space, including the 5.4-acre City Park on the Transit Center, a public plaza at 2nd/Howard Streets, linear park “Living Streets,” and transformation of several alleys, including Natoma and Shaw alleys, into pedestrian-only plazas. The Plan also will result in numerous new public connections to the elevated City Park, thereby enhancing access and activation to this new largest downtown open space. None of the alternatives analyzed would eliminate significant and unavoidable shadow impacts on public open spaces, including Union Square, Portsmouth Square and St Mary’s Square. These alternatives still result in significant and unavoidable shadow impacts that are not substantially less than those of the proposed Plan and do not achieve the other Plan objectives and benefits, particularly by reducing by \$75-590 million the potential revenue for the Transit Center/Downtown Rail Extension project and other public improvements, including over \$10 million for public improvements to downtown parks such as Portsmouth Square.

Plan adoption and implementation will create an attractive and pedestrian-oriented neighborhood scale of development through incorporation of design controls and development standards related to building bases and ground floors, setbacks, and other measures.

Plan adoption and implementation will enact transportation measures, through Planning Code requirements and streetscape and traffic improvements, to encourage and facilitate the use of

transit, walking, bicycling, car-sharing, and other non-single occupant auto modes of transportation for commuting, daily needs and recreation. Enhancements to transit, aside from substantial funding contributions to realize the Downtown Rail Extension, include dedicated transit lanes on Mission Street and other streets, expanded bicycle lanes on several area streets, and widened sidewalks with pedestrian amenities. Funds to be generated by new Plan revenue sources will also help fund capacity improvements at Embarcadero and Montgomery BART stations and studies to reduce congestion and manage parking in the downtown area.

Having considered these benefits of the Plan, including the benefits and considerations discussed above, the Commission on Community Investment and Infrastructure finds that the Plan's benefits outweigh its unavoidable adverse environmental effects, and that the adverse environmental effects are therefore considered acceptable. The Commission on Community Investment and Infrastructure further finds that each of the Plan benefits discussed above is a separate and independent basis for these findings.