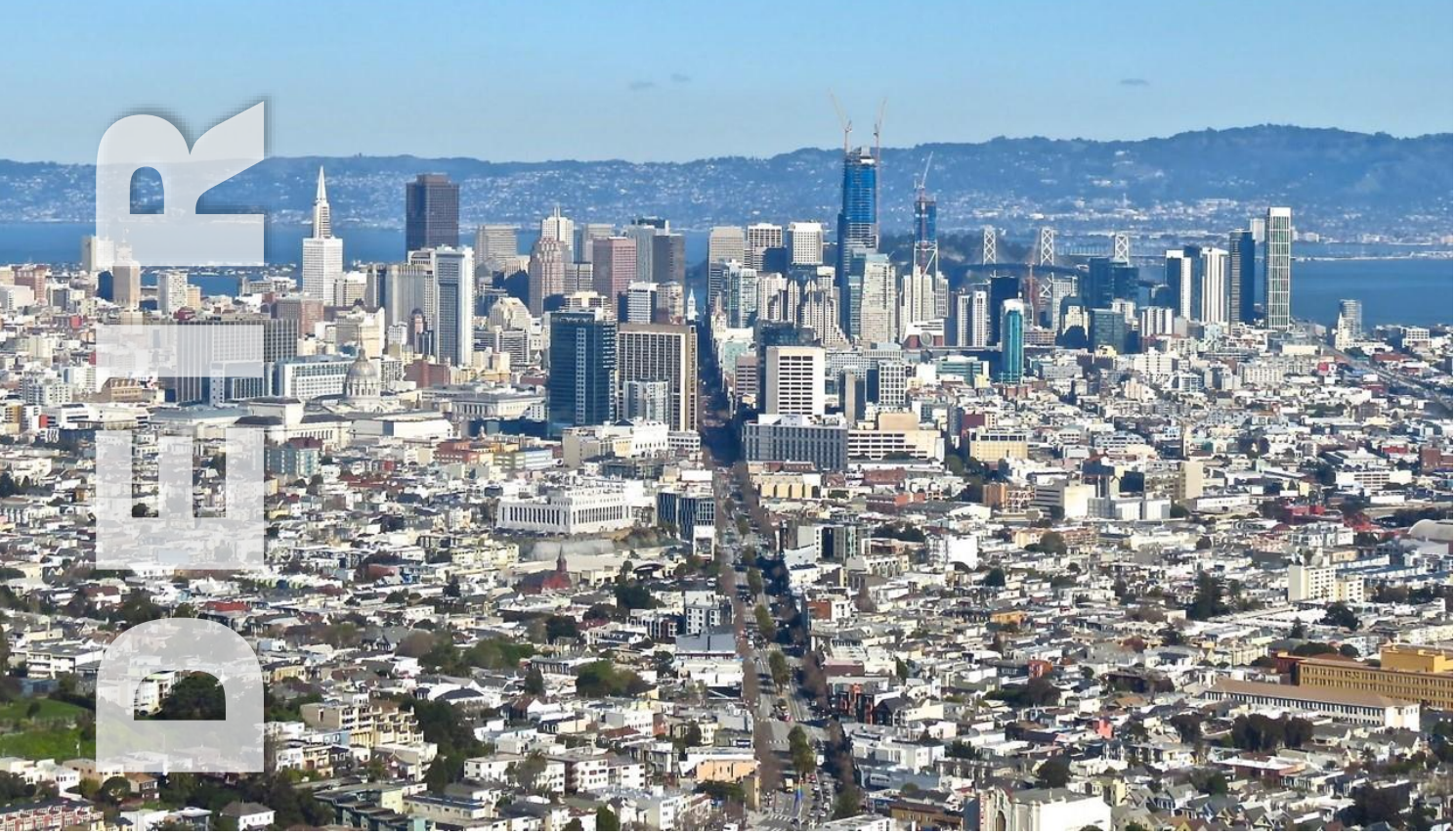

DRAFT ENVIRONMENTAL IMPACT REPORT

Better Market Street Project EIR
APPENDIX 1: SCOPING REPORT

PLANNING DEPARTMENT
CASE NO. 2014.0012E

STATE CLEARINGHOUSE NO. 2015012027

	Draft EIR Publication Date:	**February 27, 2019**
	Draft EIR Public Hearing Date:	**April 4, 2019**
	Draft EIR Public Comment Period:	**February 28, 2019 – April 15, 2019**

SAN FRANCISCO PLANNING DEPARTMENT

Written comments should be sent to:

Chris Thomas, AICP | 1650 Mission Street, Suite 400 | San Francisco, CA 94103 or christopher.thomas@sfgov.org

APPENDIX 1: SCOPING REPORT (INCLUDES THE NOP AND COMMENTS RECEIVED)

FINAL

BETTER MARKET STREET ENVIRONMENTAL IMPACT REPORT (EIR) **SCOPING REPORT**

May 22, 2018

Table of Contents

Overview

This section provides an overview of written, oral and e-mail comments from the public and affected agencies received during the scoping period for the Better Market Street Project (proposed project) Environmental Impact Report (EIR). This summary focuses on agency and public comments on the proposed project's purpose and need; the options proposed for analysis at the time of the Notice of Preparation (NOP); and the potential environmental impact areas that will be analyzed in the EIR.

Introduction

The project sponsor, the San Francisco Department of Public Works (Public Works), in coordination with the Citywide Planning Division of the San Francisco Planning Department and the San Francisco Municipal Transportation Agency (SFMTA), proposes to redesign and provide various transportation and streetscape improvements to a 2.2-mile-long corridor, generally encompassing Market Street between Steuart Street, Octavia Boulevard, and McCoppin and Valencia streets, including Charles J. Brenham Place (the project corridor). The proposed transportation and streetscape improvements would include changes to roadway configuration and private vehicle access; traffic signals; surface transit, including Muni-only lanes, stop spacing and service, stop locations, stop characteristics, and infrastructure; bicycle facilities; pedestrian facilities; streetscapes; commercial and passenger loading; vehicular parking; and utilities.

Three possible options for the proposed project were the subject of the initial study. Alternatives 1 and 2 involved the redesign and improvement of Market Street only, while Alternative 3 would redesign and improve Mission Street in addition to providing the Alternative 1 improvements to Market Street. Alternatives 1 and 2 each had two design concepts for bicycle facilities on Market Street. As the environmental review phase progressed, subsequent to preparation of the initial study, these options, as well as the two design concepts, were refined into a single proposal that will be analyzed in the EIR.

Purpose of Scoping Process

A first step in preparing an EIR is scoping. The scoping process results in a description of the alternatives that will be analyzed and the potential environmental impact areas that will be studied, and eliminates from detailed study those issues that are not pertinent to the final decision on a proposed project. Scoping is also an effective way to gather early input from the public, affected agencies, and other interested parties. Scoping helps ensure that an EIR incorporates all issues of importance to the public and affected agencies, yet focuses only on issues important to provide a firm basis for the decision-making process.

The intent of the Better Market Street EIR scoping process is to:

- Inform affected agencies and the public about the proposed project, including compliance with CEQA requirements;
- Identify a reasonable range of transit improvement alternatives to be evaluated for the project;

- Identify potentially significant environmental impact areas that should be studied in the EIR; and
- Expand on the existing mailing list of agencies and individuals interested in the future actions related to the project and the EIR.

During the scoping period, the planning department gathered input on these issues from affected agencies and interested members of the public; this report summarizes that feedback.

Even though scoping is a distinct stage in the preparation of an EIR, public and agency involvement activities will extend throughout the entire EIR process.

Notification

The planning department took the following actions to notify affected agencies and the public about the Better Market Street Project EIR scoping period. The formal mechanism for CEQA notification is the NOP of an EIR. The NOP provides an overview of the project, the project alternatives, existing conditions, construction, environmental review topics, approvals required, the public scoping process, and contact information and the dates and times of scoping meetings. The planning department prepared a Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping for the Proposed Project in January 2015.

- Notice of Availability (NOA) of the NOP was published in a newspaper of general circulation on January 14, 2015 (See Appendix A).
- A NOA was mailed to a mailing list of approximately 6,500 addresses, including other public agencies and interested parties on January 13, 2015.
- Copies of the full NOP were mailed to public agencies and interested parties on January 13, 2015 (See Appendix B).
- Copies of the full NOP were placed in the Main Library in the San Francisco Public Library system on January 14, 2015
- The scoping period and meetings were announced on the project's web site: www.bettermarketstreetsf.org and the Planning Department's website: www.sf-planning.org/bmseir
- The scoping period and meetings were announced at the Better Market Street Project Citizens Advisory Committee meeting on January 26, 2015.

Scoping Meeting

The scoping process included a public meeting held on Wednesday, February 4, 2015 at 6:00 p.m. at 1455 Market Street, Ground Floor Lobby Conference Room, San Francisco. The doors opened at 5:30 p.m. allowing for time to review enlarged poster boards of the project's location and alternatives.

Twenty-two people attended the scoping meeting. The sign-in sheets from the scoping meeting are included as Appendix D. At the meeting, the Planning Department EIR Coordinator presented information on the project in a powerpoint presentation. The presentation focused on the purpose of the meeting, an overview of the project, and the CEQA process and timeline. The project sponsor, Public

Works, described the project alternatives. After the presentations, comments were solicited. One individual from the public asked a question regarding the project. No other oral comments were received at the scoping meeting. A transcript of the scoping meeting is included as Appendix E. In addition, written comments were encouraged to be sent to the Environmental Review Officer, San Francisco Planning Department at 1650 Market Street, Suite 400, San Francisco, CA 94103 before the deadline of 5:00 p.m., February 13, 2015.

Overview of Comments on Alternatives to be Analyzed and Comments on Potential Environmental Impacts to be Studied

The purpose of the scoping period is to obtain public and agency input on the project alternatives to be analyzed, and on the potential environmental impact areas that will be studied. This section provides an overview of the public and agency comments on the proposed alternatives to be analyzed.

Eight written comment letters were provided identifying a number of concerns presented by the current three alternatives. The issue with the most comments focused on vehicular access. Specifically, entering and exiting private driveways and pedestrian drop-offs/loading and unloading at business entrances. This is followed by concerns over traffic congestion at the intersections with Market Street. There is concern over bicycle interaction and safety in conjunction with vehicles, transit and pedestrians. Several comments expressed concerns regarding access to Bay Area Rapid Transit (BART) entrances. There were no comments on the proposed plans for vehicle parking or plazas.

There were no comments on additional potential environmental impacts to be studied beyond those already identified in the Notice of Preparation.

Summary of Scoping Comments

This section summaries the comments received by both the public and affected agencies during the scoping period via letter, e-mail, written comment card, and oral testimony. The purpose of this section is to illustrate the range of comments received.

The Section is organized by the Topic areas as outlined in the Notice of Preparation, and within each topic, by the source of the comment (public agency or oral /written commentary from the public). Copies of the comments themselves are provided as Appendix C. The scoping meeting transcript is included as Appendix E.

Roadway Configuration Impacts	Comments Made by
Written Public Comments	
• Analyze an additional alternative where transit would operate in one lane in each direction on Market Street.	SPUR

Private Vehicle Access Impacts	Comments Made by
Written State Agency Comments	
• The EIR Report and the Traffic Impact Study should evaluate how the proposed changes to Market Street would affect the comparable capacity that was provided by the Central Freeway and local street system. • Use the Caltrans Guide for the Preparation of Traffic Impact Studies to analyze and prepare a TIS that is in concert with the impact studies. • Analyze potential impacts to the US 101/Octavia Boulevard and US 101/Mission Street off-ramps. Include average daily traffic, AM and PM peak hour volumes and levels of service (LOS) on affected facilities for existing, existing plus project, cumulative, and cumulative plus project scenarios. • Clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. • Identify mitigation for any roadway segment or intersection with insufficient capacity to maintain acceptable LOS with addition of project or cumulative traffic.	Caltrans
Written Regional Transit Agency Comments	
• Access for emergency/operational functions regarding revenue collection and service vehicles.	San Francisco Bay Area Rapid Transit District (BART)
Written Public Comments	
• Need a clear, direct route to and from the hotels for guests driving from Market Street.	Hotel Council of San Francisco
• Take into account all relevant recent and proposed changes including the closure of Annie Street for vehicles and changes proposed under the Central SoMa Plan.	The Hearst Corporation
• Significant impact on One Bush garage operation. The change in the garage operation caused by the project would negatively impact existing and future tenants by making One Bush less desirable due to undesirable vehicle arrangements for tenants and their patrons who use automobiles. • Significant impact on 1st Street traffic and other comments. First Street's primary function is as a feeder to the Bay Bridge and there are no realistic opportunities to increase the capacity of the existing four-lane First Street or to collect the existing traffic on First Street.	One Bush Street

Private Vehicle Access Impacts	Comments Made by
• Partial impossibility for use of One Bush. If the existing exit onto Market Street is eliminated, the garage can no longer be used by vehicles exceeding 6 feet 8 inches due to the existing height limitations. • Unfeasible for One Bush and commuters in general. Alternatives 1 and 3 are unworkable for One Bush due to the existing limitations. • Reconfiguration of the existing One Bush garage exit. If access to Market Street by private vehicles is prohibited, One Bush would need to build a new exit ramp in order to maintain the garage's functionality. • Proposed changes to the proposed Better Market Street Plan. Alternatives 1 and 3 should be amended with respect to private vehicle access by including an exception that would allow private vehicle access onto Market Street from the existing garage.	

Traffic Signals Impacts	Comments Made by
Written Public Comments	
• Installation of a new traffic signal at New Montgomery/Jessie Street to alleviate traffic congestion and improve pedestrian safety.	The Hearst Corporation

Surface Transit Impacts	Comments Made by
Written Regional Transit Agency Comments	
• This project may result in travel time increases for Golden Gate Transit (GGT) service which may have significant cost impact when multiplied by the thousands of trips annually and consequently, a negative impact on the District's ability to provide bus service with its existing budget. • Under Alternative 1 and 2, the increased traffic associated with turn restrictions at Market Street and the presence of a street car turnaround loop may necessitate moving the stop. • Under Alternative 3, GGT buses may need access to lanes or turns otherwise designated form Muni use in order to effectively serve its passengers.	Golden Gate Bridge Highway Transportation District
Written Public Comments	
• Analyze an additional alternative where transit would operate in one lane in each direction on Market Street. • Market street transit access: Options could be to re-route the bus lines that currently turn onto Market Street into the South of Market area, terminating at the Transbay Terminal (or as close to Transbay as possible) and/or running a frequent (1-2 minute headway) transit shuttle on Market Street.	SPUR

Surface Transit Impacts	Comments Made by
• SOMA transit access: transit priority (rapid transit service) on Mission Street or parallel streets would be evaluated, with consideration of connections to the Transbay Transit Center, Central Subway and Caltrain 4th and King station and 16th Street/24th Street BART stations.	

Pedestrian/Bicycle Facilities Impacts	Comments Made by
Written State Agency Comments	
• Analyze the potential difficulties/hazards to bicyclists/pedestrians on State facilities and their connections as a result of the proposed project. Specifically, the one-way streets near the US 101 on- and off-ramps. • Consider pedestrian, bicycling and transit performance/quality of service measures and modeling as a means of estimating the project impacts to these modes and evaluating mitigation measures and tradeoffs. Analyze secondary impacts that may result from any mitigation from traffic impacts (i.e., pedestrian and bicycle mitigation measures and safety countermeasures that would be needed to maintain and improve access to transit facilities).	Caltrans
Written Regional Transit Agency Comments	
• Convenient access to BART Station entry portals/street elevators should be a primary objective (i.e., relocation of boarding platforms, taxi and ADA van drop-off placement). • Additional portals and/or elevators on Market Street for access and emergency exits.	BART
Written Public Comments	
San Francisco Mode Share Goals and Anticipated Bicycle Volumes • The project should assume that the growth in bicycle trips will happen on Market Street. • Any changes to bicycle circulation on Market (Alternative 3) should be considered in the context of the dramatic increase in the number of bicycle trips on Market. Study the Traffic Safety Benefits of a Fully Continuous Bikeway on Market Street • Take into account the safety impact of protected bikeways for all modes. • The EIR should assume the growth of bicycle trips will happen on Market Street. • Any analysis should take into account the safety impact of protected bikeways for all modes.	SF Bicycle Coalition

Pedestrian/Bicycle Facilities Impacts	Comments Made by
Consider BART & MUNI Entrance Closure or Relocation • Provide a continuous raised bikeway the full length of Market Street irrespective of any future plans for the BART/Muni entrance. Account for future development on the full length of Market Street • Upper Market Street has numerous large residential developments planned/in progress that should be accounted for through the Market and Octavia Area Plan. • The EIR should factor these new residents, their likely transportation choices, and related impacts to bicycle volumes and safety on Market Street as part of the analysis. Surface Transit Volumes and Private Auto Use on Market Street • The dramatic increase in surface transit on Market Street should be studied as a level of service and safety impact for all road users.	
• Design of cycling and transit lanes: Options would be to place the cycle track in the center of the street or to place the transit lane in the center of the street. • This would eliminate the need to build large boarding islands in the middle of the street and would provide of a more appealing waiting area for transit passengers. Additionally, with a curbside transit lane, transit riders would not have to cross cycle traffic to reach transit vehicles. With a center-running cycle track, turn movement space for cycles would need to be carefully designed.	SPUR

Commercial and Passenger Loading Impacts	Comments Made by
Written Public Comments	
• Eliminate taxis from Market Street or allow them to continue to load/unload on Market Street. • Add taxi pickup and drop off locations on the north/south streets crossing Market Street.	SPUR
• Guests need access to designated taxi stands along Market Street, particularly Four Seasons Hotel to ensure that they have accessible/convenient transportation options. • Hotels located on/adjacent to Market Street need adequate space to load/unload supplies/ guests.	Hotel Council of San Francisco

Other Issues	Comments Made by
Written Public Comments	
• A Transportation Management Plan may be required of the developer for approval by Caltrans prior to construction where traffic restrictions/detours affect State highways. • Fully disclose the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring for mitigation measures. Present this information in a Mitigation Monitoring and Reporting Plan. • Evaluate consistency with the City's General Plan • Any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit issued by Caltrans. • A 20-year cumulative scenario is the appropriate horizon. • Include schematic illustrations of traffic conditions.	Caltrans
• Construction activity needs to be reviewed by BART to ensure structural integrity is not compromised nor operational systems adversely impacted. • A BART permit is required for any construction along Market Street that is within the BART/Muni right of way which could affect utilities or structures. • There is potential for adverse impacts during construction with respect to access/egress of riders and to mechanical systems which could be impaired by demolition and construction activities.	BART

Appendix A

Notice of Availability

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PUBLIC NOTICE
Availability of Notice of Preparation of Environmental Impact Report and Notice of Public Scoping Meeting

Date:	January 14, 2015
Case No.:	**2014.0012E**
Project Title:	**Better Market Street Project**
Zoning:	Various - Market Street between Octavia Boulevard and The Embarcadero Mission Street between Valencia Street and The Embarcadero, Valencia Street between Market and McCoppin streets and 10th Street between Market and Mission streets
Block/Lot:	Various
Project Sponsor:	San Francisco Department of Public Works Simon Bertrang – 415-558-4045 Simon.bertrang@sfdpw.org
Staff Contact:	Wade Wietgrefe – 415-575-9050 wade.wietgrefe@sfgov.org

The San Francisco Planning Department has issued a notice of preparation (NOP) of an environmental impact report (EIR) and will be conducting a public scoping meeting in connection with this project, pursuant to the requirements of the California Environmental Quality Act. The NOP is available to download in English, Spanish, and Chinese language for public review and comment on the following web page (http://www.sf-planning.org/bmseir). To request that a copy of the document be mailed to you in either Spanish or Chinese, please contact our automated voicemail system for Spanish and Chinese: (415) 575-9010.

中文詢問請電：(415) 575-9010
Para información en Español llamar al: (415) 575-9010

Compact discs and paper copies of the NOP are also available at the Planning Information Center counter on the first floor of 1660 Mission Street, San Francisco. Materials referenced in the NOP are available for review at the Planning Department's office on the fourth floor of 1650 Mission Street (Call (415) 575-9050).

Information about the Better Market Street Project may also be found at the following Web page, http://www.bettermarketstreetsf.org/.

Project Description: The Project sponsor, the San Francisco Department of Public Works (Public Works), in coordination with the Citywide Planning Division of the San Francisco Planning Department and the San Francisco Municipal Transportation Agency (SFMTA), proposes to redesign and provide various transportation and streetscape improvements to the 2.2-mile segment of Market Street between Octavia Boulevard and The Embarcadero (Market Street) and potentially to the 2.3-mile segment of Mission Street between Valencia Street and The Embarcadero, as well as Valencia Street between Market and McCoppin streets and 10th Street between Market and Mission (Mission Street) as part of the proposed Better Market Street Project (Proposed Project). Proposed Project elements consist of both transportation and streetscape improvements, including changes to roadway configuration and private vehicle access; traffic signals; surface transit, including transit-only lanes, stop spacing, service, stop location, stop characteristics and infrastructure; bicycle facilities; pedestrian facilities; streetscapes; commercial and passenger loading; vehicular parking; plazas; and utilities.

The EIR will analyze three alternatives. Based on the EIR and other analysis and comment, a project proposal within the range of these alternatives will be proposed for consideration and approval:

- Alternative 1: Market Street (Complete Street and Transit Priority Improvements)
- Alternative 2: Market Street – Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)
- Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission)

Alternatives 1 and 2 include two designs for the bicycle facilities on Market Street, Design Option A and Design Option B. Under Alternatives 1 and 2 Design Option A, an enhanced version of the existing shared vehicle and bicycle lane with painted sharrows (shared lane pavement markings) would be provided at locations where a dedicated bicycle facility is not already present. Under Alternatives 1 and 2 Design Option B, a new raised cycle track (an exclusive bicycle facility that is physically separated from motor traffic and is distinct from the sidewalk for the exclusive or primary use of bicycles) the entire length of Market Street would be provided, except at locations where the Bay Area Rapid Transit (BART)/Muni entrances or other obstructions would not allow it. Alternative 3 includes the proposed bicycle facilities on Market Street described under Alternative 1, Design Option A and adds a cycle track in both directions on Mission Street.

The Planning Department has determined that an EIR must be prepared for the Proposed Project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the Proposed Project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the Proposed Project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

The Planning Department will hold a **PUBLIC SCOPING MEETING** on **Wednesday, February 4, 2015 with doors opening at 5:30 pm followed by presentation and public comment at 6:00 pm at 1455 Market Street, Ground Floor Lobby Conference Room, San Francisco**. The purpose of this meeting is to receive oral comments to assist the Planning Department in reviewing the scope and content of the environmental impact analysis and information to be contained in the EIR for the project. To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed above at least 72 hours in advance of the meeting. Written comments will also be accepted until 5:00 p.m. on **Friday, February 13, 2015**. Written comments should be sent to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Referenced materials are available for review at the Planning Department's office on the fourth floor of 1650 Mission Street. (Call (415) 575-9050).

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the Proposed Project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the Proposed Project, please contact Wade Wietgrefe at (415) 575-9050.

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Planning Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Planning Department's website or in other public documents.

Appendix B

Notice of Preparation

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC SCOPING MEETING

Date:	January 14, 2015
Case No.:	**2014.0012E**
Project Title:	**Better Market Street Project**
Zoning:	Various –Market Street between Octavia Boulevard and The Embarcadero Mission Street between Valencia Street and The Embarcadero and Valencia Street between Market and McCoppin streets and 10th Street between Market and Mission streets
Block/Lot:	Various
Lot Size:	Various
Project Sponsor:	San Francisco Department of Public Works Simon Bertrang – 415-558-4045 simon.bertrang@sfdpw.org
Lead Agency:	San Francisco Planning Department, Environmental Planning Division (CEQA)
Staff Contact:	Wade Wietgrefe – 415-575-9050 wade.wietgrefe@sfgov.org

PROJECT OVERVIEW

The Project sponsor, the San Francisco Department of Public Works (Public Works), in coordination with the Citywide Planning Division of the San Francisco Planning Department and the San Francisco Municipal Transportation Agency (SFMTA), proposes to redesign and provide various transportation and streetscape improvements to the 2.2-mile segment of Market Street between Octavia Boulevard and The Embarcadero (Market Street) and potentially to the 2.3-mile segment of Mission Street between Valencia Street and The Embarcadero, as well as Valencia Street between McCoppin and Market streets and 10th Street between Market and Mission streets (Mission Street) as part of the proposed Better Market Street Project (Proposed Project). Proposed Project elements consist of both transportation and streetscape improvements, including changes to roadway configuration and private vehicle access; traffic signals; surface transit, including transit-only lanes, stop spacing, service, stop location, stop characteristics and infrastructure; bicycle facilities; pedestrian facilities; streetscapes; commercial and passenger loading; vehicular parking; plazas; and utilities.

The EIR will analyze three possible alternatives for the Proposed Project. Alternatives 1 and 2 involve the redesign and improvement of Market Street only, while Alternative 3 would redesign and improve Mission Street in addition to providing the Alternative 1 improvements to Market Street. Alternatives 1 and 2 each have two design options for bicycle facilities on Market Street. The three Proposed Project alternatives and design options are described more fully under *Project Description*. **Figure 1** shows the Proposed Project location.

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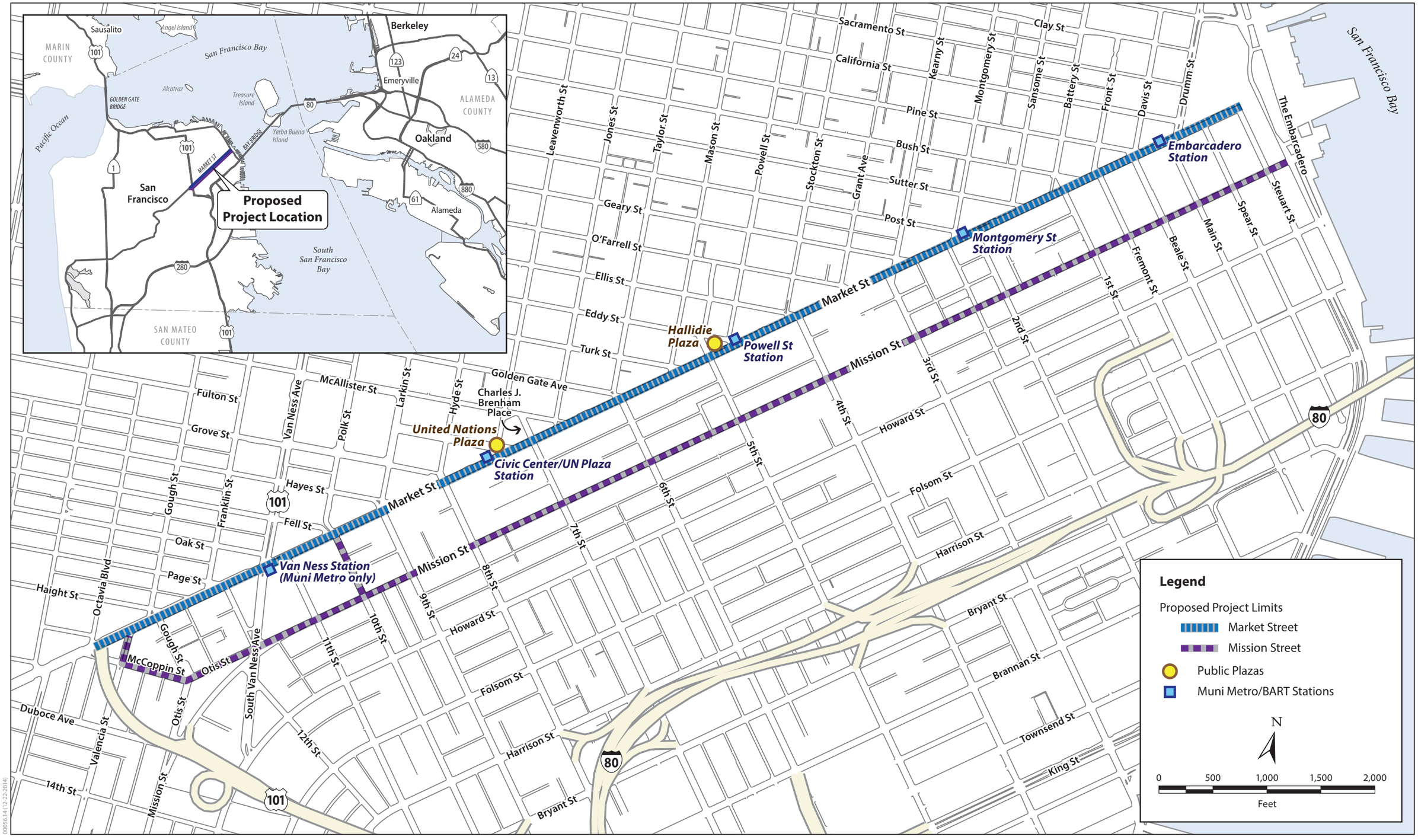

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Better Market Street Project
Case No. 2014.0012E

Figure 1
Proposed Project Location

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The purpose of the Proposed Project is to:

1. Better serve transit riders by implementing transit priority improvements and increasing surface transit capacity, speed, reliability, and accessibility;
2. Support the City of San Francisco's planned growth and economic development by redesigning Market Street to enhance its role as the City's cultural, civic, and commercial center;
3. Improve pedestrian accessibility, safety, and mobility on Market Street;
4. Encourage ongoing growth in bicycle use by providing safer bicycle facilities along one of the primary bicycle thoroughfares in the City; and
5. Maintain access for taxis and paratransit and accommodate commercial vehicle deliveries within the Project corridor.

PROJECT DESCRIPTION

The Proposed Project would redesign and provide various transportation and streetscape improvements on Market Street and potentially on Mission Street.

The EIR will analyze three alternatives. Based on the EIR and other analysis and comment, a project proposal within the range of these alternatives will be proposed for consideration and approval:

- Alternative 1: Market Street (Complete Street and Transit Priority Improvements)
- Alternative 2: Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)
- Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission)

Alternatives 1 and 2 include two designs for the bicycle facilities on Market Street, Design Option A and Design Option B. Under Alternatives 1 and 2 Design Option A, an enhanced version of the existing shared vehicle and bicycle lane with painted sharrows (shared lane pavement markings) would be provided at locations where a dedicated bicycle facility is not already present. Under Alternatives 1 and 2 Design Option B, a new raised cycle track (an exclusive bicycle facility that is physically separated from motor traffic and is distinct from the sidewalk for the exclusive or primary use of bicycles) the entire length of Market Street would be provided, except at locations where the Bay Area Rapid Transit (BART)/Muni entrances or other obstructions would not allow it. Alternative 3 includes the proposed bicycle facilities on Market Street described under Alternative 1, Design Option A and adds a cycle track in both directions on Mission Street.

Table 1 summarizes the elements of the three alternatives and their design options, including changes to the roadway configuration; private vehicle access; traffic signals; surface transit including transit-only lanes, stop spacing, service, stop locations, stop characteristics, and infrastructure; bicycle facilities; pedestrian facilities; streetscapes; commercial and passenger loading; vehicular parking; plazas; and utilities. **Figure 2** illustrates the conceptual designs for each alternative and design option.

TABLE 1. SUMMARY OF PROPOSED PROJECT ALTERNATIVES[1]

Proposed Project Element	Alternative 1: Market Street (Complete Street and Transit Priority Improvements)		Alternative 2: Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)		Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission) (*Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.*)
	Design Option A	**Design Option B**	**Design Option A**	**Design Option B**	
Roadway Configuration	Generally, two center lanes and two curb lanes between Franklin and Main streets (more than four lanes west of Franklin Street and only three lanes east of Main Street).	Same as Design Option A except new one-way raised cycle tracks in each direction between the curb side lanes and sidewalks.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Generally, two vehicle travel lanes with right-turn pockets at intersections. Separated bicycle facility in both directions and a floating parking lane (located between travel lane and new cycle track) on one side of the street.
Private Vehicle Access	Full private vehicle restrictions: Public transit, taxis, emergency vehicles, commercial vehicles, paratransit vehicles, and bicycles would have full access to curb lanes but other private vehicles would be prohibited between Steuart Street and Van Ness Avenue westbound and between 10th and Main streets eastbound. Existing required right-turn regulations on Market Street would also remain.		Moderate private vehicle restrictions: All private vehicles would continue to be allowed on the majority of the length of Market Street. New turn restrictions and required right-turn regulations could be added to the existing required right-turns at 6th and 10th streets.		No new private vehicle restrictions on Mission Street.
Traffic Signals	Signal timing modifications and replacements, which could include new turn signals and bicycle signals.				Signal timing modifications, which could include new turn signals and bicycle signals.

Proposed Project Element	Alternative 1: Market Street (Complete Street and Transit Priority Improvements)		Alternative 2: Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)		Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission) (*Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.*)
	Design Option A	**Design Option B**	**Design Option A**	**Design Option B**	
Surface Transit (Transit-Only Lanes)	Transit-only lanes would be extended between 12th and Davis streets in the westbound (outbound) direction and between 12th and Main streets in the eastbound (inbound) direction – only transit and emergency vehicles would be allowed to use transit-only lanes.				The existing transit-only lanes on Mission Street would be removed.
Surface Transit (Stop Spacing and Service)	Modified transit stop spacing and new stop locations to provide both rapid service with the limited stop/express bus routes (i.e., 5L, 9L, 16X, 38L, 71L) and the F Line, and local service through the local bus routes (i.e., 2, 5, 6, 9, 19, 21, 31, 38).				All Muni, Golden Gate Transit, and SamTrans transit service would be moved to Market Street (except during Market Street event days and during unexpected events that close Market Street and those routes that would serve the new Transbay Transit Center).
Surface Transit (Stop Location)	New and relocated curbside stops and new center transit boarding islands. Modified stops would consist of 16 curb (curbside or near-curb) stops (7 inbound, 9 outbound) and 13 center boarding island stops (8 inbound and 5 outbound).	New near-curb transit boarding islands adjacent to the new cycle track and new center boarding islands. Modified stops would consist of 16 curb (curbside or near-curb) stops (7 inbound, 9 outbound) and 13 center boarding island stops (8 inbound and 5 outbound).	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Remove existing bus stops except as described above to serve new Transbay Transit Center; provide temporary bus stops for transit service rerouted to Mission Street during Market Street event days and during unexpected Market Street closures.

Proposed Project Element	Alternative 1: Market Street (Complete Street and Transit Priority Improvements)		Alternative 2: Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)		Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission) (*Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.*)
	Design Option A	**Design Option B**	**Design Option A**	**Design Option B**	
Surface Transit (Stop Characteristics)	Transit boarding island enhancements and expansion (length and width).				Remove existing bus stops; provide temporary bus stops for transit service rerouted to Mission Street during Market Street events and during unexpected Market Street closures.
Surface Transit (Infrastructure)	Full replacement of existing Muni streetcar rail tracks to maintain state of good repair; minor adjustment to location of existing streetcar rail tracks at limited locations; replacement of traction power system and Overhead Contact System (i.e., overhead wires) to maintain state of good repair and provide additional capacity; construction of Muni F Line track loop running one-way westbound along McAllister Street between Market Street and Charles J. Brenham Place and one-way southbound along Charles J. Brenham Place between McAllister and Market streets.				Maintenance and adjustment of Overhead Contact System on Mission Street to allow use during Market Street event days and during unexpected Market Street closures.
Bicycle Facilities	Improved shared lane painted with sharrows (i.e., bicycles share widened curb lanes with vehicular traffic) except at locations where existing separated bicycle facilities already exist (i.e., existing cycle track with buffer [posts] and bicycle lanes would remain).	New raised cycle track: bicycles would be vertically separated from vehicular traffic (i.e., the new cycle track would be slightly higher than the vehicle traffic road bed).	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	New buffered cycle track on Mission Street: bicycles would be horizontally separated from vehicular traffic by a painted or physical buffer. New buffered cycle track on McCoppin Street and new contra-flow bicycle lane on Otis Street in the eastbound direction to provide bicycle network connection between Valencia and Mission streets. New cycle track connection on Valencia and 10th streets to connect bicycle facilities on Market and Mission streets.

Proposed Project Element	Alternative 1: Market Street (Complete Street and Transit Priority Improvements)		Alternative 2: Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)		Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission) (*Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.*)
	Design Option A	**Design Option B**	**Design Option A**	**Design Option B**	
Pedestrian Facilities (Sidewalk Width)	Generally maintain existing sidewalk widths, except where the sidewalks would be narrowed (i.e., move existing curb) at locations to allow for wider center transit boarding islands or a wider shared lane; widened sidewalk at some locations.	Narrow sidewalks (i.e., move existing curb) as needed to accommodate new raised cycle track and wider center transit boarding islands; widened sidewalk at some locations.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Limited changes to sidewalk widths, except between 5th and 3rd streets where widening may occur.
Streetscapes (Elements)	Primarily 15- to 20-foot-wide unobstructed through-zones for pedestrians on sidewalks (except for 10-foot-wide through-zones west of Van Ness Avenue); new paving throughout, including complete replacement of bricks; additional bench seating, landscaping, pedestrian wayfinding signs, public art, and other elements along curb within Streetlife Zones and Streetlife Hubs.				Limited changes to streetscape, except installation of new bicycle racks.
Streetscapes (Trees)	Removal or relocation of trees limited to locations where sidewalk would be narrowed.	Removal or relocation of trees throughout where sidewalk would be narrowed to accommodate new raised cycle track.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Healthy street trees would remain while unhealthy street trees would be replaced. Planting new street trees in locations where there are existing tree wells and gaps.

Proposed Project Element	Alternative 1: Market Street (Complete Street and Transit Priority Improvements)		Alternative 2: Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)		Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission) (*Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.*)
	Design Option A	**Design Option B**	**Design Option A**	**Design Option B**	
Streetscapes (Path of Gold Light Standards)	Relocation of light standards in limited locations where sidewalk would be narrowed.	Relocation of light standards throughout where sidewalk would be narrowed to accommodate new raised cycle track.	Same as Alternative 1, Design Option A.	Same as Alternative 1, Design Option B.	Not applicable.
Commercial and Passenger Loading	No loading would be allowed on Market Street with the exception of paratransit users. All loading zones on Market Street would be removed, and new commercial and passenger active loading zones would be created on adjacent cross streets and alleys.		Limited loading would be allowed on Market Street. Some loading zones on Market Street would remain, and some commercial and passenger active loading zones would be created on adjacent cross streets and alleys. Paratransit loading would continue to be allowed.		Limited loading allowed on one side of Mission Street in the floating parking lane (located between travel lane and new cycle track). Some new commercial and passenger active loading zones created on adjacent cross streets and alleys.
Vehicular Parking	No parking allowed on Market Street (i.e., existing parking spaces west of Franklin Street and east of Spear Street would be removed); removal of some parking spaces temporarily or permanently on cross streets and alleys to accommodate relocated loading zones.				One floating parking lane (located between travel lane and new cycle track) on most blocks of Mission Street. Valencia, McCoppin, Otis, and 10th streets would have parking removed to accommodate the new bicycle facilities.

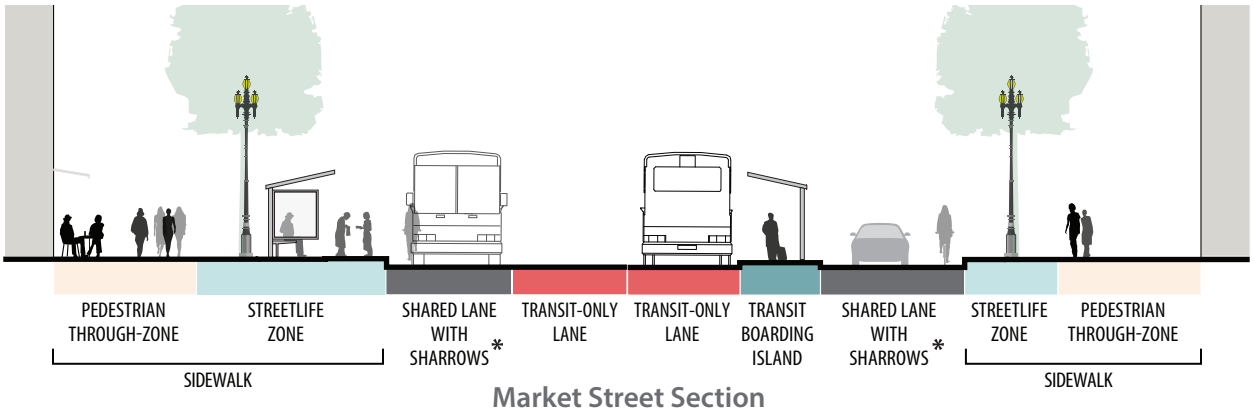
Proposed Project Element	Alternative 1: Market Street (Complete Street and Transit Priority Improvements)		Alternative 2: Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)		Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission) (*Note: This column describes only Mission Street improvements. Market Street improvements would be the same as Alternative 1, Design Option A.*)
	Design Option A	**Design Option B**	**Design Option A**	**Design Option B**	
Plazas	United Nations Plaza - Conceptual plans envision filling the existing fountain and creating a new outdoor pavilion with seating, a new stage, and new trees and other streetscape elements. Hallidie Plaza – Conceptual plans envision reconstructing the entire area by raising the sunken area to connect the plaza to street grade and repaving the plaza to add a new outdoor pavilion, tourist information center, and outdoor seating. The area beneath the new raised Hallidie Plaza would continue to provide transit access to the Powell Station for the underground Muni Metro and BART service.				Not applicable.
Utilities	Replacement of existing wastewater sewer lines beneath Market Street; targeted replacement of water lines and auxiliary water supply system lines as required to maintain state of good repair; targeted replacement of electrical and other utility infrastructure to maintain state of good repair.				No change to existing utilities.

Source: Public Works, Citywide Planning Division of the San Francisco Planning Department, SFMTA. 2014.

[1] The table summarizes the three alternatives and their design options. Please refer to the subsequent text and **Figure 2** for a more detailed description of changes and definitions of terms.

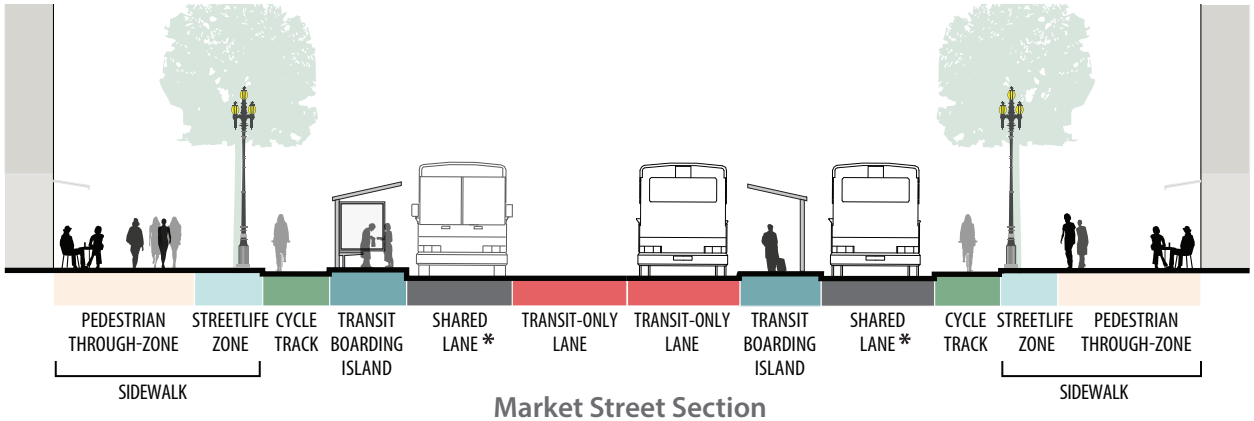
Alternative 1: Market Street (Complete Street and Transit Priority Improvements)
Alternative 2: Market Street - Moderate Alternative (Complete Street and Moderate Transit Priority Improvements)

Design Option A



Market Street Section

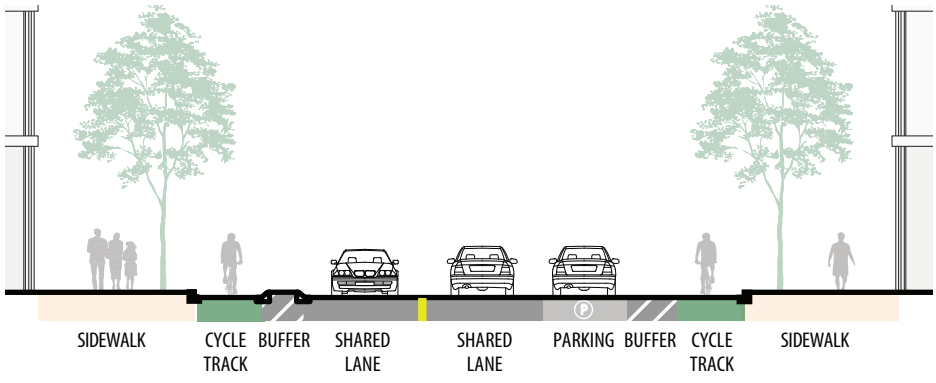
Design Option B



Market Street Section

* Under Alternative 1, the shared lane would include transit, taxis, commercial vehicles, paratransit vehicles and vehicles with ADA placards or plates. Under Alternative 2, the shared lane would also allow all other private vehicles.

Alternative 3: Alternative 3: Market Street + Mission Street (Complete Street and Transit Priority Improvements on Market plus Bicycle Facility Improvements on Mission)**



Mission Street Section

** Alternative 3 includes the same improvements to Market Street as Alternative 1, Design Option A.

Source: San Francisco Department of Public Works 2014.

Not to Scale

00056.14 (10-8-2014)

Better Market Street Project
Case No. 2014.0012E

Figure 2
Proposed Project—Conceptual Illustrations

EXISTING CONDITIONS

Roadway Configuration and Private Vehicle Access

In the South of Market area, streets that run in the northwest/southeast direction (e.g., 2nd, 3rd, and 4th streets) are generally considered north-south streets, whereas streets that run in the southwest/northeast direction (e.g., Market and Mission streets) are generally considered east-west streets.

Market Street

In general, four travel lanes exist on Market Street between Van Ness Avenue and Main Street. The blocks between Main and Steuart streets have three travel lanes. West of Van Ness Avenue, Market Street widens to as many as seven travel lanes to allow for left turn lanes north onto Franklin Street and south onto Valencia Street.

Private vehicles travelling in the eastbound direction on Market Street are required to turn right at 10th and 6th streets. Except for the transit only-lanes (see the *Surface Transit* section below for more detail), private vehicles are currently allowed to travel on Market Street. Left turn movements from Market Street are prohibited for private vehicles, except at Valencia Street in the westbound direction and Franklin and Drumm streets in the eastbound direction.

Existing bicycle facilities on Market Street include dedicated lanes and shared lanes marked with sharrows (pavement markings to indicate that the travel lane is shared with bicyclists), depending upon location (see the *Bicycle Facilities* section below for more detail).

Mission Street

The Mission Street corridor, as discussed in this document, includes portions of McCoppin, Otis, Valencia, and 10th streets. McCoppin Street terminates at the Central Freway to the west and Mission Street to the east. McCoppin Street has two travel lanes and two parking lanes. Otis Street terminates to the west and east at Mission Street. Otis Street has four travel lanes and two parking lanes. Valencia Street between Market and McCoppin streets has two travel lanes and one parking lane in each direction. Between Market and Mission streets, 10th Street has four travel lanes (one-way southbound) and one parking lane. In general, four travel lanes and two parking lanes exist on Mission Street. Except for in the transit only-lanes (see the *Surface Transit* section below for more detail), private vehicles are currently allowed to travel on Mission Street. Left turn movements from Mission Street are prohibited for private vehicles except at Steuart, Spear, Main, and Beale streets.

Existing bicycle facilities on Mission Street include a shared lane marked with sharrows in some locations (see the *Bicycle Facilities* section below for more detail). McCoppin and Otis streets have an existing bicycle lane in the westbound direction. Valencia Street has an existing bicycle lane in each direction between Market and McCoppin streets. No bicycle facilities exist on 10th Street between Market and Mission streets.

Traffic Signals

Market and Mission streets have traffic signals at most intersections.

Surface Transit

Market Street

Transit-only center lanes for surface public transit, taxis, and emergency vehicles exist between 8th Street and Van Ness Avenue in the westbound (outbound) direction and between 12th and 5th streets in the eastbound (inbound) direction. The transit-only lanes operate 24 hours a day, 7 days a week. Streetcar rail tracks exist in both directions on Market Street, serving the center lanes between Octavia Boulevard and Steuart Street.

Muni operates 18 bus routes and one streetcar line (F Line) along the surface of Market Street within the Proposed Project area (note: some bus routes travel upon, but do not stop on Market Street). Most of these surface transit routes and single line serve at least one of 17 curbside stops (8 inbound, 9 outbound) and 23 center boarding island stops (12 inbound, 11 outbound) within the Proposed Project area.

Mission Street

Transit-only lanes are generally in the curb lane in both directions on Mission Street, but vary by location and time of day. Parking on the portions of Mission Street with transit-only lanes is prohibited during specified peak hours. During nonpeak hours, transit vehicles share the two outside lanes with private vehicles and parking at the curb is generally allowed.

Muni operates three bus routes (14, 14L and 14X) along Mission Street between San Jose Avenue and Steuart Street. In addition, Golden Gate Bridge Highway and Transportation District (Golden Gate Transit) operates four routes and the San Mateo County Transit District (SamTrans) operates three routes along Mission Street within the Proposed Project area. Each of these transit routes serve at least one of the 24 curbside stops (11 inbound, 13 outbound) within the Proposed Project area.

Bicycle Facilities

Market Street

Existing bicycle facilities on Market Street include dedicated bicycle facilities, which vary from a cycle track with safe hit posts to a bicycle lane, between Gough Street and half-way between 9th and 8th streets in the eastbound direction and between 8th Street and Octavia Boulevard in the westbound direction. Sharrows are painted in the curb lanes at all other locations on Market Street to indicate that bicycles and vehicles share these lanes. Nine Bay Area Bike Share pods are located along Market Street. Bicycle racks are also located at a number of locations along Market Street.

Mission Street

McCoppin and Otis streets have an existing bicycle lane in the westbound direction. Valencia Street has an existing bicycle lane in each direction between Market and Mission streets. No bicycle facilities exist on 10th Street between Market and Mission streets. Mission Street has painted sharrows between 11th Street and South Van Ness Avenue and between The Embarcadero and Steuart Street in the westbound direction. Bicycle racks are located at numerous locations along Mission Street.

Pedestrian Facilities and Streetscapes

Market Street

Existing sidewalks on Market Street are generally wider (between 25 feet and 35 feet) east of Van Ness Avenue and narrower (closer to 15 feet) west of Van Ness Avenue. Market Street sidewalks are constructed of red bricks and have an 18-inch granite curb separating them from the roadway. Many sidewalk crossings do not contain ADA-compliant curb ramps.

A number of objects are located on the existing sidewalks, including trees, signage, newspaper kiosks and boxes, flower stands, public art, bicycle racks, self-cleaning bathrooms, advertising signs, bollards with chains at several intersection crossings, and the Path of Gold Light Standards. The Path of Gold Light Standards are decorative light poles with a three-part top, each of which contains a light globe. The Path of Gold Light Standards are a designated historic landmark identified under Article 10 of the Planning Code (Landmark No. 200) and are located between 1 Market Street and 2490 Market Street.

Mission Street

Existing sidewalks on Mission Street are narrower than on Market Street (approximately 9 to 15 feet wide within the Proposed Project area) and are generally constructed of poured-in-place concrete slabs.

Commercial and Passenger Loading

Market Street

Market Street has a limited number of designated on-street commercial and passenger loading bays. A limited number of curb cuts exist on Market Street, allowing access to off-street parking and loading facilities.

Mission Street

Mission Street has time-of-day designated on-street commercial and passenger loading zones. Some driveways currently exist along Mission Street, allowing access to off-street parking or loading facilities.

Vehicular Parking

Existing on-street metered parking is limited to a few locations on Market Street and is available on most blocks along the Mission Street corridor.

Plazas

Two existing public plazas are located adjacent to the north side of Market Street right-of-way: United Nations Plaza is located between Hyde Street and Charles J. Brenham Place; Hallidie Plaza is located between Cyril Magnin and Powell streets.

Utilities

Existing utilities along Market Street that may be affected by the Proposed Project include a brick sewer line beneath Market Street, electrical components for the streetcar Overhead Contact System, electrical conduits for the Path of Gold Light Standards and traffic signals, and other subsurface utilities beneath the Market Street right-of-way. Fire hydrants, including large fire hydrants that are part of the auxiliary water supply system (AWSS) installed following the 1906 earthquake, could also be affected by the Proposed Project.

ALTERNATIVE 1

Roadway Configuration

In general, Alternative 1 would continue to provide four travel lanes on Market Street (two center lanes and two curb lanes between Franklin and Main streets). More than four lanes west of Franklin Street and only two or three lanes east of Main Street would be provided. Alternative 1 could include a reconfiguration of some intersections, including the addition of new curb bulbouts.

With Design Option A, the existing separated bicycle facility on Market Street would remain in place. Along the rest of Market Street in the Project area, the existing shared lane painted with sharrows would be widened wherever possible, except where not feasible because of obstructions such as BART portals.

With Design Option B, a new one-way raised cycle track for bicycles would be constructed between the curb lanes and sidewalks on each side of Market Street, except where not feasible because of obstructions such as BART portals. **Figure 2** illustrates the typical roadway configuration under both design options.

Private Vehicle Access

Public transit vehicles would be permitted on the entire length of Market Street within the Project corridor. In addition to public transit vehicles, only commercial vehicles, taxis, emergency vehicles, paratransit vehicles, and bicycles would be permitted on Market Street between 10th and Main streets in the eastbound direction and between Steuart Street and Van Ness Avenue in the westbound direction. Drivers of other private vehicles (i.e., all private vehicles except commercial vehicles, taxis, paratransit vehicles, and bicycles) would be diverted to other streets in the area. These restrictions would be in place 24 hours per day, 7 days per week.

Drivers would be alerted to the vehicle restrictions through a variety of means, including education, wayfinding (e.g., signage), and enforcement. Changes to circulation on streets near Market Street would divert traffic. Circulation changes could include converting portions of streets that intersect Market Street from one-way to two-way, changing the direction of one-way streets and/or partial street closure.

Existing required right-turn regulations on Market Street would remain.

Traffic Signals

Under either design option, Alternative 1 would modify, replace, and potentially add traffic signals at Market Street intersections. Modifications would include adjustments to traffic signal timing for Market Street and could include new right-turn signals and bicycle signals. Replacement of traffic signal poles would also be required. New traffic signals could be added at intersections where existing traffic signals do not currently exist (e.g., 11th Street, Steuart Street).

Surface Transit

Under either design option, Alternative 1 would include multiple changes to surface transit on Market Street in order to further prioritize transit. The transit-only center lanes on Market Street would be extended (as indicated below in the *Transit-Only Lanes* discussion below); these lanes would be reserved for public surface transit and emergency vehicles only. Descriptions of transit-only lanes, stop spacing and service, stop location, stop characteristics, and infrastructure are provided below.

- **Transit-Only Lanes**: Under either design option, Alternative 1 would extend transit-only center lanes between 12th and Davis streets in the westbound (outbound) direction and between 12th and Main streets in the eastbound (inbound) direction. The existing and extended transit-only lanes would be reserved for public surface transit and emergency vehicles only (i.e., taxis would not be permitted in transit-only lanes along Market Street).
- **Stop Spacing and Service**: Under either design option, Alternative 1 would modify existing transit stops on Market Street. A new system of transit stop spacing and locations would be instituted to create a set of rapid stops in the center transit-only lanes and a set of local stops in the curbside lanes. The rapid stops would be used by limited stop/express bus routes 5L, 9L, 16X, 38L, and 71L and the F Line; the local stops would be used by the local bus routes 2, 5, 6, 9, 19, 21, 31, and 38. The rapid services would only stop at new transit boarding islands located near existing Muni Metro and BART stations on Market Street between Van Ness Avenue and Fremont Street. Local routes would stop more frequently than the rapid routes.
- **Stop Location**: Under Alternative 1, Design Option A, transit routes and the F Line would serve at least one of the new or relocated 16 curbside stops (7 inbound, 9 outbound) and 13 new center boarding island stops (8 inbound, 5 outbound) along Market Street.

  Under Alternative 1, Design Option B, transit routes and the F line would serve the same number of stops along Market Street as under Design Option A; however, the curbside stops would be curbside transit boarding *island* stops because the new raised cycle track would be constructed between the new curbside islands and the sidewalk.
- **Stop Characteristics**: Under either design option, Alternative 1 would increase the length and width of the relocated or replaced center transit boarding islands along Market Street to meet Americans with Disabilities Act (ADA) accessibility standards. This would include the addition of wheelchair accessible ramps to serve the F Line. Alternative 1 would add amenities such as bus shelters to the center boarding islands.
- **Infrastructure**: Under either design option, Alternative 1 would change the surface transit infrastructure. Changes would consist of replacement and/or upgrade of the existing streetcar rail tracks, the traction power system, and the Overhead Contact System (i.e., overhead wires) on Market Street to maintain state of good repair and provide additional capacity. Replacement of the traction power system and Overhead Contact System would involve replacing and upgrading all substation equipment, conduits and transformers, and power circuits. In addition, the Proposed Project would construct a new F Line track loop running one-way westbound along McAllister Street between Market Street and Charles J. Brenham Place and one-way southbound along Charles J. Brenham Place between McAllister and Market streets. None of the Proposed Project alternatives would make changes to BART or Muni Metro lines beneath Market Street.

Bicycle Facilities

Under Alternative 1, Design Option A, the existing separated bicycle facility would remain. At locations where a separated facility does not currently exist, the existing shared lane painted with sharrows would be widened to 15 feet where feasible.

Under Alternative 1, Design Option B, a new, approximately 5- to 7-foot-wide cycle track would be constructed on Market Street in each direction between the curb lanes and sidewalk. The new cycle track would be slightly raised above the adjacent curb lanes and could have different paving patterns or material to help identify the designated space for bicycles. At curbside transit stops, the new cycle track would be placed between a curbside transit boarding island and the sidewalk. **Figure 2** illustrates the bicycle facilities considered under each design option.

Under either design option, Alternative 1 would include new bicycle racks installed on the sidewalks along Market Street (i.e., within the Streetlife Zone areas, described in the *Streetscapes* section). Covered bicycle parking or bicycle storage also could be installed in areas with wider sidewalk width, such as at Streetlife Hubs.

Pedestrian Facilities

- **Sidewalk Width:** Alternative 1 would provide several changes to Market Street sidewalks. Design Option A would retain the majority of the existing sidewalk widths along Market Street, with limited sidewalk narrowing to allow for the construction of wider transit boarding islands and widened shared lanes adjacent to curbside bus stops. Design Option B would narrow the sidewalk on Market Street to allow for the construction of wider transit boarding islands and the new raised cycle track, which would require moving the existing curb inward.

  ADA-compliant curb ramps would be added. Numerous pedestrian bulbouts at intersections along and adjacent to Market Street would be added to shorten pedestrian crossing distances and improve pedestrian visibility. Alternative 1 would also add, relocate, or remove certain crosswalks at appropriate locations.

Streetscapes

- **Elements:** Under either design option, Alternative 1 would design the sidewalks east of Van Ness Avenue to generally provide a 15-foot-wide, unobstructed through-zone for pedestrians, wherever possible. In some sidewalk locations (e.g., the blocks between 5th Street and Grant Avenue), this unobstructed through-zone could be up to 20 feet wide. West of Van Ness Avenue, the sidewalk through zone would be designed to be approximately 10 feet wide.

  The curbside portion of the sidewalk would be designed as Streetlife Zones. Streetlife Zones would be located along the entire length of Market Street between the through-zone and the curb. Streetlife Zones would be wider to the east of Van Ness Avenue where the sidewalks are wider. Streetlife Zones would concentrate the objects (i.e., street furniture, trees, bicycle racks, wayfinding signs, and lighting) on the sidewalk into a band near the curb, leaving the space adjacent to the buildings as a pedestrian through zone. Streetlife Hubs would be located within the Streetlife Zones in areas where the sidewalk is wider and in which more prominent streetscape elements (e.g., kiosks, cafés, public art, or interactive installations) could be featured.

  Market Street's existing brick sidewalks would be replaced with a new paving material or materials.

- **Trees:** Under Alternative 1, Design Option A, trees would be removed or relocated in limited areas where the sidewalk would be narrowed to allow for the construction of wider transit boarding islands and widened shared lanes adjacent to curbside bus stops. Under Alternative 1,

Design Option B, trees would be removed or relocated where the sidewalk would be narrowed to allow for construction of the new raised cycle track. Under either design option, trees deemed unhealthy, hazardous or in conflict with Proposed Project design would be removed and replaced.

- **Path of Gold Light Standards:** Under Alternative 1, Design Option A, the Path of Gold Light Standards would be relocated near existing light standard locations on the sidewalk in limited areas where the sidewalk would be narrowed to allow for the construction of wider transit boarding islands and widened shared lanes adjacent to curbside bus stops. Under Alternative 1, Design Option B, the Path of Gold Light Standards would be relocated where the sidewalk would be narrowed to allow for the construction of the new raised cycle track.

Commercial and Passenger Loading

Under either design option, Alternative 1 would prohibit commercial and passenger loading on Market Street, with some exceptions. Where possible, commercial and passenger loading zones would be established on the first half-block of the cross streets north and south of Market Street and would be designated as active loading zones only (i.e., a vehicle may be stopped in the loading zone only during active loading of commercial goods or passengers). Paratransit vehicles would be able to pick up and drop off passengers on Market Street. Depending on location, a loading bay on Market Street would be considered for buildings without alley access or without an entry point within 250 feet of a cross street loading zone.

Vehicular Parking

Under either design option, Alternative 1 would remove the existing on-street parking on Market Street (i.e., existing parking spaces west of Franklin Street and east of Spear Street). The additional loading zones on cross streets and alleys described in the *Commercial and Passenger Loading* section could result in permanent or temporary (i.e., time-of-day restricted) removal of parking spaces.

Plazas

Under either design option, Alternative 1 would include the option of reconstruct United Nations Plaza (UN Plaza) and Hallidie Plaza. The conceptual plans for UN Plaza envision filling in the existing fountain and creating a new outdoor pavilion with seating; a new stage; and new trees and other streetscape elements. The conceptual plans for Hallidie Plaza envision reconstructing the entire area by raising the sunken area to connect the plaza to street grade and repaving the plaza to add a new outdoor pavilion, tourist information center, and outdoor seating. The area beneath the new raised Hallidie Plaza would continue to provide transit access to the Powell Station for the underground Muni Metro and BART service. In addition new streetscape elements could be provided at Hallidie Plaza.

Utilities

Under either design option, Alternative 1would include the replacement and/or relocation of existing sewer lines beneath Market Street. The alternatives would also include targeted replacement and/or relocation of water lines, fire hydrants, and auxiliary water supply system (AWSS) lines, including AWSS fire hydrants, along Market Street, and electrical and other utility infrastructure to maintain state-of-good repair. The new, replacement utility lines would be the same size as the existing lines and no additional

capacity would be provided. Alternative 1 would also relocate other subsurface utilities to make way for the various improvements.

ALTERNATIVE 2

Changes to roadway configuration, traffic signals, surface transit, bicycle facilities, pedestrian facilities, streetscapes, vehicular parking, plazas, and utilities on Market Street would have the same characteristics as described under Alternative 1. Changes to private vehicle access and commercial and passenger loading under Alternative 2 are described below.

Private Vehicle Access

Alternative 2 would have fewer restrictions on private vehicles traveling on Market Street than Alternative 1 would have. Public surface transit access would remain along the entirety of Market Street. All private vehicles would continue to be allowed on the majority of the length of Market Street except at locations where required right-turn regulations are proposed or where existing required right-turn regulations are present (e.g., 6th and 10th streets). At these locations, all surface transit and taxi traffic could continue traveling on Market Street, while all private vehicular traffic would be diverted from Market Street.

Commercial and Passenger Loading

Under Alternative 2, a limited number of commercial and passenger active loading zones on Market Street would remain. Alternative 2 would include the same additional loading zones on the cross streets and alleys that Alternative 1 would provide. The same exceptions described under Alternative 1 related to vehicles providing accessible services and businesses without alley or cross street access would apply.

ALTERNATIVE 3

Changes to roadway configuration, private vehicle access, traffic signals, surface transit, bicycle facilities, pedestrian facilities, streetscapes, commercial and passenger loading, vehicular parking, plazas, and utilities on Market Street would have the same characteristics as described under Alternative 1, Design Option A. Changes to Mission Street under Alternative 3 are described below.

Roadway Configuration

Mission Street would be reconfigured to include a travel lane in each direction with turn pockets at intersection corners. In addition, a buffered cycle track in each direction would be constructed. One floating parking lane would be constructed on one side of the street per block (i.e., the parking lane would be located between the travel lane and new cycle track), alternating between the north and south sides of the street as appropriate. Otis Street between South Van Ness Avenue and Gough Street generally would have two westbound traffic lanes, a westbound transit-only lane, the existing westbound bicycle lane, and a new contra-flow, parking-buffered cycle track in the eastbound direction. McCoppin Street would generally have a travel lane in each direction, the existing westbound bicycle lane, and a new eastbound cycle track. Valencia Street between McCoppin and Market streets would maintain two travel lanes in each direction, with a new cycle track connection between the Market and Mission streets facilities. Four travel lanes would remain on 10th Street between Market and Mission streets and a new cycle track connection also would be added to connect the bicycle facilities on Market and Mission streets. **Figure 2** illustrates the typical roadway configuration for Alternative 3 on Mission Street.

Private Vehicle Access

No new private vehicle restrictions would be applied to Mission Street.

Traffic Signals

Alternative 3 would add new turn lanes from Mission Street at certain intersections. New turn signals would be installed to support the new turns and existing turns. Alternative 3 would also include traffic signal timing modifications for bicycles on the new buffered cycle track along Mission Street and could include new bicycle signals and turn signals.

Surface Transit

- **Transit-Only Lanes:** Under Alternative 3, the existing transit-only lanes would be removed from Mission Street.
- **Stop Spacing and Service:** Alternative 3 would move most existing transit service provided by Muni, Golden Gate Transit, and SamTrans on Mission Street to Market Street. Some transit service may remain on Mission Street east of 1st Street to serve the new Transbay Transit Center and to serve as a layover or turnaround for some Market Street transit routes. When Market Street is closed to vehicular traffic (such as when portions of Market Street are closed for special or unexpected events), transit routes would operate along Mission Street. Examples of annual special events that close Market Street include New Year's Eve, Gay Pride Parade, Chinese New Year Parade, and Bay to Breakers, as well as periodic protests and marches such as Walk for Life and May Day March and Rally. It is estimated that Market Street is closed on approximately 10 days during an average year.
- **Stop Location:** All existing bus stops on Mission Street would be removed, with the exception of those transit routes serving the new Transbay Transit Center and layovers for some Market Street transit routes. Temporary bus stops would be provided when transit service is rerouted from Market Street to Mission Street when Market Street is closed for special and unexpected events.
- **Stop Characteristics:** As described above, all existing bus stops on Mission Street would be removed, with the exception of those transit routes serving the new Transbay Transit Center and layovers for some Market Street transit routes. Temporary bus stops would be provided when transit service is rerouted from Market Street to Mission Street when Market Street is closed for special and unexpected events.
- **Infrastructure:** Maintenance and adjustment of the Overhead Contact System on Mission Street would occur to accommodate transit use when Market Street is closed for special and unexpected events.

Bicycle Facilities

Alternative 3 would provide a new cycle track in each direction on Mission Street. The new cycle track would be separated from adjacent travel lanes or the floating parking lane by a buffer consisting of a painted median, concrete median, or other treatments. On one side of the street, the new buffer would separate the new cycle track from a new floating parking lane and would provide space for vehicle doors to open. On the other side of the street, a new buffer would be created between the new cycle track and travel lane. New bicycle facilities on McCoppin and Otis streets (in addition to the existing westbound

bicycle lane) would provide a bicycle network connection to and from Valencia and Market streets. On McCoppin Street, the new bicycle facility would consist of an eastbound cycle track. On Otis Street, the new bicycle facility would consist of a contra-flow cycle track in the eastbound direction between Gough Street and Van Ness Avenue. Contra-flow refers to a configuration where a bicycle lane would be headed in the opposite direction of vehicular direction (e.g., Polk Street contra-flow bicycle lane between Market and Grove streets). New cycle track connections also would be added on Valencia Street between McCoppin and Market streets and on 10th Street between Market and Mission streets to connect the bicycle facilities on Market and Mission streets. **Figure 2** shows the bicycle facility on Mission Street (including McCoppin and Otis streets) under Alternative 3.

Bicycle racks could be installed in the sidewalk furnishing zone along Mission Street.

Pedestrian Facilities

The sidewalk on Mission Street between 5th and 3rd streets could be widened and the planted center median between 4th and 3rd streets could be removed. Alternative 3 could also add a mid-block signalized crosswalk to the block between Yerba Buena Lane and 3rd Street on Mission Street.

Streetscapes

- **Elements:** New bicycle racks would be installed in limited locations along Mission Street.
- **Trees:** The trees on Mission Street would be assessed for health; healthy street trees would remain while unhealthy street trees would be replaced. Trees also would be planted in locations where there are existing tree wells and gaps.

Commercial and Passenger Loading

Alternative 3 would reduce the amount of commercial and passenger loading zones along Mission Street to accommodate the new buffered cycle track. Some existing designated loading spaces that would be removed could be relocated to the floating parking lane, as described in the *Vehicular Parking* section. Some new commercial and passenger loading zones could be created on adjacent cross streets and alleys.

Vehicular Parking

Under Alternative 3, the existing metered on-street parking on Mission Street would be reduced from two parking lanes to one floating parking lane to accommodate the new buffered cycle track. The single floating parking lane would be located between the vehicular travel lane and the new buffered cycle track and would alternate between the north and south sides of Mission Street as appropriate. On-street parking on Valencia Street between McCoppin and Market streets and on 10th Street between Market and Mission streets would be removed to accommodate the new cycle track connections. **Figure 2** illustrates the proposed parking configuration on Mission Street under Alternative 3.

Plazas

No changes to plazas adjacent to Mission Street are proposed.

Utilities

No changes to existing utilities on Mission Street are proposed.

CONSTRUCTION

The Proposed Project would include extensive construction work within the public right-of-way to accommodate the various transportation, streetscape, plaza, and utility improvements. Under Alternatives 1 and 2, construction along Market Street is anticipated to occur in four to five geographic phases over a 3- to 5-year period. Under Alternative 3, construction along Mission Street is anticipated to occur over a shorter period than Market Street due to fewer construction activities (1 to 2 years). Mission Street construction would occur after construction along Market Street is completed.

Each geographic phase would include multiple blocks along the length of Market Street between Octavia Boulevard and The Embarcadero, with construction activities scheduled to minimize disruption to businesses, residents, visitors, and the transportation system. Each geographic phase would be divided into three construction sub-phases. The first sub-phase would involve the closure of the curbside lanes to allow for the relocation and reconstruction of the curb along with the accompanying relocation of trees, fire hydrants, light poles, catch basins, and other utilities. This sub-phase would also allow the construction of the new center transit boarding islands and the demolition of the old islands. The center lanes would remain open to transit as the curbside lane work is completed. Once the curbside lanes are completed, the second sub-phase would involve closing the center lanes for the rail track and sewer line replacements. During this second sub-phase, the new curbside lanes would remain open to transit. Lastly, during the third sub-phase, the sidewalks would be closed for reconstruction, with the curbside lanes available for pedestrian detours and the center lanes available to serve transit. Private vehicles would be rerouted to Mission Street during construction on Market Street.

Funding for plaza improvements has not been identified at this time; construction of the plaza improvements could occur at a future point in time or could occur concurrently with construction on Market and/or Mission streets.

ENVIRONMENTAL REVIEW TOPICS

The Proposed Project could result in potentially significant environmental effects. The Environmental Planning Division of the Planning Department serves as the local Lead Agency and will prepare an Environmental Impact Report (EIR) under the provisions of the California Environmental Quality Act (CEQA) to evaluate the environmental effects of the Proposed Project. As required by the CEQA Guidelines Section 15063, an Initial Study will be prepared to identify any environmental effect determined not to be significant and to focus preparation of the EIR on those effects determined to be potentially significant. As required by CEQA, the EIR will examine the effects determined to be potentially significant, identify mitigation measures, and analyze whether identified mitigation measures would reduce the environmental impacts to a less-than-significant level. Cumulative impacts also will be discussed under each of the environmental topic sections examined. The EIR will include a project-level analysis at an equal level of detail for Proposed Project Alternatives 1, 2, and 3, as well as for a No Project Alternative. Alternatives may be refined if necessary to reduce or avoid any significant impacts identified in the EIR. The EIR will include a programmatic-level analysis of conceptual changes proposed at the plazas.

The Initial Study will include evaluation of environmental impacts related to the topics below and will identify which topics will be addressed in the EIR due to potentially significant impacts:

- Land Use and Land Use Planning
- Aesthetics
- Population and Housing
- Cultural and Paleontological Resources
- Recreation
- Transportation and Circulation
- Noise
- Air Quality
- Greenhouse Gas Emissions
- Wind and Shadow
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Mineral and Energy Resources
- Agricultural and Forest Resources

APPROVALS REQUIRED

Proposed Project implementation would require numerous federal, state, and local reviews, permits, and approvals. Approvals from the following agencies are anticipated at this time.

- Federal Transit Administration
- California Department of Transportation
- Metropolitan Transportation Commission
- San Francisco Bay Area Rapid Transit District
- San Francisco Board of Supervisors
- San Francisco Planning Commission
- San Francisco County Transportation Authority
- San Francisco Department of Public Works
- San Francisco Municipal Transportation Agency
- San Francisco Public Utilities Commission
- San Francisco Historic Preservation Commission
- San Francisco Arts Commission
- San Francisco Real Estate Division
- Golden Gate Bridge Highway and Transportation District
- San Mateo County Transit District

FINDING

This Proposed Project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State CEQA Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance).

PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and California Environmental Quality Act Guidelines Section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on **Wednesday, February 4, 2015 with doors opening at 5:30 pm followed by presentation and public comment at 6:00 pm at 1455 Market Street, Ground Floor Lobby Conference Room, San Francisco.** Written comments will also be accepted at this meeting and until 5:00 p.m. on **Friday, February 13, 2015**. Written comments should be sent to Sarah B. Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. To request a language interpreter or accommodation of persons with disabilities at the scoping meeting, please contact the staff contact listed on page 1 of this notice at least 72 hours in advance of the meeting.

If you work for a responsible state agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the Proposed Project. Your agency may need to use the EIR when considering a permit or other approval for this Proposed Project. Please include the name of a contact person in your agency.

Members of the public are not required to provide personal identifying information when they communicate with the Planning Commission or the Planning Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Planning Department's website or in other public documents.

January 14, 2015
Date

Sarah B. Jones
Environmental Review Officer

Appendix C

Comment Letters

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

January 14, 2015

To: Reviewing Agencies

Re: Better Market Street Project
SCH# 2015012027

Attached for your review and comment is the Notice of Preparation (NOP) for the Better Market Street Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Wade Wietgrefe
City and County of San Francisco
1650 Mission Street #400
San Francisco, CA 94103

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

February 13, 2015

Sarah B Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Delivered by FAX and email

Re: BART District Comments on Notice of Preparation for the Better Market Street Program

Dear Environmental Review Officer:

Thank you for this opportunity to comment on the Notice of Preparation for the Better Market Street program. We are submitting the following comments for your consideration in proceeding with the environmental review process.

Overall Comments

- BART supports the overall goals of the project to provide faster and more reliable transit on Market, improve safety, comfort and mobility for pedestrians and bicyclists, and the creation of thriving public spaces.
- It is our understanding that relocation or alteration of BART Entry Portals in the corridor is not a part of this project.
- In addition to BART's commitment to provide safe and reliable transit, BART is also responsible for the structural integrity of the BART/MUNI Metro underground facilities and the operation of its systems.
- Over the life of the plan, BART and the City will continue to work together to address the need for resiliency and adaptation to environmental challenges. We are continuously developing strategies to improve system safety and security, which may result in changes to BART structures and systems.

BART Access and Capacity

- Convenient access to BART Station Entry portals and Street Elevators should be a primary objective in the development of specific designs, particularly with respect to the relocation of boarding platforms, taxi and ADA Van drop-off placement. Similarly, bicycle access to the portals/evaluator should be addressed and potential conflicts addressed and obstacles minimized.
- BART has been engaged in an ongoing analysis of station capacity and future ridership demand at the Embarcadero and Montgomery Stations which could require additional portals and/or elevators on Market Street for access and emergency egress. We would like to work with you in the development of specific designs at these stations in order to minimize the potential for conflicts between activities and/or structures to be located in the sidewalk right-of-way at these stations.

BART Operations and Safety

- The current configuration and design of the Market Street was the "finishing touch" of the reconstruction of Market Street following the construction of the BART/MUNI underground stations and trackways. The structure for these facilities is located approximately 5 feet below grade, and consequently any construction activity needs to be reviewed by BART to assure that structural integrity is not compromised nor operational systems adversely impacted. We have been working with the City to develop a strategy to replace ventilation grates in the street and will continue with this effort.

- In addition to the need to maintain access to BART/MUNI for transit riders, there is a need to consider access for emergency and operational functions such as revenue collection and service vehicles.

BART Permit

- A permit from BART is required for any construction along Market Street that is within the BART/MUNI Metro right of way which could affect utilities or structures. This requirement appears to include most of the study area. Details regarding the permit/plan review application process and drawings required for are available on the BART website at http://www.bart.gov/about/business/permits/REpermits.aspx.

Construction Impacts

- The potential for adverse impacts during construction is great both with respects to the access/egress of riders, and to mechanical systems which could be impaired by demolition and construction activities.

Thank you for the opportunity to comment on this Initial Study. Please call Val Menotti in BART Planning at (510) 287-4794 if you have any questions.

Sincerely,

Val Menotti

Val Joseph Menotti
Chief Planning & Development Officer

cc: Molly Burke, BART Government & Community Relations
Tim Chan, BART Stations Planning

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5530
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Serious Drought.
Help save water!

February 12, 2015

SFVAR015
SF-VAR-PM VAR
SCH# 2015012027

Mr. Wade Wietgrefe
Planning Division
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wietgrefe:

Better Market Street Project – Notice of Preparation

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Better Market Street Project. The following comments are based on the Notice of Preparation.

Lead Agency
As the lead agency, the City and County of San Francisco is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document, a draft of which should be included in the draft Environmental Impact Report for our review. Required roadway improvements should be in place prior to completion of the project.

Traffic Impact Study
The Central Freeway reconstruction was financed with federal emergency relief funds. Since the Central Freeway was not replaced in-kind, those funds required that the replacement facility provide comparable capacity to the original facility. The movement from the US-101/Octavia Boulevard off-ramp to Market Street to Franklin Street was intended to provide part of the comparable capacity. The Environmental Impact Report and its Traffic Impact Study should evaluate how the proposed changes to Market Street would affect the comparable capacity that was provided by the Central Freeway & local street system.

We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for determining which scenarios and methodologies to use in the analysis, available at the following website <http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf>. Please ensure that a TIS is prepared providing the information detailed below:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, loading bays, local roads and intersections, parking, and transit facilities.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Analyze the potential significant impacts to the US-101/Octavia Boulevard and the US-101/Mission Street off-ramps. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on affected facilities for *existing, existing plus project, cumulative and cumulative plus project scenarios* should be included. Also, analyze diverted traffic from private vehicle restrictions to these State facilities. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the TIS Guide, should be applied to all State facilities.

4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. A twenty-year cumulative scenario is the appropriate time horizon.

5. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described in comment #3 above.

6. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.

7. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.

Bicycle and Pedestrian Planning

1. Analyze the potential difficulties and hazards to bicyclists and pedestrians on State facilities and their connections as a result of the proposed project. Specifically, attention is needed near the US-101 on and off-ramps as some one-way streets in the project vicinity may be a hostile environment for bicyclists and pedestrians. For example, Otis Street from US-101 (Van Ness Avenue).

2. Consider pedestrian, bicycling and transit performance or quality of service measures and modeling as a means of estimating the project impacts to these modes and evaluating mitigation measures and tradeoffs.

3. Analyze secondary impacts on pedestrians and bicyclists that may result from any mitigation for traffic impacts. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

Transportation Management Plan

A Transportation Management Plan (TMP) or construction TIS may be required of the developer for approval by Caltrans prior to construction where traffic restrictions and detours affect State highways, TMPs must be prepared in accordance with California *Manual on Uniform Traffic Control Devices.* For further TMP assistance, please contact the Office of Traffic Management Plans/Operations Strategies at 510-286-4579 and see the following website: <http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf>

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. See the following website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>

Should you have any questions regarding this letter, please call Sherie George at 510-286-5535 or sherie.george@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

February 11, 2015

Sarah B. Jones
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

Re: Better Market Street Project Notice of Preparation and Scoping, Case #2014.0012E

Dear Ms. Jones:

The Golden Gate Bridge, Highway and Transportation District (District) operates Golden Gate Transit (GGT) bus service that may be affected by the proposed Better Market Street Project. District staff has reviewed the Notice of Preparation and Scoping for the Better Market Street Project Environmental Impact Report (Case No. 2014.0012E) and requests that the following three concerns be addressed during the preparation of this environmental impact report (EIR).

District staff is concerned that this project may result in travel time increases for GGT service. GGT operates three routes along Mission Street that also cross Market Street at 7th and 8th streets. GGT also operates 15 routes that cross Market Street at Fremont and 1st streets and two routes that cross Market Street at 7th and 8th streets. Any travel time increase can have a significant cost impact when multiplied by thousands of trips annually, which in turn can have a negative impact on the District's ability to provide bus service with its existing budget.

Under Alternatives 1 and 2, District staff would like to know the operational impacts to GGT service at the bus stop on Charles J. Brenham Place farside Market Street. This is a very busy stop, and increased traffic associated with turn restrictions at Market Street and the presence of a streetcar turnaround loop may necessitate that the stop be moved.

Under Alternative 3, District staff would like to know the operational impacts to GGT service that is moved from Mission Street to Market Street. GGT buses may need access to lanes or turns otherwise designated for Muni use only in order to effectively serve its passengers.

Thank you for providing the District the opportunity to participate in the Better Market Street Project process. Please feel free to contact David Davenport, Associate Planner, at (415) 257-4546 or ddavenport@goldengate.org if you have any questions about these comments.

Yours sincerely,

Ron Downing
Director of Planning

c: D. Davenport, M. Palumbo

The Hearst Corporation

San Francisco Realties Division • 200 Hearst Building • 5 Third Street • San Francisco, California 94103 • 415/777-0600

February 12, 2015

VIA MESSENGER

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street
Suite 400
San Francisco, CA 94103

Re: Better Market Street Project DEIR / Case #2014.0012E

Dear Ms. Jones:

The Hearst Corporation owns the Hearst Building and Hearst Parking Garage at 5 and 45 Third Street, respectively. We are aware that the Planning Department will be engaging in a draft EIR process for the Better Market Street Project, which may include the closure of Market Street to private vehicular traffic under Alternatives 1 and 3, elimination of right-turns onto Market Street from 3rd Street under Alternative 2 and circulation changes, such as one-way streets converted to two-way streets and/or partial street closures.

We understand that many of the improvements proposed under the Better Market Street Project would benefit the City as a whole. In the interest of being fully informed, we request that the traffic study for the Better Market Street Project take into account all relevant recent and proposed changes, including but not limited to the closure of Annie Street to vehicular traffic and other changes proposed under the Central SoMa Plan. We also request that the traffic study include a discussion of feasible mitigation and improvement measures, such as the installation of a new traffic signal at New Montgomery and Jessie Streets to alleviate traffic congestion and improve pedestrian safety.

Thank you for your consideration. Please do not hesitate to contact me with any questions.

Regards,

Brennan Zerbe
San Francisco Realties Director

cc: Martin N. Cepkauskas, Director of Real Estate, Western Properties, Hearst Corporation
Caroline Guibert Chase, Coblentz Patch Duffy & Bass, LLP

Hotel Council
OF
SAN FRANCISCO

February 12, 2015

Sarah Jones, Environmental Review Officer
Attention: Better Market Street EIR
San Francisco Planning
Department 1650 Mission Street,
Suite 400
San Francisco, CA 94103

Subject: Hotel Council Support and Comments on Better Market Street EIR

On behalf of the Hotel Council of San Francisco, I am writing in support of the Better Market Street Project and EIR. The Hotel Council staff and members have served on multiple community and citizen advisory committees related to this project and we agree the improvements planned for Market Street are much needed and overdue. Both San Francisco residents and visitors will benefit from the proposed changes which will transform Market Street into the world-class boulevard it was designed to be. We thank the San Francisco Planning Department and the San Francisco Municipal Transportation Agency for the outreach they have conducted with our industry on this project.

However, we have discussed with project planners that we have two key concerns. The first is to ensure that our hotels located on, and adjacent to, Market Street have adequate access to load and unload both supplies and even more importantly our guests. With the proposed elimination of private automobiles from Market Street, we want to ensure that guests who chose to drive an automobile have a clear and direct route to arrive and depart from our hotels. While we have had discussions with the project planners regarding this issue, it is still a top concern and priority that will need to be addressed.

Our second concern is the need for designated taxi stands. With the potential elimination of private automobiles from Market Street it is important that our visitors and residents have access to taxis. Some visitors and residents – for example, seniors or the disable – may not be able to take other modes of transportation and rely on taxis. For this reason, we are advocating for designated Taxi stands along Market Street, particularly in front of the Four Seasons Hotel to ensure that all visitors and residents have accessible and convenient transportation options.

Again, we are very supportive of the Better Market Streets Plan and look forward to our continued involvement in the project. I can be reached at kcarroll@hotelcouncilsf.org or (415) 391-5197.

Sincerely,

Kevin Carroll
Executive Director

REUBEN, JUNIUS & ROSE, LLP

February 11, 2015

Sent Via messenger and email

Sarah B. Jones
Attn: Better Market Plan EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Comments on Better Market Street Project
Pl. Dept. Case No. 2014.0012E
Our File No.: 6250.99

Dear Ms. Jones:

Our office represents Tishman Speyer, the owner of One Bush Street (Block 0290, Lots 011 and 012) ("**One Bush**"). Please accept this letter as comments on the Better Market Street Plan ("**Plan**") and its environmental review on behalf of Tishman Speyer.

A. Description of the One Bush Street property

One Bush is located along Market Street with additional street frontages on Sansome, Bush and Battery Streets. The building at One Bush known as the Crown Zellerbach Building was built in 1959 and was designated as a City Landmark no. 183 under Article 10 of the Planning Code on April 6, 1987. The historic landmark designation also encompasses the site surrounding the building (i.e. per the Landmark designation ordinance, the Crown Zellerbach Complex and Site), which consists of an open space plaza. More specifically, the One Bush site occupies an entire city block with 58,034 sf of lot area, and it was the first post-WWII San Francisco office building that was built in a plaza surrounded by open space, which represented a "major departure from the previous standard of lot line development."[1]

[1] Landmarks Preservation Advisory Board, final case report for the landmark designation, approved by the Planning Commision on June 4, 1981.

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin | John Kevlin
Jay F. Drake | Lindsay M. Petrone | Sheryl Reuben[1] | Tuija I. Catalano | Thomas Tunny | David Silverman
Melinda A. Sarjapur | Mark H. Loper | Jody Knight | Stephanie L. Haughey | Jared Eigerman[2,3] | John McInerney III[2]
1. Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

www.reubenlaw.com

One Bush building is an 18-story building over two (2) below-grade parking levels with on approx. 280 vehicular entrances/exits per day, Monday through Friday. The building contains 329,111 sf of rentable office area and 7,300 sf of rentable retail area, and has received LEED Platinum for Existing Buildings -certification. The building is operated as a multi-tenant structure currently providing office space for 20 companies and approx. 1,100 employees. Most of the existing tenants are involved in customer service oriented office uses, and thus the building is also frequented by many daily visitors.

The garage entrance to One Bush is near the intersection of Bush and Battery Streets with vehicles entering the garage either via Bush or Battery Street. The exit for the garage is located near the intersection of Battery and Market Streets with vehicles exiting either onto Market or First Street. The exit includes two separate driveways; one two-way driveway onto Market Street that also serves as the entrance to the garage (with the driveway splitting near the street level into the entrance coming from Battery/Bush and the exit onto Market Street); and another separate driveway in the form of an underground tunnel for the exit into First Street across Market Street. The existing entrance and exit paths, dating back to the original construction and located primarily in the sub-grade basement, are partially located and dependent on the below-grade area for the adjacent triangular small City owned land area.

A site plan and an excerpt from a survey showing the location, entrance and exits for the garage are attached as **Exhibit A**.

B. Proposed Better Market Street Plan's impact on One Bush

The proposed Plan currently includes three alternatives, with alternative 1 ("**Alternative 1**") proposing full prohibition of private vehicles along Market Street, including the portion of Market Street occupied by One Bush, and with alternative 3 ("**Alternative 3**") copying Alternative 1 controls for Market Street in addition to proposed controls on Mission Street.

Prohibited private vehicle access on Market Street. Alternatives 1 and 3 would significantly and negatively impact the operation of the One Bush by resulting in an undue burden and inconvenience to One Bush and other commuters. Currently, vast majority (over 70-75%) of vehicles from One Bush exit onto Market Street, which under these Alternatives would be prohibited. With the implementation of Alternatives 1 and 3, a portion of the existing exit driveway would be eliminated and/or become unusable, and all vehicles exiting One Bush would be required to exit across Market Street onto First Street. The (adverse) transportation impacts caused by the implementation of Alternatives 1 and 3 of the Plan due to the changes in the garage operation described in greater detail below would need to be evaluated under the Plan EIR, unless an exception is granted for One Bush as outlined in Section D below.

REUBEN, JUNIUS & ROSE, LLP

One Bush Street, Suite 600
San Francisco, CA 94104

tel: 415-567-9000
fax: 415-399-9480

www.reubenlaw.com

Significant impact on One Bush garage operation. The change in the garage operation caused by the Plan would negatively impact existing One Bush tenants and visitors as well as the prospects of attracting new tenants by making One Bush less desirable due to undesirable vehicle arrangements for tenants and their patrons who use automobiles. With First Street already operating beyond its capacity at commuter hours, the Plan would cause queuing in the One Bush garage for exiting vehicles and thus would significantly increase travel times for the garage users. As a direct result of the Plan, the One Bush garage would become less appealing and would result in loss of parking and office leasing revenue to the building owner and garage operator.

Significant impact on First Street traffic and other commuters. Currently, during afternoon hours there is significant congestion along First Street, with commuters leaving the City towards the East-bound Bay Bridge. First Street's primary function is as a feeder to the Bay Bridge,[2] and there are no realistic opportunities to increase the capacity of the existing four-lane First Street or to "correct" the existing traffic nightmare on First Street. Beyond the approx. four-block distance of First Street (between Market Street and the ramp to the I-80 entrance), the congestion extends into the Market Street intersection and well past it to the North side of Market Street into Bush and Battery Streets, which feed into First Street. Alternatives 1 and 3 would result in additional congestion on the already congested First Street by forcing all vehicles from One Bush to exit into First Street regardless of their destination. The exiting of the additional vehicles, not bound for the Bay Bridge, into First Street would undoubtedly create additional bottleneck effect on First Street between Market and Mission Streets, and prior to the Market Street intersection on Bush and Battery Streets. With daily garage usage by approx. 280 vehicles, the Plan would cause a noticeable impact on First Street commuter traffic (as well as that of Bush and Battery Streets) if all One Bush vehicles are forced to exit onto First Street.

Partial impossibility for use of One Bush. The existing exit onto First Street is for the most part via a narrow underground tunnel, with a single lane designed for typical passenger vehicles only. Due to the tunnel's vertical height, which at its lowest point is 6 feet 8 inches, the First Street exit path cannot be used by many larger vehicles. If the existing exit onto Market Street is eliminated, the garage can no longer be used by vehicles exceeding 6 feet 8 inches feet in height due to the existing height limitations of the exit. Thus, as a direct result of the Alternatives 1 and 3 of the Plan, the One Bush garage will become unavailable to certain vehicles.

Unfeasible for One Bush and commuters in general. In sum, Alternatives 1 and 3 of the Plan are simply unworkable for One Bush due to existing physical limitations (i.e. leaving the garage with only one exit path, which is narrow and insufficient in height in order to accommodate all vehicles) and otherwise undesirable due operational impacts (i.e. queuing in

[2] See Rincon Hill Streetscape Master Plan, San Francisco Planning Department, May 2014, p. 15.

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garage, increased driving times and added congestion) as well as financial impacts (i.e. diminished demand and thereby lower revenues). Beyond impacts caused to One Bush, Alternatives 1 and 3 would also result in more wide-spread transportation impacts by making one of the worst afternoon commuter streets (First Street) even more congested for other commuters and causing additional clogging on Bush and Battery Streets.

C. Reconfiguration of the existing One Bush garage exit

Since the tunnel height for the existing First Street exit path is limited, the First Street exit cannot be used by larger vehicles. Moreover, the use of the existing First Street exit even by standard passenger vehicles would cause an undesirable effect of additional congestion on First Street, with over 70-75% of vehicles, i.e. vast majority, currently exiting the One Bush garage destined to locations other than the Bay Bridge. If Alternative 1 or 3 was adopted, One Bush would need some solution in order to provide an efficient and functional exit for all vehicles using the garage. The One Bush property could (theoretically) be altered by constructing the garage exit elsewhere to provide for an alternative exit. However, in reality such reconstruction would be extremely undesirable, e.g. due to it being very expensive as well as detrimental to the open space, which is part of the Landmark site.

One Bush has some street frontage on four different streets, however, only Sansome Street could (theoretically) be used to provide an exit point for the garage. Without stating the obvious, even today no new curb cuts are possible on Market Street, and thus the long Market Street frontage cannot be used today or with the adoption of the Plan to provide for a new exit. With respect to the other three street frontages, Bush and Battery Streets are one-way streets that currently feed into First or Market Street, and thus do not provide a viable solution if private vehicle access on Market Street is prohibited, as suggested in Alternatives 1 and 3. Therefore, only Sansome Street frontage could (theoretically) be used by constructing a driveway from the underground garage up to Sansome Street. The Sansome Street façade is, however, improved with an existing (privately owned, but publicly accessible) open space plaza. The plaza, for the most part along Sansome frontage, is not located at grade with Sansome Street, and thus any driveway from the below-grade garage to Sansome would result in a ramp/drive-way that would for the most part be on top of the existing open space plaza violating a unique publicly accessible open space in the Downtown area. The One Bush building is also not situated on the lot in a manner that would allow for the construction of an obvious path from the garage onto Sansome.

If access to Market Street by private vehicles is prohibited without any exception, One Bush would need to build a new exit ramp in order to maintain the garage's functionality. However, a new exit onto Sansome Street would be technically challenging in terms of construction and location, financially expensive and disruptive to the plaza resulting in permanent loss of open space and potentially adverse impact on a City Landmark (which

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includes not only the building, but also the surrounding site). Such (undesirable) impacts to historic resources caused by the implementation of Alternatives 1 and 3 of the Plan due to the reconstruction (if it became necessary) would need to be evaluated under the Plan EIR, unless an exception is granted for One Bush as outlined in Section D below.

If such reconstruction were required or necessary due to the adoption of Alternatives 1 and 3, the owner of One Bush would expect the City to pay for all of the costs. The Fifth Amendment of the U.S. Constitution provides that "...nor shall private property be taken for public use, without just compensation," a principle, which is also included in the California Constitution. While there are several different types of takings, the general regulatory takings governed by *Penn Central Transportation Company v. City of New York, 438 U.S. 104 (1978)* could be relevant to the impact the proposed Alternatives 1 and 3 would have on One Bush. An analysis of takings under *Penn Central* does not require physical occupation or denial of all economically beneficial use, instead, the inquiry under general regulatory takings under the *Penne Central* focuses on 1) "the economic impact of the regulation on the claimant," 2) "the extent to which the regulation has interfered with distinct investment-backed expectations," and 3) "the nature of the governmental action." According to the California Supreme Court, general regulatory takings claims are evaluated under the Penn Central test, but also against the expanded, non-exclusive 10 factors from *Kavanau v. Santa Monica Rent Control Board, 16 Cal. 4th 761 (1997)*. The *Kavanau* factors include, among others, consideration of "whether the regulation affects the existing or traditional use of the property and thus interferes with the property owner's primary expectation."

D. <u>Proposed changes to the proposed Better Market Street Plan</u>

We respectfully request, that the proposed Plan, and specifically Alternatives 1 and 3 therein, be amended with respect to private vehicle access by including an exception that would allow private vehicle access onto Market Street from the existing garage at One Bush for a distance of approx. 270 feet until Sutter Street. The overall situation and the need for such an exception are unique to One Bush, which is a Landmark site and one of the few or only sites with an existing exit onto Market Street. As a Landmark site, the garage from One Bush cannot easily be reconstructed to provide for a functional alternative to the existing vehicular exit onto Market Street without causing a significant impact on the publicly accessible open space plaza.

As outlined in this letter, the impacts caused by the implementation of the Plan on One Bush are extreme and negative however, the "expense" of providing the requested exception is very minimal. An exception is requested only for the length of approx. 270 feet on Market Street for a short distance that is not currently occupied by any cross-walks. Given the timing of the traffic lights, vehicles from One Bush could exit onto Market Street only when permitted transit and other vehicles are stopped at the First and Market traffic light for the crossing of traffic from Battery/Bush onto First Street. Please note that the existing lights are already timed this way so that it is possible to exit One Bush on a green light only when the light along Market

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Street is red and the light for vehicles crossing Market Street onto First Street is green, i.e. when the Market Street traffic is stopped, thus the granting of the exception does not require any adjustments to the traffic light operation since the lights already work in the described manner today. Therefore, the effect of vehicles exiting from One Bush to Market Street would be practically unnoticeable and would not result in any undesirable impacts to transit, bicycle or other permitted traffic on Market Street.

Including the above-mentioned exceptions from the beginning will eliminate the costly and time-consuming steps of evaluating the environmental impacts a reconfiguration of the existing garage would result in if vehicle access would no longer be allowed onto Market Street, including evaluation of historical impacts, and/or alternatively the evaluation of transportation impacts due to increased vehicular traffic from the One Bush garage onto First Street.

Thank you for your attention and consideration.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

Tuija I. Catalano

cc: Carl Shannon, Tishman Speyer
Tony Birdsey, Tishman Speyer
Ann Akhromtsev, Tishman Speyer
Andrew Junius, Reuben, Junius & Rose

Exhibits:
Exhibit A - Site plan; excerpt of survey

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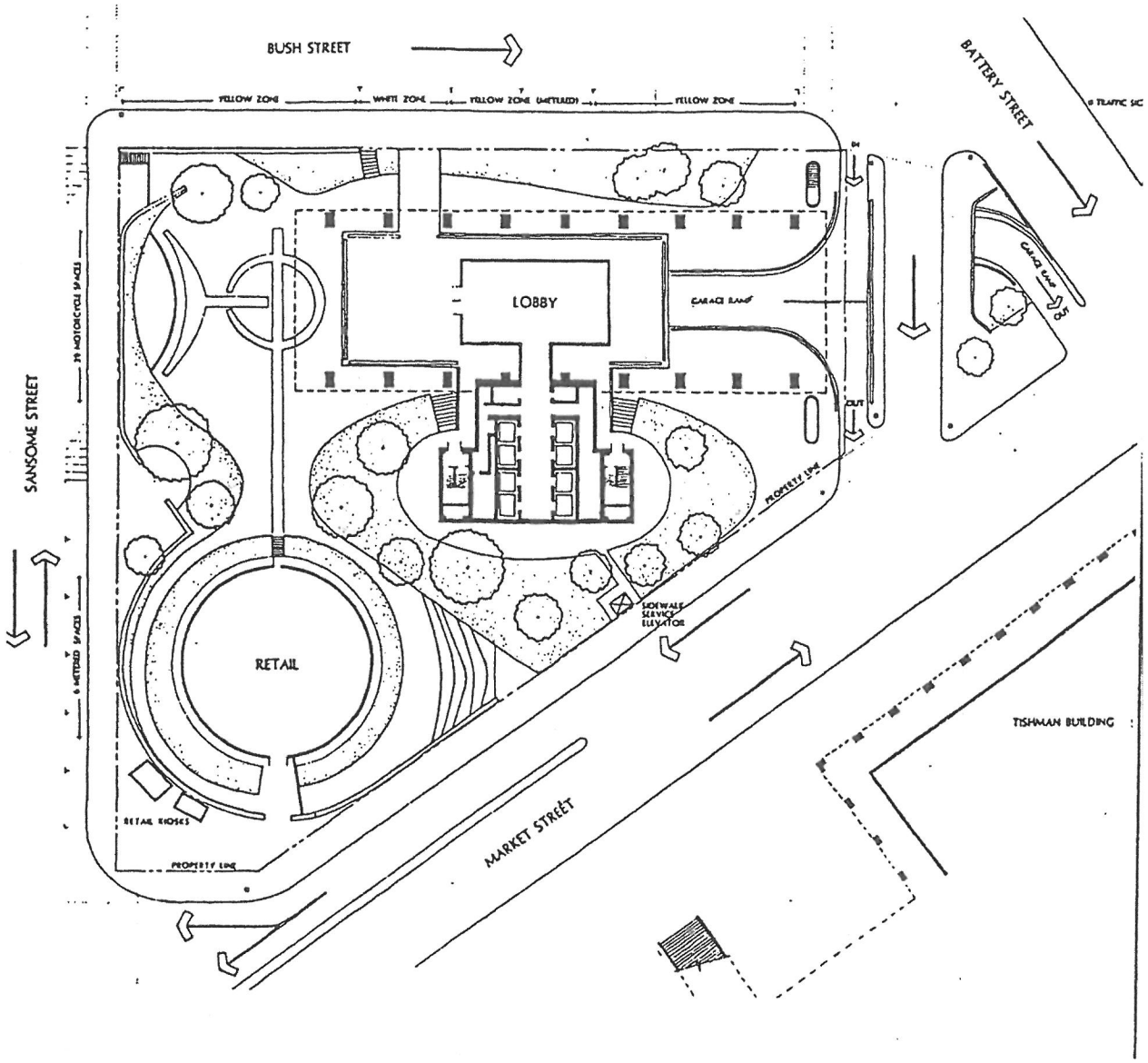
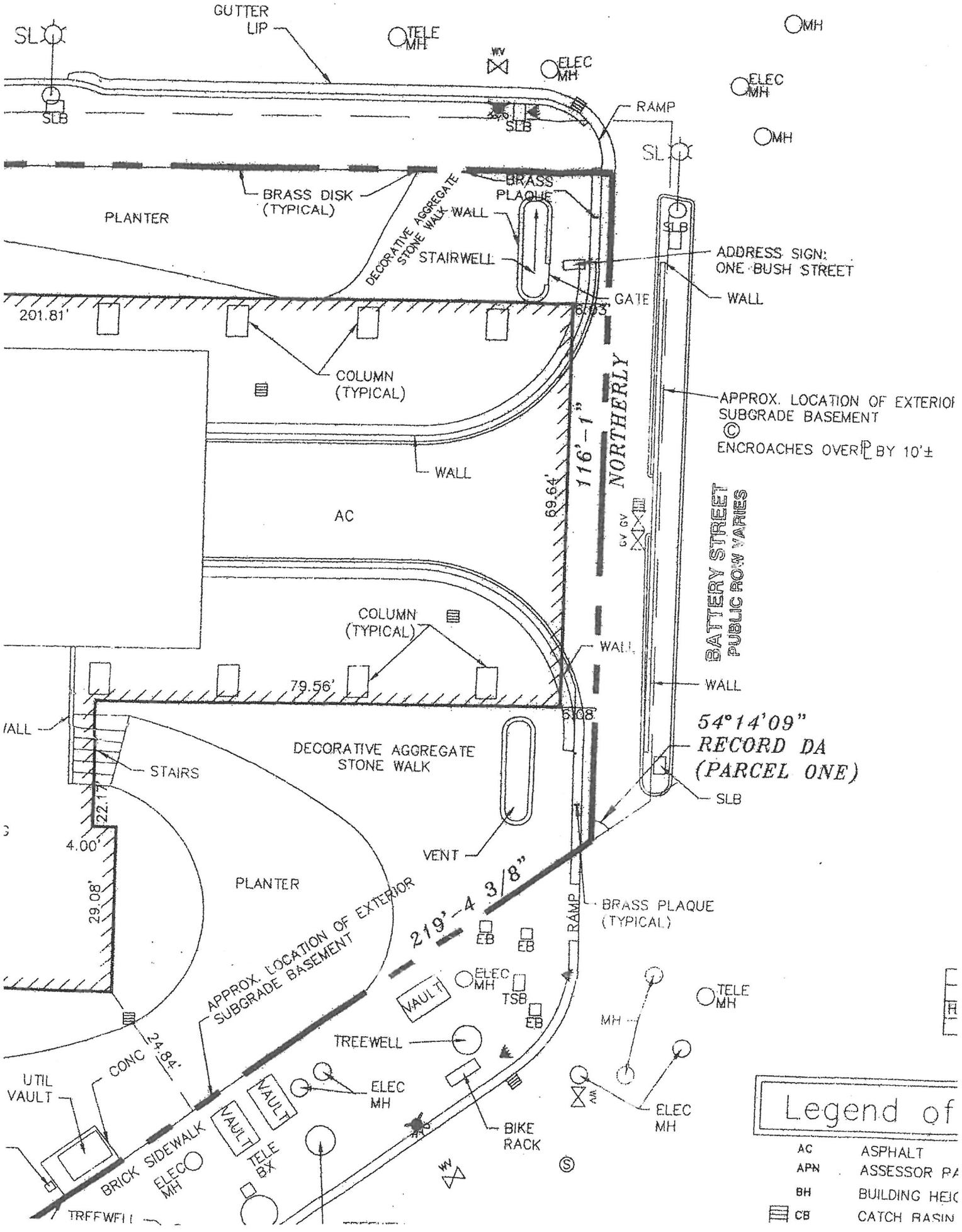
EXHIBIT A

SITE PLAN:




GUTTER LIP
SL
TELE MH
WV
ELEC MH
MH
ELEC MH
MH
RAMP
SLB
SLB
SL
SLB
BRASS DISK (TYPICAL)
PLANTER
DECORATIVE AGGREGATE STONE WALK
WALL
BRASS PLAQUE
STAIRWELL
ADDRESS SIGN: ONE BUSH STREET
WALL
GATE
201.81'
COLUMN (TYPICAL)
APPROX. LOCATION OF EXTERIOR SUBGRADE BASEMENT
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69.64'
116'-1" NORTHERLY
GV GV
BATTERY STREET PUBLIC ROW VARIES
COLUMN (TYPICAL)
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WALL
79.56'
51.08'
54°14'09" RECORD DA (PARCEL ONE)
SLB
STAIRS
DECORATIVE AGGREGATE STONE WALK
22.17'
4.00'
VENT
PLANTER
29.08'
219'-4 3/8"
RAMP
BRASS PLAQUE (TYPICAL)
EB
EB
APPROX. LOCATION OF EXTERIOR SUBGRADE BASEMENT
VAULT
ELEC MH
TSB
EB
TELE MH
MH
TREEWELL
24.84'
CONC
UTIL VAULT
VAULT
VAULT
ELEC MH
BIKE RACK
ELEC MH
BRICK SIDEWALK
ELEC MH
TELE BX
WV
TREEWELL
Legend of
AC ASPHALT
APN ASSESSOR PA
BH BUILDING HEI
CB CATCH BASIN

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sfbike.org

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION

February 13, 2015

Sarah B. Jones
Environmental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Better Market Street Project Notice of Preparation of an Environmental Impact Report

Dear Ms. Jones,

Please accept the following comments from the San Francisco Bicycle Coalition on the Notice of Preparation (NOP) of an Environmental Impact Report for the Better Market Street Project. We appreciate the opportunity to comment and look forward to the final results of your analysis. Below please see our comments and concerns regarding the NOP.

San Francisco Mode Share Goals and Anticipated Bicycle Volumes on Market
Market Street is already San Francisco's most popular bike route, averaging over 3,000 daily riders on weekdays. The City of San Francisco has set goals for 8% bicycle mode share by 2018 and 20% by 2020. Existing bicycle mode share in San Francisco is 3.7% and 5% on Market Street, which means by the time the Better Market Street Project is completed we could well expect nearly 10,000 daily inbound bicycle trips on Market Street.

The Better Market Street Environmental Impact Report should assume this growth in bicycle trips will happen *on* Market Street. Projects such as Safer Market Street and the Upper Market bicycle and pedestrian improvements will only further cement Market Street as the City's premiere bicycle route. Any changes to bicycle circulation on Market, such as Design Option 3 in the Better Market Street project, should be considered in the context of the dramatic increase in the number of bicycle trips on Market now and in the future.

Study the Traffic Safety Benefits of a Fully Continuous Bikeway on Market Street
Numerous studies from cities in the United States and abroad have shown that continuous and gapless protected bikeways are the most effective way to get more people riding their bikes, and that they significantly reduce collisions for all road users. As written, the Better Market Street EIR NOP states that under Design Option B, a new raised bikeway "the entire length of Market Street would be provided, except at locations where the Bay Area Rapid Transit (BART)/Muni entrances or other obstructions would not allow it." Any analysis of the proposal should take into account the safety impact of protected bikeways for all modes.

Consider BART and MUNI Entrance Closure or Relocation
Though BART and Muni entrance closures and/or realignments are outside the scope of this study, under Design Option B the Better Market Street Project currently proposes a gap in the raised bikeway on Market Street between 4th and 5th Streets that could have significant traffic safety impacts for people biking on Market Street. The Environmental Impact Report should study the benefit of providing a continuous raised bikeway the full length of Market Street irrespective of any future plans for the BART/Muni entrances. In fact, a definitive study of the safety benefits of a

continuous bikeway on Market may very well be instructive information for BART and Muni in their consideration of realigning entrances on Market Street.

Account for future development on the full length of Market Street
There are currently nearly 40 residential and commercial development projects planned in the Mid-Market corridor alone, which will bring incredible density to the project area over the coming years. We know that CEQA requires an analysis for commercial and residential growth in project areas, but it is worth reiterating that this area will be adding thousands of new homes and jobs in perhaps the most transit-rich area in the region. The Better Market Street EIR should make sure to use the latest information available on the proposed and under-construction development projects, as well as updated projections for the number of car-free or car-light households expected in these new buildings. We expect many will forgo owning a car, opting for biking, walking, and transit as primary modes of travel, and the EIR should ensure projections are based on current trends and take those expected travel modes into account.

Similarly, Upper Market Street has numerous large residential developments planned or in progress that should be accounted for through the Market and Octavia Area Plan. Again, these new residents are unlikely to own vehicles at city-average rates based on the area's premier transit and bicycle access, further cementing the need to keep Market Street the focus for bicycle infrastructure and safety. The Better Market Street EIR should factor these new residents, their likely transportation choices, and related impacts to bicycle volumes and safety on Market Street as part of the analysis.

Surface Transit Volumes and Private Auto Use on Market Street
In 2015 SFMTA will implement Safer Market Street, a data-driven safety program to restrict private automobile use on Market Street. Safer Market Street studies show that private autos are the leading actor in pedestrian, bicycle, and transit collisions on Market Street. The data also shows that reducing automobile traffic of all forms dramatically increases Muni speed and reliability while also improving pedestrian and bicycle safety and comfort.

The only proposal in the Better Market Street Project that will build on Safer Market Street learnings is Alternative 1, which proposes significant private automobile restrictions the length of Market Street, including for commercial vehicles, and will further improve Muni reliability and pedestrian and bicycle safety. Alternatives 2 and 3, however, do little to address the problem identified by Safer Market Street by either allowing continued use of Market Street by private autos (Alternative 2) or by shifting significant volumes of surface transit vehicles to Market Street (Alternative 3).

Under Alternative 2, allowing continued use by private automobiles on Market is incongruent with existing data that shows very slight and dwindling auto traffic on Market Street that still has major impacts on transit level of service and traffic safety. In particular, the traffic safety impacts of commercial loading should be studied under Alternative 2, as anyone who has studied the existing condition can attest to Market Street's suboptimal safety for all users.

Under Alternative 3, the dramatic increase in surface transit on Market Street should be studied as a level of service and safety impact for all road users. "Leapfrogging" (where people on bikes and buses continuously overtake one another) is an all too common, dangerous, and inefficient circulation pattern under existing conditions. Alternative 3 should be studied for its potential to increase this behavior, as people will continue to ride their bicycles on Market Street despite the proposed Mission bikeway, and the proposal plans to nearly double the number of buses per hour on Market Street. The Alternative 3 circulation plan has the potential to both significantly reduce the quality of transit service while creating an unsafe condition for people biking and walking on Market Street, and should be studied in detail.

Thank you for your consideration of these comments. We look forward to continued work with you to create a Market Street we can all be proud of.

Sincerely,

Noah Budnick
Executive Director
San Francisco Bicycle Coalition

SPUR
San Francisco | San Jose | Oakland

February 13, 2015

Sarah Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Better Market Street Project - Environmental Impact Report Scoping

Dear Ms. Jones:

Thank you for the opportunity to provide input on the Better Market Street project during the CEQA scoping period. SPUR continues to strongly support the project's goals of creating a sense of place, optimizing mobility, and fostering economic development.

In addition to the three proposed project alternatives SPUR requests that options for operating transit in only one lane in each direction on Market Street be re-considered. Such an alternative would offer the following benefits:

- Reduce environmental impact from construction
- Retain the existing sidewalk widths and curb locations, which enable retaining the locations of the historic Path of Gold light poles, AWSS hydrants, and portals to BART/Muni underground stations
- Address needs for increased transit service to the growing SOMA neighborhood
- Create a protected cycling lane the width of a traffic lane, separating bikes from motorized vehicles

This new alternative would evaluate options for the following aspects of the project:

1. Market street transit access: Options could be to re-route the bus lines that currently turn onto Market Street into the South of Market area, terminating at the Transbay Terminal (or as close to Transbay as possible) and/or running a frequent (1-2 minute headway) transit shuttle on Market Street.
2. SOMA transit access: transit priority (rapid transit service) on Mission Street or parallel streets would be evaluated, with consideration of connections to the Transbay Transit Center, Central Subway and Caltrain 4th and King station and 16th Street/24th Street BART stations.
3. Design of cycling and transit lanes: Options would be to place the cycle track in the center of the street or to place the transit lane in the center of the street. The benefit of a curbside transit lane would be eliminating the need to build large

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Oakland, CA 94612
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boarding islands in the middle of the street and the provision of a more appealing waiting area for transit passengers. Additionally, with a curbside transit lane, transit riders would not have to cross cycle traffic to reach transit vehicles. With a center-running cycle track, turn movement space for cycles would need to be carefully designed.

4. Taxi loading/unloading. Options would be to eliminate taxis from Market Street or to allow them to continue to load/unload on Market Street. In the future, we believe that there may be such a high volume of taxis and their equivalents that it will not work for them to operate on Market Street. Elimination of taxi loading/unloading on Market Street would likely need to be mitigated by adding pick up and drop off locations on the North –South streets crossing Market Street.

We understand the challenge of expanding the alternatives evaluated in the Better Market Street process. Thank you for consideration.

Sincerely,

Gabriel Metcalf
CEO

Cc:
Mayor Ed Lee
Ed Reiskin, SFMTA
Mohammed Nuru, SF Public Works
Simon Bertrang, SF Public Works
John Rahaim, SF Planning
Tilly Chang, SFCTA
Gillian Gillett, Office of the Mayor

Appendix D

Scoping Meeting Sign-in Sheets

SAN FRANCISCO
PLANNING DEPARTMENT

EIR Public Scoping Meeting Sign-In Sheet
Better Market Street Project
February 4, 2015

PRINT NAME	ADDRESS	TELEPHONE
1. DANIEL McARDLE-JAIMES	469 CLEMENTINA ST. #16 SF, CA 94103	
2. Miranda Iglesias	62 Sheridan ST. Apt#6 SF, CA 94103	415-525-7486
3. Jason Smith	50 Oak St SF CA 94102	415 503-6281
4. Kathryn W. Heumann	50 Oak St SF CA 94102	415 503-6223
5. Christopher Hranes	38 Dolores St, #504 SF	917-741-486
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SAN FRANCISCO
PLANNING DEPARTMENT

EIR Public Scoping Meeting Sign-In Sheet
Better Market Street Project
February 4, 2015

PRINT NAME	ADDRESS	TELEPHONE
1. Del Seymour	TZWACKINGTOWNS@GMAIL.COM	
2. MARLO SANDLER	SF Planning Dept 1650 Mission St SF	415 575 6835
3. Don Savio	234 V St MESS SFC A 94102	415-626-1815
4. RICH PETERSON	100 PINE ST. #1525	415 652 1974
5. BJ		
6. RUBE Warren	300 LAKESIDE Dr OAKLAND CA	510 874 7355
7. Tony Bulay	ONE BUSH SUITE 450	415 344 0635
8. Tuija Catalano	One Bush #600	415-567-9000
9. Tracy Everwine	901 Market	415-957-5985
10. NATALIE BORDOC	433 NATOMA ST	415 431 9255
11. AYDIN KOC	baybase@pacbell.net	415-255-2300
12. Ann Akhromtsev	One Bush Suite 890	415.273.7900
13. Hayley Currier	2329 Carleton St Berkeley CA 94704	
14. DARNELL STARK	75 Broadway 202 SFCA 94111	415 994-6463
15. Bruce Bernhard	1620 Arch St Berkeley	510-414-8540

SAN FRANCISCO
PLANNING DEPARTMENT

EIR Public Scoping Meeting Sign-In Sheet
Better Market Street Project
February 4, 2015

PRINT NAME	ADDRESS	TELEPHONE
1. Brenna Zelt	5 Third Street - SF CA 94103	415-777-7377
2. Sherie George	111 Grand Ave Oakland CA 9	510-286-5535
3. Tina Warren	P.O. Box 1 Feley Alameda CA	415 538-4334
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Appendix E

Scoping Meeting Transcript

In Re:

SAN FRANCISCO PLANNING DEPARTMENT

BETTER MARKET STREET PUBLIC SCOPING MEETING

February 04, 2015

STAR REPORTING SERVICE, INC.

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Original File FEB42015.TXT

Min-U-Script® with Word Index

SAN FRANCISCO PLANNING DEPARTMENT

BETTER MARKET STREET PUBLIC SCOPING MEETING

1455 Market Street, Ground Floor Lobby Conference Room

SAN FRANCISCO, CALIFORNIA.

February 4th, 2015 at 5:30 PM

REPORTER'S TRANSCRIPT

---oOo---

Reported by:
David A. Disbrow
CSR No. 7768

A-P-P-E-A-R-A-N-C-E-S:

Simon Bertrang: San Francisco Public Works
(415) 558-4045

Wade Wietgrefe: San Francisco Planning

Al Williams: Al Williams Consulting

---oOo---

Wednesday, February 4th, 2015

P-R-O-C-E-E-D-I-N-G-S

---oOo---

MR. WIETGREFE: Good evening. Welcome to tonight's public scoping meeting for the Better Market Street Project. My name is Wade Wietgrefe. I work for the Planning Department and I will be leading the environmental review process as required by the California Environmental Quality Act so I'm going to refer to that as CEQA and the process is for an environmental impact report and I'll call that an EIR. I'll be working with my co-workers at the Planning Department; Rick Cooper, Chris Thomas, among numerous others, and then Aaron Carter, Liz Antin, Mike Davis from ICF will be the CEQA consultants for the project. I'd also like to introduce Al Williams. He's going to help facilitate tonight's meeting when we get to the public comment portion. He's also part of the CEQA consultant team.

Representing the project's sponsor is Simon Bertrang and Kelli Rudnick from San Francisco Public Works, and Britt Tanner from the San Francisco Municipal Transportation Agency.

Before I go into this evening's agenda, just a few things to make note of: At the front

table there was a sign-in sheet. Please do sign in. We'll keep you informed throughout the CEQA process. There was an agenda for tonight's evening, a copy of this evening's power point. There were some comment and speaker forms which I'll, cards, which I'll talk about in a minute, and then there were some various items that we encourage you to take as well. The restrooms are located down the hallway to the left behind me. Please turn off the ringers on your cellphones. I just double-checked mine. So if you need to get up at any point to grab any of the materials from the back, please do so and use the aisle to my right, your left. We're going to try to keep this free for later during the public comment period.

So now to the purpose of tonight's meeting. The EIR process as required by CEQA is a very public one and this is the first step in that process. The main reason for this scoping meeting is to solicit your comments or suggestions concerning the scope and content of the EIR. This is your opportunity to assist the Planning Department by sharing any information you may have that would be useful in preparation of the EIR. Your comments could help to identify significant environmental issues, determine

Page 5

the depth of analysis appropriate to each issue or identify reasonable project alternatives. We're not here to discuss or debate your views about the proposed project but rather to receive your input on the content of the EIR that we're going to prepare.

So following this introduction the agenda for tonight is a brief presentation by Simon, representing the project sponsor, about the proposed project. Then I'm going to present about CEQA, give you a little overview on the basics, the purpose of the scoping period, and the next steps for CEQA, and so that's going to take about twenty minutes, and then the real purpose of tonight is the public comment period. We're here to listen and receive your comments and information. This is not a question and answer session. Although we may ask questions for points of clarification. If you'd like to speak during the public comment portion of this meeting, please complete a speaker card which was at the front table, and we have -- we have speaker card boxes up front and back at the refreshment table or just raise your hand and we'll come and pick them up.

Please note speakers will be given three minutes to speak. We have an official court reporter present this evening who's going to make a verbatim

Page 6

transcript of tonight's proceedings. The transcript will become part of the public record for the CEQA process. In addition to speaker cards there is also a comment form that is at the front table. You can write comments on the form and drop them off at the table near the door or at the refreshment table or up here any time throughout the meeting. You do not have to speak if you just want to submit written comments. After all speakers have commented we'll wrap up the meeting. So with that, I'm just going to turn it over to Simon Bertrang, San Francisco Public Works, who will speak to you about the proposed project.

MR. BERTRANG: Thank you, Wade. As he said, my name is Simon Bertrang. I'm with San Francisco Public Works and I am representing a large team of City and County of San Francisco agencies working on this project. Among them, San Francisco MTA, and the San Francisco Planning Department in their urban design capacity rather than in their environmental review capacity, and many other agencies.

Better Market Street is the proposal to reconstruct 2.2 miles of Market Street between Octavia Boulevard and The Embarcadero and it's a complete reconstruction so the last time this

Page 7

happened was in the 1970's when BART built the tunnels, and the MUNI Metro, BART tunnels and MUNI Metro, and built everything you see out there today; all the brick sidewalks, and all of the london plane trees you see planted there. All of that was installed in the 70's. There was some minor modifications in the 80's to bring back some surface transit but at that time Market Street was narrowed from six travel lanes to four in order to build wider sidewalks, and to build this wonderful boulevard we see out there today.

This is the City of San Francisco's proposal to rework Market Street to reallocate space on Market Street to allow us to use it in different ways during the 21st century and so our project is to propose the complete reconstruction and what we're trying to do is to achieve a number of goals. We have grouped them into five categories and if you get the Notice of Preparation, you'll see a complete description of the projects and these five goals. Basically, they break down into improvements to transit so we're trying to implement some transit priority on Market Street to increase surface transit capacity speed reliability as well as accessibility. You'll see many of our transit islands, they are not

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ADA accessible and the project is proposing to make them so. So improved transit is one of the major goals.

A second goal is to support the planned growth and economic development of San Francisco so there are a lot of projects already in the pipeline having to do with the reconstruction of the street; the redevelopment of the street. This project would support that growth by redeveloping -- by reconstructing Market Street to allow for its continued use and for more use as development increases along Market Street. Key to this and sort of buried in here is the idea that it's really our cultural, civic, and commercial center. Market Street is a very important street in San Francisco and we want to build a vital public space that has plenty of opportunities for people to use the street as a public space so that's the second goal.

The third is about pedestrians and it's really about pedestrian safety. It's also just encouraging pedestrian mobility along the street and of course accessibility so third goal, pedestrians.

Fourth, bicycles. We've seen tremendous growth in bicycling on Market Street and we want to figure out a way to build a bicycle facility that

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will make a safer bicycle facility and also encourage more bicycling.

Fifth, we want to maintain access, sort of utilitarian access to the street, in terms of taxis, paratransit, and of course commercial deliveries. We need to make sure that businesses along the street, both personal, people needing to get to those businesses, and their commercial deliveries are still able to happen along Market Street.

So here's a map. And again, I encourage you also to pick up our fact sheet, our one-page fact sheet, double-sided, the back. It provides a summary at the same level of detail that I'm giving here tonight. This shows the 2.2 miles between Octavia and The Embarcadero of -- for Market Street and you'll see one of our alternatives that we're proposing to analyze is an alternative that brings Mission Street into the mix and so -- and a parallel section of Mission Street, 2.3 miles, between Valencia Street and The Embarcadero, would also be analyzed in that alternative, and you can also see some connections back to Market Street at Tenth, and at Valencia would also be analyzed, and includes bicycle connections.

So what we're proposing is to analyze three

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alternatives. All of these alternatives include or I'll go through first the first alternative which is alternative one which is the reconstruction of Market. That will have substantial improvements to pedestrian conditions, bicycling facilities, the transit service I described, changes to transit stops, and innovations to street lighting so improvements to public space. All of the projects will include those improvements. The main thing that alternative one does in distinction of alternative two is alternative one proposes to include restrictions to private automobiles along Market Street, basically, preventing turns on to Market Street from Van Ness to The Embarcadero with a few exceptions but preventing most turns on to Market Street to reduce vehicular traffic on Market Street. What that allows us to do is to speed transit on Market Street and also increase safety for pedestrians and bicyclists.

Alternative two, it's the same project, but instead we look at well what would happen if we have a more moderate level of automobile restrictions. What if we didn't restrict as many turns on to Market Street? That will policy makers and the public to see within the EIR -- they'll be able to see what are

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the benefits of those automobile restrictions in terms of improved transit speeds and reliability, improved pedestrian safety, and what are the cons of those restrictions in terms of increased traffic on adjacent streets and at adjacent intersections. So those two alternatives are really paired and are really about understanding the book ends or the pros and cons of introducing automobile restrictions to Market Street.

Paired with that also is changes to the loading on Market Street. Right now, we have loading bays along Market Street that provide loading access at the center of blocks. Alternative one would propose to move those loading zones to the intersecting streets, so we remove the loading zone to the center block and instead put them at the intersections. Alternative two would look at a more moderate alternative where we kept most of those center loading zones.

Alternative three is the one where we bring Mission Street into the mix so we say -- we pair alternative one with the introduction of a cycle track on Mission Street.

So those are our three alternatives, but complicating things are that we have two design

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options within the first two alternatives so the Market Street alternatives have two design options and it basically boils down to how we treat the cycle track. So design option "A" which again applies to both alternative one and two would include an improved or would include basically a shared lane with two center lanes which would be transit only, MUNI only, and then we'd have two shared lanes--so four total travel lanes--and those shared lanes would be where the local buses, the commercial traffic, the taxis, the fare transit, and the bicycles all travel. And alternative two would also include a lot of private automobiles. Alternative one, those private automobiles would not be there but we have a shared lane for the cyclists.

Design option "B" says what happens if we take and create a separated cycle track, and you can see the green here, there's a 7-foot wide cycle track on either side of the street so you still have the four travel lanes that I described before. Now the shared lanes are all those vehicles I described before but without the bicycles. The bicycles have been moved to their own lane that's separated, vertically separated -- I don't know if you can see the little diagram. It's a little bit above the

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asphalt roadbed of the vehicular traffic. Transit stops on the curbside that goes behind the transit stops so you're able to separate the buses as they're pulling over to load and unload from the cyclists that are traveling down the street. Those two design options are both again embedded in alternatives one and two, and we'll be looking at both design options with both sets of automobile unloading designs.

Alternative three, again, says let's move the cycle track, let's put a cycle track on Mission Street. That would be paired with alternative one, design option "A," so it would say most automobile restrictions along Market Street and the shared lane on Market Street because we'd move the protected cycle track to Mission Street. It would not be vertically separated but there would be a buffer that would create a safe cycle track along the length of Mission Street, and when we say, "Mission," we mean Otis and McCoppin as well so it would connect all the way to Valencia.

So just to understand, most of the difference in the design options has to do with how we treat that cycle facility and these are examples from the City today. You can see a shared lane on the left with the bicycles traveling through a bus

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stop so as the buses would have to pull over the cyclists would have to go around the buses to the left versus on the right where you see a separated bicycle facility where the transit is able to stop, unload and load on to a transit island, while the cyclists are able to pass behind them without interfering with that transit movement. That is the main difference between the various design options and then again to get back to the two alternatives.

So alternative one and two are different ways of looking at vehicular circulation on Market Street itself. Both projects include all of the improvements that I described in terms of shortening crossing distance for distances for pedestrians, improving the north side intersections at Market Street to make them one-stage crossings instead of the multi-stage crossings we have today, and trying to make those intersections more diagonal at the northern end, creating fold-outs which are basically sidewalk extensions to shorten those crossing differences, new crosswalks. So all of these pedestrian improvements, improvements to the public space of Market Street, in terms of the replacement of all the brick, the planting of new trees with better subsoil conditions to actually support healthy

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trees, all of the improvements that we see on Market Street, the difference between the two alternatives is focused exclusively on what level of automobile restrictions, and what level of loading do we move to side streets.

Alternative three then brings in the 2.3 miles, Otis, McCoppin, Mission, along a parallel track and moves the Mission Street -- moves the cycle track to Mission Street which would also then require us to move the buses on Mission Street to Market Street so there -- that will be fully analyzed and that is always paired with alternative one, design option "A."

This is our schedule. We're right in the middle here of the environmental review process. We have another two years of expected movement through the EIR process with a draft EIR, and then a collection of public comments on that EIR, and the issuance of a final EIR. We can start design while the EIR process is underway but we cannot complete it until after the City has made a decision, after the EIR is completed, of which alternative, which design option to pursue and then we can start construction in 2018. That's it.

MR. WIETGREFE: Thank you, Simon. So before

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we go into the public comment period, I want to just briefly explain CEQA a little bit more to give you some insight into sort of the comments that we're looking for. CEQA applies to private and public projects that require discretionary actions so that is an individual or a decision maker has discretion whether or not to approve a project. For example, the San Francisco Board of Supervisors makes a lot of actions on various things and most of those things are subject to CEQA. So what CEQA requires is public involvement in the planning process, an examination of the physical environmental impact of the proposed project and this often requires extensive technical studies that can take many months to prepare so that's why it's really important now to get public comment on the scope potentially of those studies. It requires the avoidance or minimization of physical environmental impacts with feasible mitigation alternatives. That's a lot of jargon but I'll hopefully try to explain that in a minute.

And the basic purpose of CEQA is to provide public agency decision makers to consider and document the environmental implications of their actions prior to taking an action. As Simon mentioned, they can't, nobody can approve a project

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until CEQA is done because CEQA is intended to be an informational document.

CEQA is based on State statute so the State Legislature writes the law. It's been around for about forty years. It's based on another State agency interpreting that law so half this book is like the State law and then the other half is how the State interprets that. It's based on case law so people love to sue CEQA unfortunately, in my opinion, but it's on how the Court interprets the law as well, and then it's also based on local practices, so in San Francisco, we have the Administrative Code, Chapter 31, and we have a detailed process for following CEQA as applied here.

So what CEQA is not, it's not an approval document. I don't think that a lot of people understand that. It's just a disclosure document. No one is actually approving a CEQA document and it doesn't mean that once CEQA is done that any project actually got approved. And CEQA does not weigh in on the merits or benefits of a project. In addition, CEQA typically does not analyze the social, demographic, and economic impacts of projects.

So in the end, this is my summary of CEQA, it's unlike other single-topic environmental laws

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like the Clean Air Act, the Clean Water Act. CEQA encourages the protection of all aspects of the environment by requiring preparation of multi-disciplinary environmental impact analyses. The CEQA process will analyze eighteen environmental topics with several questions underneath each environmental topic. At the front table there was a copy of what's called an "Initial City Checklist," and that document identifies a lot of those questions or identifies all the questions that we'll analyze as part of CEQA.

So for example, particular issues in transportation, we'll look at how will the proposed project affect transit travel times. Now, Simon mentioned alternative three is going to move the buses on to Market Street so we'll analyze what the effects of that will be. For noise, we'll look at what will the effects of construction be on nearby sensitive uses. For each of these environmental topics, we use criteria to determine whether the project would result in a significant effect on the environment and this slide will hopefully illustrate that. A "Significant effect" on the environment means a substantial or potentially substantial adverse change in the environment. Before we know if there's going

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to be an impact we first have to define what we're comparing an impact to and that's called the baseline. We can't identify significant impacts if the baseline condition is poor and the project doesn't make it any worse. So for example if traffic is poor today, and the project doesn't make traffic any worse, we can't call that a significant impact.

Next we identify a threshold of significance or a significance criteria. It's what we use to determine whether there would be a significant impact or not. For example, we use a quantitative threshold for high-rise buildings to determine whether there would be significant wind impacts to pedestrians. So if we set a criteria and the project would result in an impact to the right, that's a significant impact. If the criteria is less than that it's less than significant. If you have a less than significant impact, you don't require mitigation, you don't require alternatives. However, if your project does have a significant impact then we have to try to reduce that and that's where the terms, "Mitigation" and "Alternatives" come into play. Alternatives are required when the mitigation can't push that back to less than significant.

So this is not showing up green but this --

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I'm not going to go over this in detail. Simon explained this a little bit in his presentation and there's -- it's in the power point, it's on the poster board back there, but I'll highlight just a couple things. The first step of the EIR process is what's happening right now. We issued a Notice of Preparation on January 14th and there's a 30-day public comment period. NOP is also available on the back table and I encourage you to take one if you haven't already. And then over the next several months the Planning Department will issue, will prepare and issue several documents to the public, including responding to public comments following the draft EIR period which you see in the middle. So please notify the Planning Department if you want to stay up-to-date regarding release of these documents.

And then the last step in the CEQA process would be certification of the EIR, and again, certification doesn't mean that the project is approved but rather the individual decision makers will use that EIR when deciding what project that they ultimately may or may not approve. So before we open up the meeting for public comment, if anyone is interested in submitting comments, they can submit them here tonight or they could submit them to the

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Planning Department by 5 p.m. Friday, February 13th, to the address listed on the agenda or the NOP, and you can also contact me if you have any questions about the environmental review process.

So now to the public comment period. Do we have a sense of how many speaker cards --

MR. WILLIAMS: There are none --

MR. WIETGREFE: -- none so far.

MR. WILLIAMS: We don't have any so far.

MR. WIETGREFE: Would anyone like to speak?

I can put you on the spot right now. I was going to give a whole spiel about this. Well, I'll just go through this just in case you guys decide you want to speak. Speakers will be limited to three minutes. I understand that you may have more to say than three minutes allows so please just consider your verbal comments a summary of the comments that you may also provide in written -- as you see, we have a court reporter here so they'll become part of the official transcript. And again, the purpose of this process is to gather information about the environmental review. It's not to weigh in about the merits of the project so you can speak separately if -- to Simon about the merits of the projects and the project-sponsored team. I'm sure he'd be happy to

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speak to you about that. So I'm going to turn it over to Al Williams. He'll help facilitate if we do have speakers at this portion of the meeting.

MR. WILLIAMS: Thank you, very much.

MR. WIETGREFE: Thank you.

MR. WILLIAMS: Okay.

MR. WIETGREFE: Just one other item. There's a Planning Department General Feedback form -- we're always looking for feedback on how we interact with the public and so there -- that's also at the front table and we really encourage you to fill that out.

Thank you.

MR. WILLIAMS: Okay. Good evening everyone again. We're at the public comment period. Anyone, as I said, there are no speaker cards left in the -- put in the box so if there is someone who would like to speak, I'd ask you to come up this aisle, kind of come up to the podium, offer your comment. Marsha Maloof, our assistant here will be assisting me I, should say, in this process. So we will -- she'll let us know when you get to the one-minute point. You have three minutes for your entire comment so when you get passed your two minutes, we'll let you know. So any speakers at this point?

SPEAKER: I would like to know if the green

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lane for the bicycles are going to be taking away part of the sidewalk that the pedestrians use? Are you going to be cutting into the sidewalks to make those lanes?

MR. BERTRANG: The short answer is yes.

That's exactly the difference between design option "A" and "B." Design option "A," with the shared lane, would reduce the sidewalk lane less than design option "B" would so -- it's more detailed than that but if you're looking for a one-word answer the answer is yes.

MR. WIETGREFE: And just as a reminder, it's not really intended to be a Q and A forum. We can close the public comment period if no one wants to talk and then we can speak with you afterwards if you have specific questions.

MR. WILLIAMS: Any other public comment?

(No response)

MR. WILLIAMS: Seeing and hearing none then I guess we can close the official public comment period. There are forms in the back as well that can be used to provide written comments if you care to this evening. As Wade pointed out, you can submit them later on but they are the opportunity during the public comment period to provide additional comment.

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MR. BERTRANG: I will stay around if you have questions.

MR. WILLIAMS: Okay. Well, thank you all very much for coming and good night.

(Whereupon the foregoing proceedings were concluded.)