



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

HEARING DATE: March 20, 2019

TO: Historic Preservation Commission

FROM: Frances McMillen, Senior Planner, (415) 575-9076
Christopher Thomas, Environmental Planner, (415) 575-9036

RE: **Review and Comment for Better Market Street Draft EIR**
Case No. 2014.0012E

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

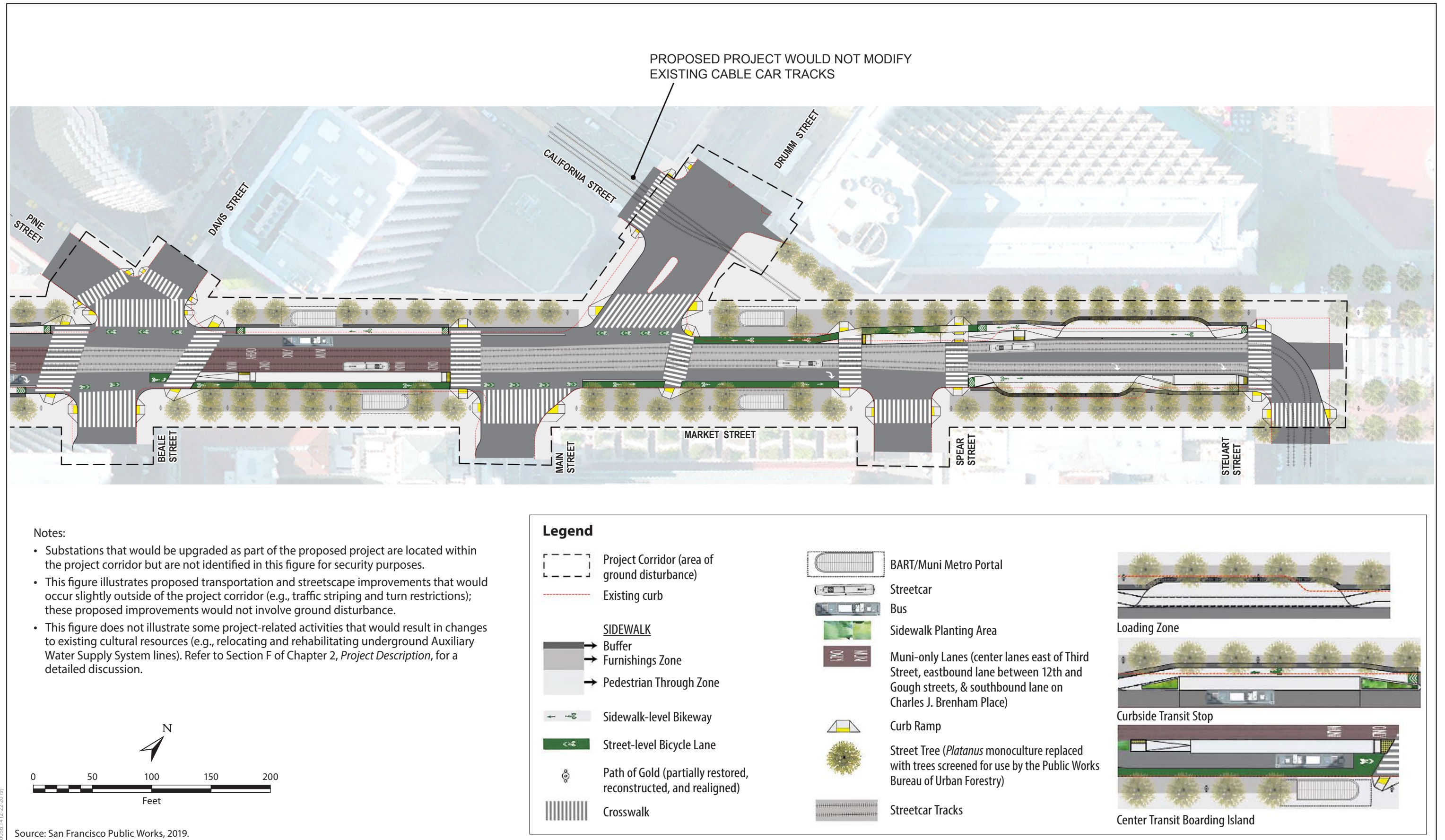
Reception:
415.558.6378

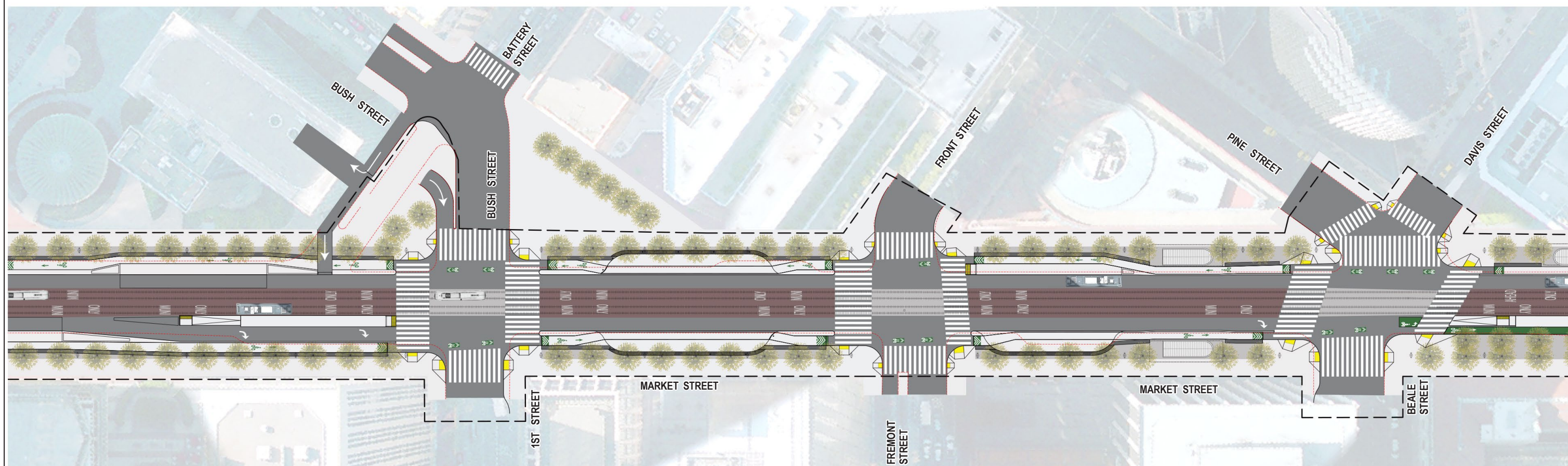
Fax:
415.558.6409

Planning
Information:
415.558.6377

The following materials have been excerpted from the Better Market Street Draft Environmental Impact Report to assist the Historic Preservation Commission in their review and comment on the draft report:

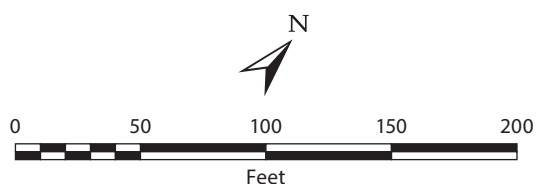
- Proposed Project Location – Figure 2-1
- Proposed Project Transportation and Streetscape Improvements (Figure 2-3, Sheets 1-10)
- Existing and Proposed Project Typical Mid-Block Cross Section of Market Street (Figure 2-4)
- Full Preservation Alternative, Typical Mid-Block Cross Section of Market Street (Figure 6-1)
- Full Preservation Alternative, Sample Block (Figure 6-2)
- Partial Preservation Alternative 1 (Entire Corridor), Typical Mid-Block Cross Section of Market Street (Figure 6-3)
- Partial Preservation Alternative 1 (Entire Corridor), Sample Block (Figure 6-4)
- Partial Preservation Alternative 2 (Transit Stop Modifications), Typical Mid-Block Cross Section of Market Street (Figure 6-5)
- Partial Preservation Alternative 2 (Transit Stop Modifications), Sample Block (Figure 6-6)
- Table 6-1. Characteristics of Project Alternatives
- Table 6-2. Ability of Project Alternatives to Meet Project Objectives
- Table 6-3. Character-Defining Features of the Market Street Cultural Landscape District in its Significance as a Designed Landscape Associated with the Market Street Redevelopment Plan
- Table 6-4. Comparison of Significant and Unavoidable Environmental Impacts of Proposed Project with Impacts of Alternatives





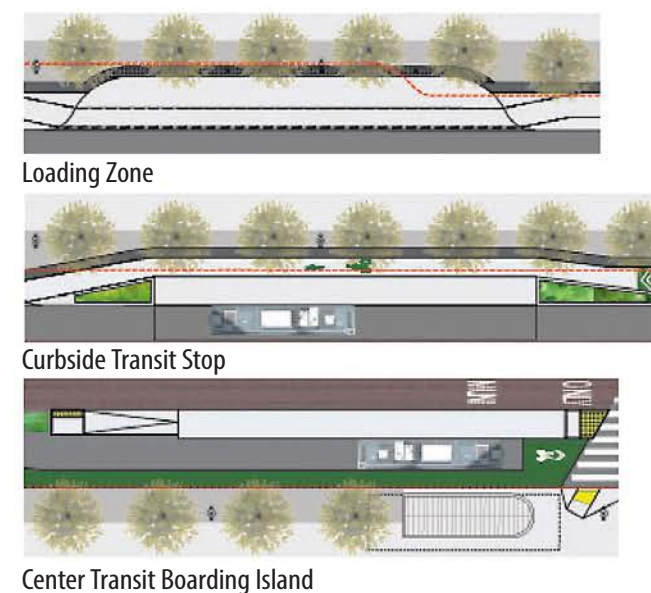
Notes:

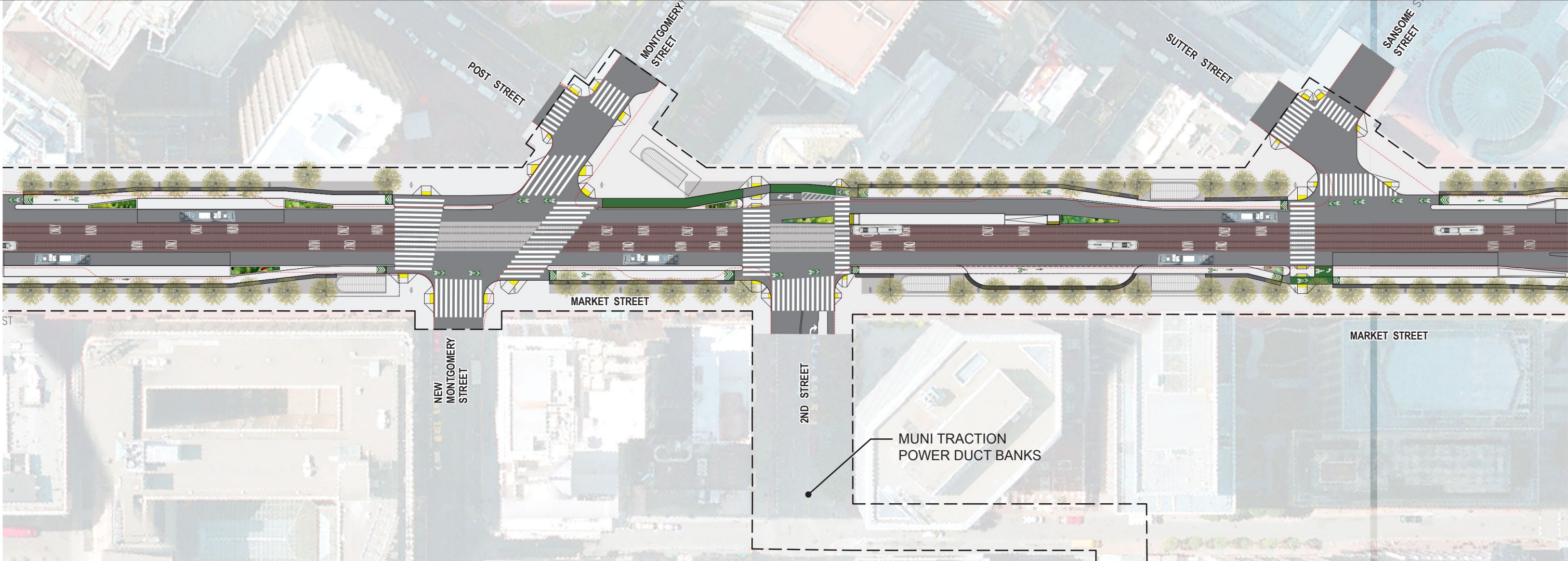
- Substations that would be upgraded as part of the proposed project are located within the project corridor but are not identified in this figure for security purposes.
- This figure illustrates proposed transportation and streetscape improvements that would occur slightly outside of the project corridor (e.g., traffic striping and turn restrictions); these proposed improvements would not involve ground disturbance.
- This figure does not illustrate some project-related activities that would result in changes to existing cultural resources (e.g., relocating and rehabilitating underground Auxiliary Water Supply System lines). Refer to Section F of Chapter 2, *Project Description*, for a detailed discussion.



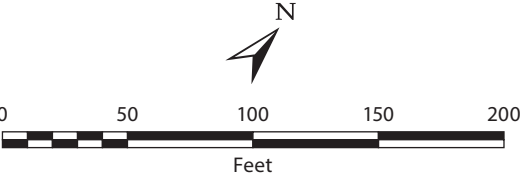
Source: San Francisco Public Works, 2019.

Legend



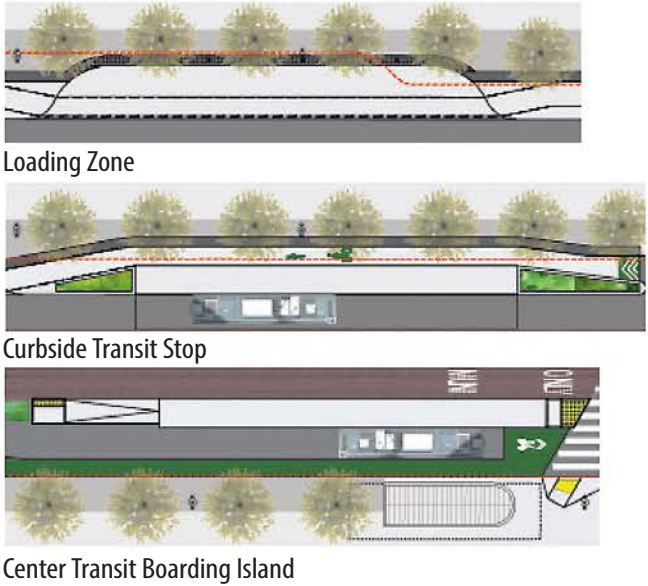


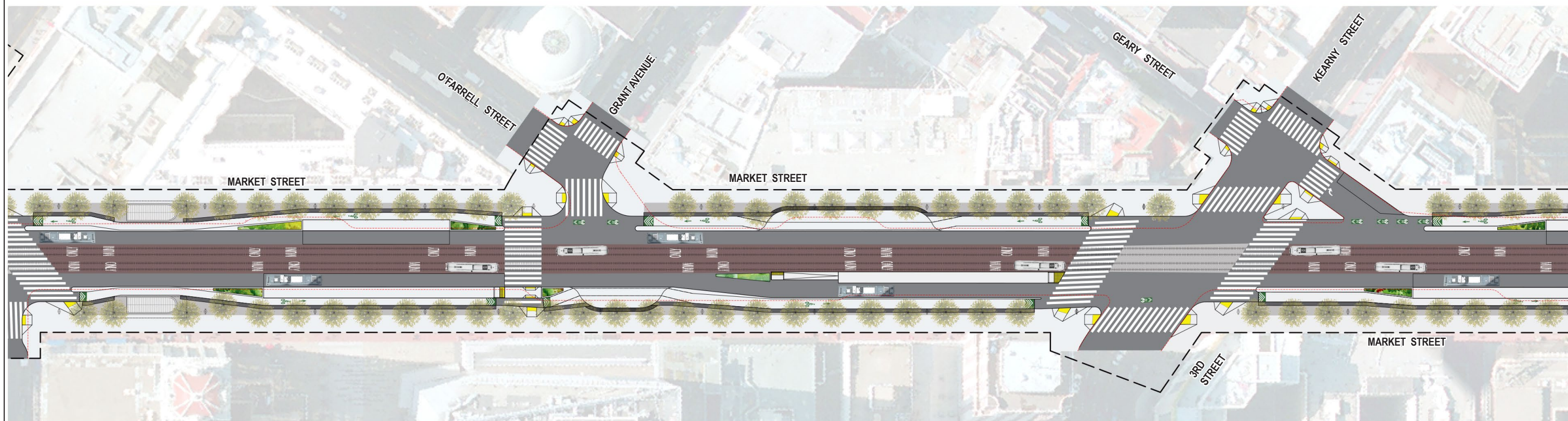
- Notes:
- Substations that would be upgraded as part of the proposed project are located within the project corridor but are not identified in this figure for security purposes.
 - This figure illustrates proposed transportation and streetscape improvements that would occur slightly outside of the project corridor (e.g., traffic striping and turn restrictions); these proposed improvements would not involve ground disturbance.
 - This figure does not illustrate some project-related activities that would result in changes to existing cultural resources (e.g., relocating and rehabilitating underground Auxiliary Water Supply System lines). Refer to Section F of Chapter 2, *Project Description*, for a detailed discussion.



Legend

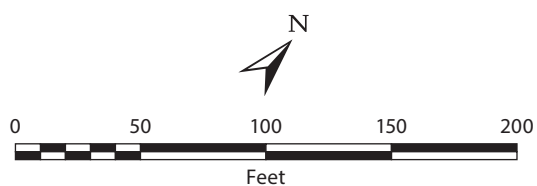
- | | | | |
|-----------------|---|--|---|
| | Project Corridor (area of ground disturbance) | | BART/Muni Metro Portal |
| | Existing curb | | Streetcar |
| SIDEWALK | | | Bus |
| | → Buffer | | Sidewalk Planting Area |
| | → Furnishings Zone | | Muni-only Lanes (center lanes east of Third Street, eastbound lane between 12th and Gough streets, & southbound lane on Charles J. Brenham Place) |
| | → Pedestrian Through Zone | | Curb Ramp |
| | Sidewalk-level Bikeway | | Street Tree (<i>Platanus</i> monoculture replaced with trees screened for use by the Public Works Bureau of Urban Forestry) |
| | Street-level Bicycle Lane | | Streetcar Tracks |
| | Path of Gold (partially restored, reconstructed, and realigned) | | |
| | Crosswalk | | |





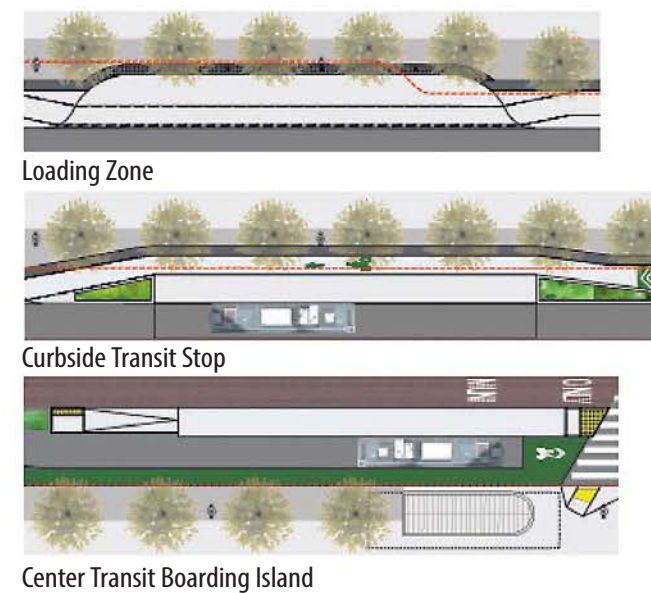
Notes:

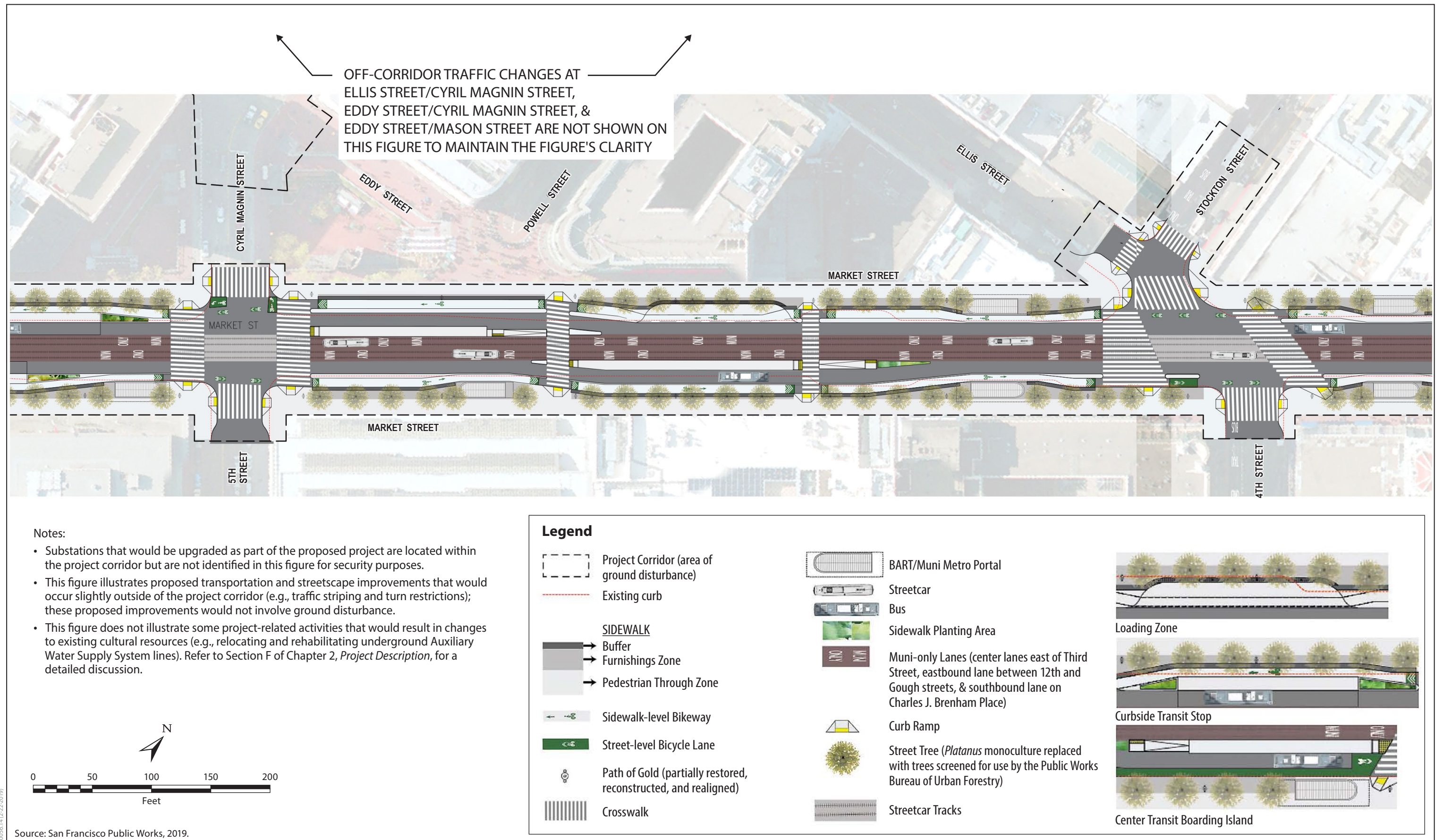
- Substations that would be upgraded as part of the proposed project are located within the project corridor but are not identified in this figure for security purposes.
- This figure illustrates proposed transportation and streetscape improvements that would occur slightly outside of the project corridor (e.g., traffic striping and turn restrictions); these proposed improvements would not involve ground disturbance.
- This figure does not illustrate some project-related activities that would result in changes to existing cultural resources (e.g., relocating and rehabilitating underground Auxiliary Water Supply System lines). Refer to Section F of Chapter 2, *Project Description*, for a detailed discussion.

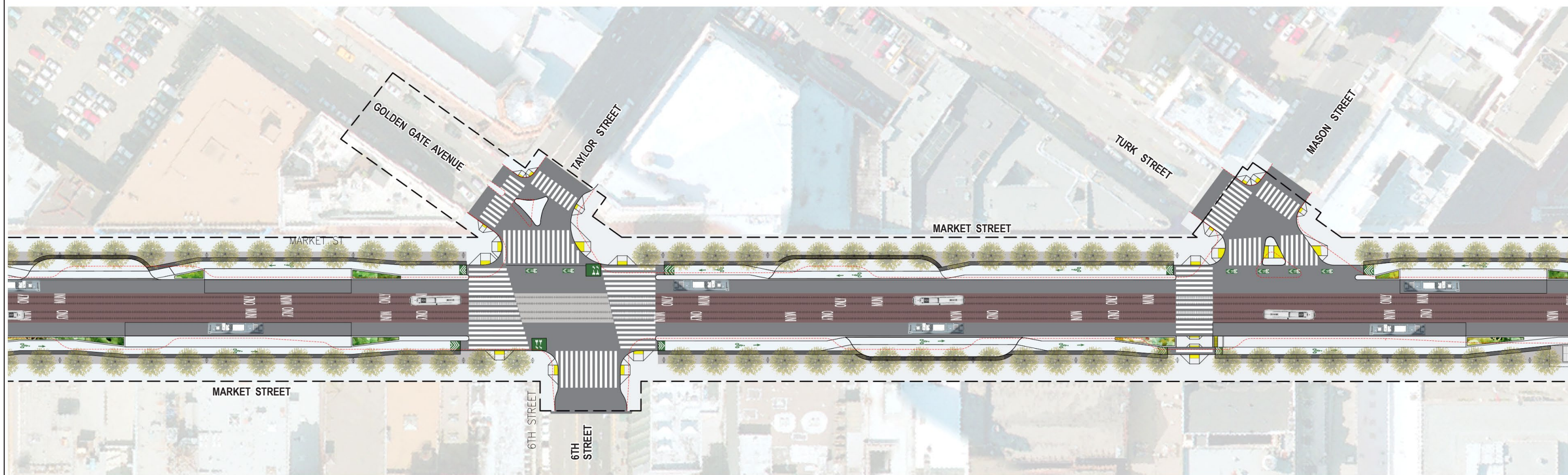


Source: San Francisco Public Works, 2019.

Legend

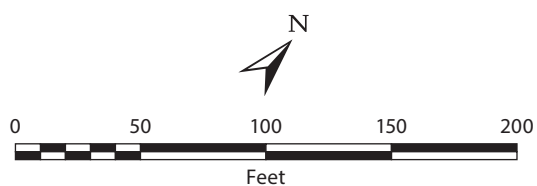






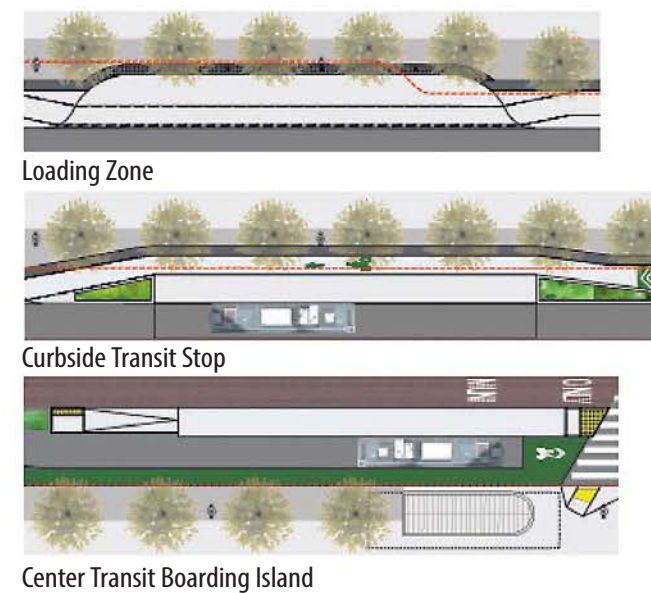
Notes:

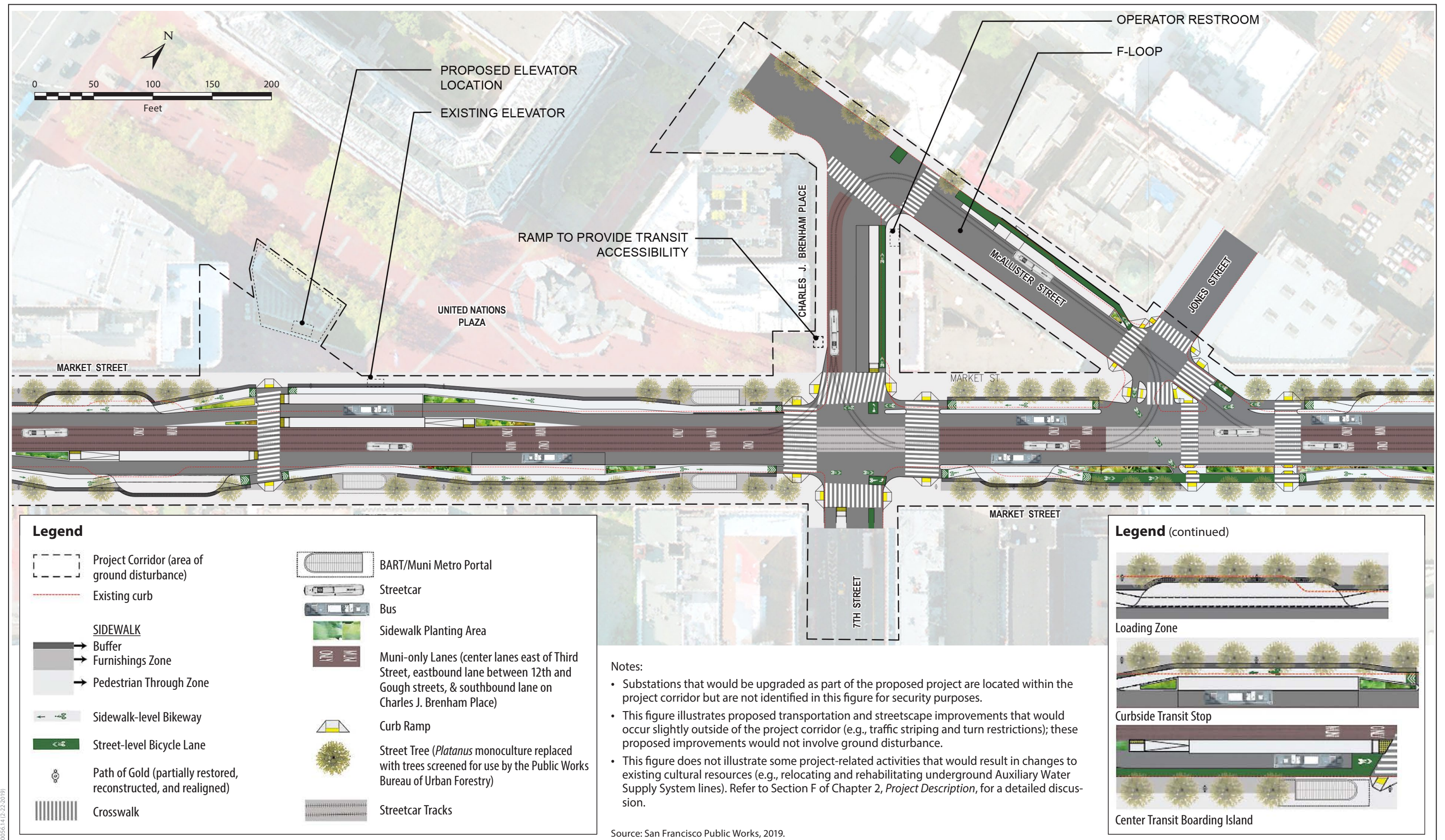
- Substations that would be upgraded as part of the proposed project are located within the project corridor but are not identified in this figure for security purposes.
- This figure illustrates proposed transportation and streetscape improvements that would occur slightly outside of the project corridor (e.g., traffic striping and turn restrictions); these proposed improvements would not involve ground disturbance.
- This figure does not illustrate some project-related activities that would result in changes to existing cultural resources (e.g., relocating and rehabilitating underground Auxiliary Water Supply System lines). Refer to Section F of Chapter 2, *Project Description*, for a detailed discussion.

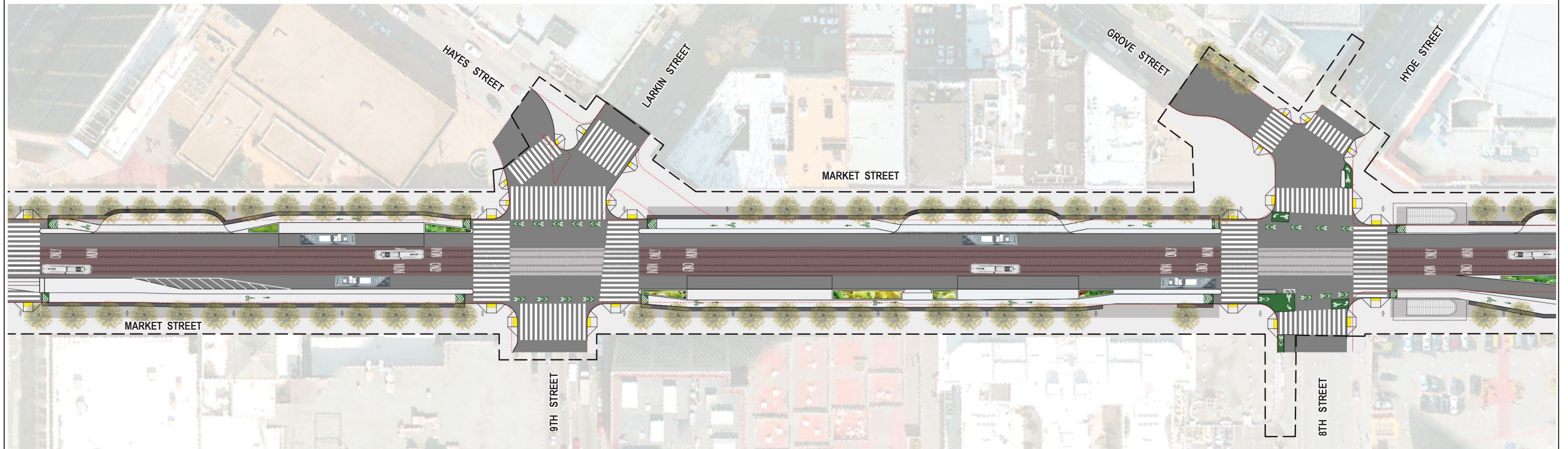


Source: San Francisco Public Works, 2019.

Legend

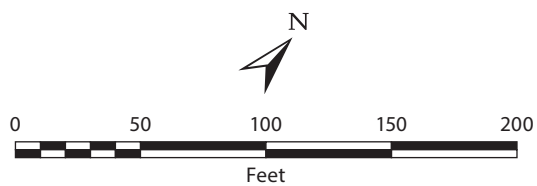






Notes:

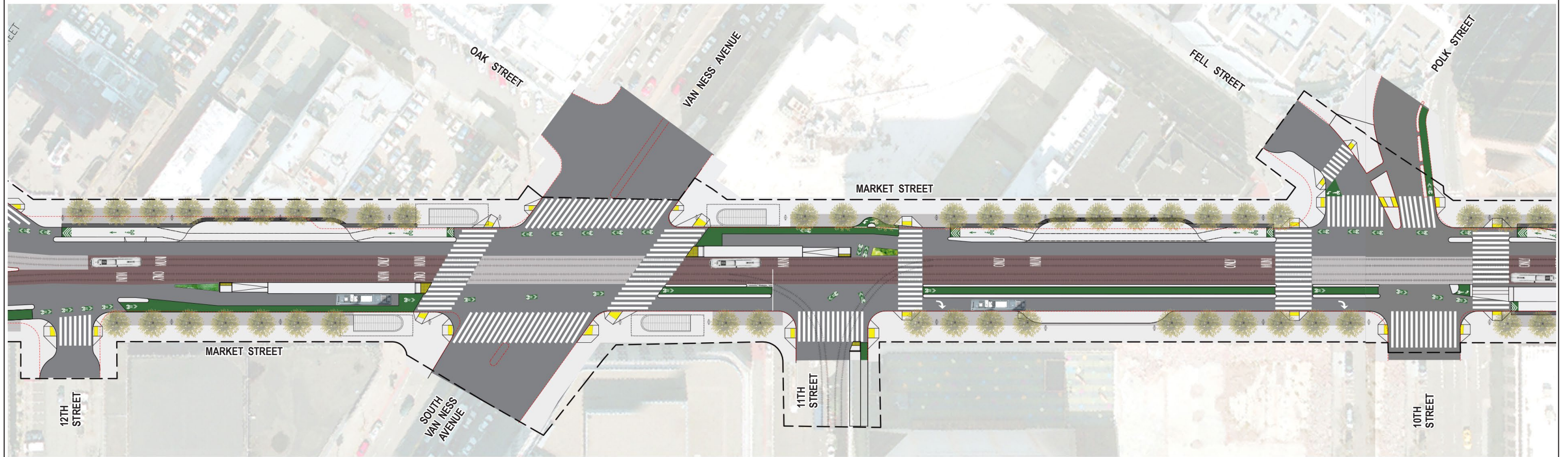
- Substations that would be upgraded as part of the proposed project are located within the project corridor but are not identified in this figure for security purposes.
- This figure illustrates proposed transportation and streetscape improvements that would occur slightly outside of the project corridor (e.g., traffic striping and turn restrictions); these proposed improvements would not involve ground disturbance.
- This figure does not illustrate some project-related activities that would result in changes to existing cultural resources (e.g., relocating and rehabilitating underground Auxiliary Water Supply System lines). Refer to Section F of Chapter 2, *Project Description*, for a detailed discussion.



Source: San Francisco Public Works, 2019.

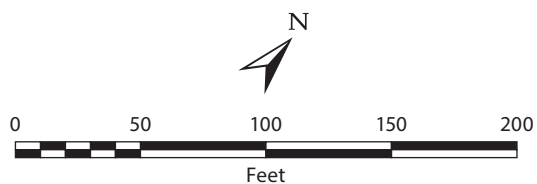
Legend





Notes:

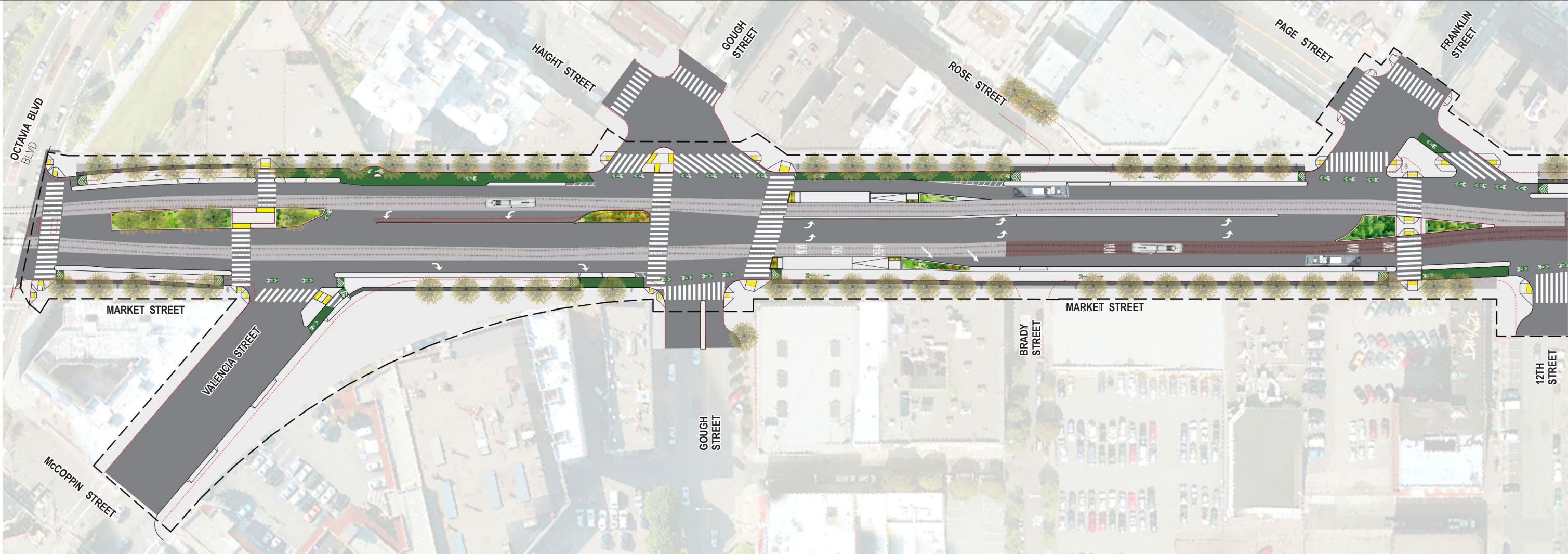
- Substations that would be upgraded as part of the proposed project are located within the project corridor but are not identified in this figure for security purposes.
- This figure illustrates proposed transportation and streetscape improvements that would occur slightly outside of the project corridor (e.g., traffic striping and turn restrictions); these proposed improvements would not involve ground disturbance.
- This figure does not illustrate some project-related activities that would result in changes to existing cultural resources (e.g., relocating and rehabilitating underground Auxiliary Water Supply System lines). Refer to Section F of Chapter 2, *Project Description*, for a detailed discussion.



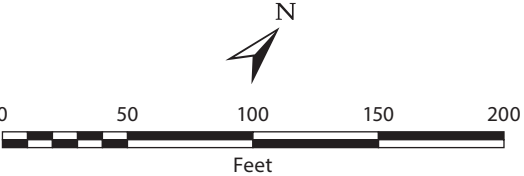
Source: San Francisco Public Works, 2019.

Legend





- Notes:
- Substations that would be upgraded as part of the proposed project are located within the project corridor but are not identified in this figure for security purposes.
 - This figure illustrates proposed transportation and streetscape improvements that would occur slightly outside of the project corridor (e.g., traffic striping and turn restrictions); these proposed improvements would not involve ground disturbance.
 - This figure does not illustrate some project-related activities that would result in changes to existing cultural resources (e.g., relocating and rehabilitating underground Auxiliary Water Supply System lines). Refer to Section F of Chapter 2, *Project Description*, for a detailed discussion.

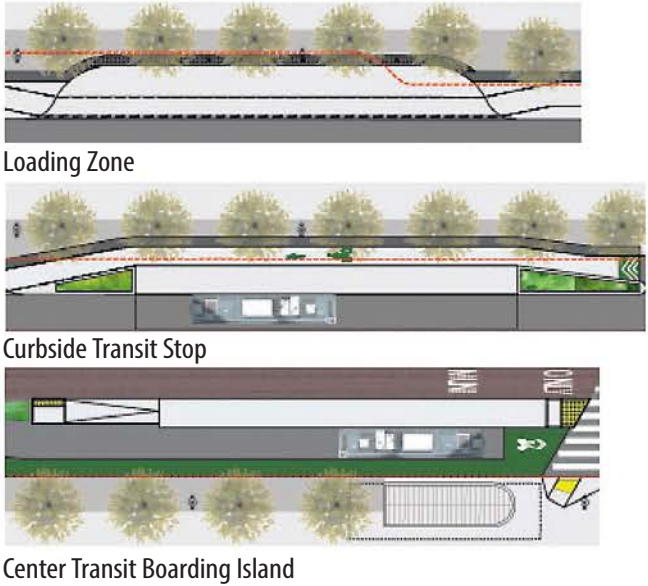


Source: San Francisco Public Works, 2019.

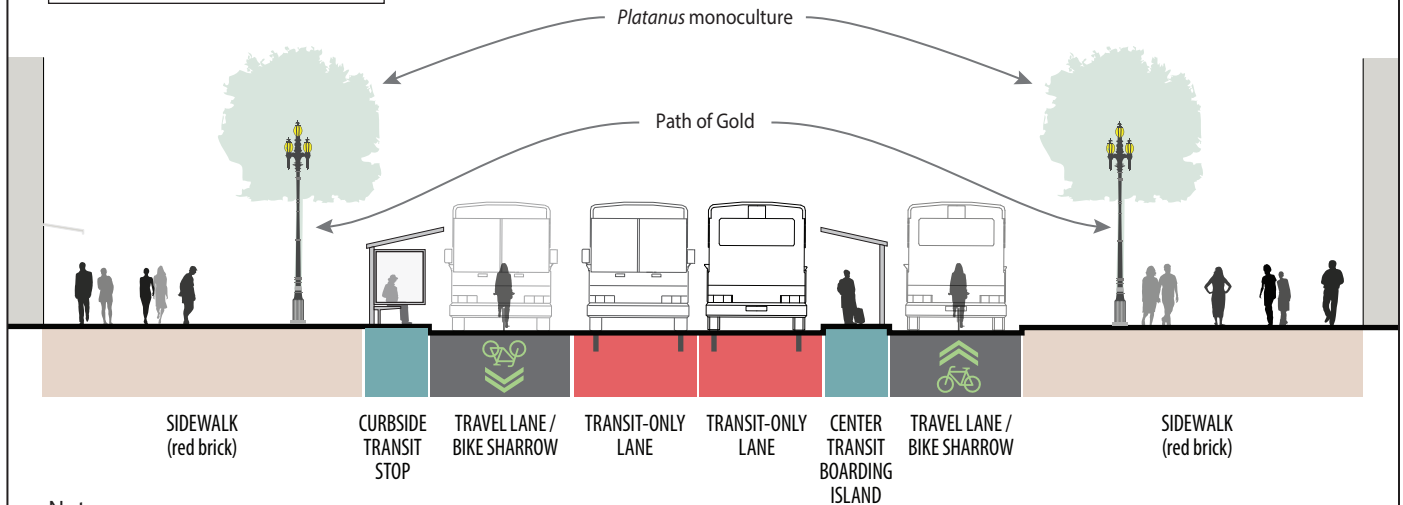
Legend

- Project Corridor (area of ground disturbance)
- Existing curb
- SIDEWALK**
 - Buffer
 - Furnishings Zone
 - Pedestrian Through Zone
- Sidewalk-level Bikeway
- Street-level Bicycle Lane
- Path of Gold (partially restored, reconstructed, and realigned)
- Crosswalk

- BART/Muni Metro Portal
- Streetcar
- Bus
- Sidewalk Planting Area
- Muni-only Lanes (center lanes east of Third Street, eastbound lane between 12th and Gough streets, & southbound lane on Charles J. Brenham Place)
- Curb Ramp
- Street Tree (*Platanus* monoculture replaced with trees screened for use by the Public Works Bureau of Urban Forestry)
- Streetcar Tracks



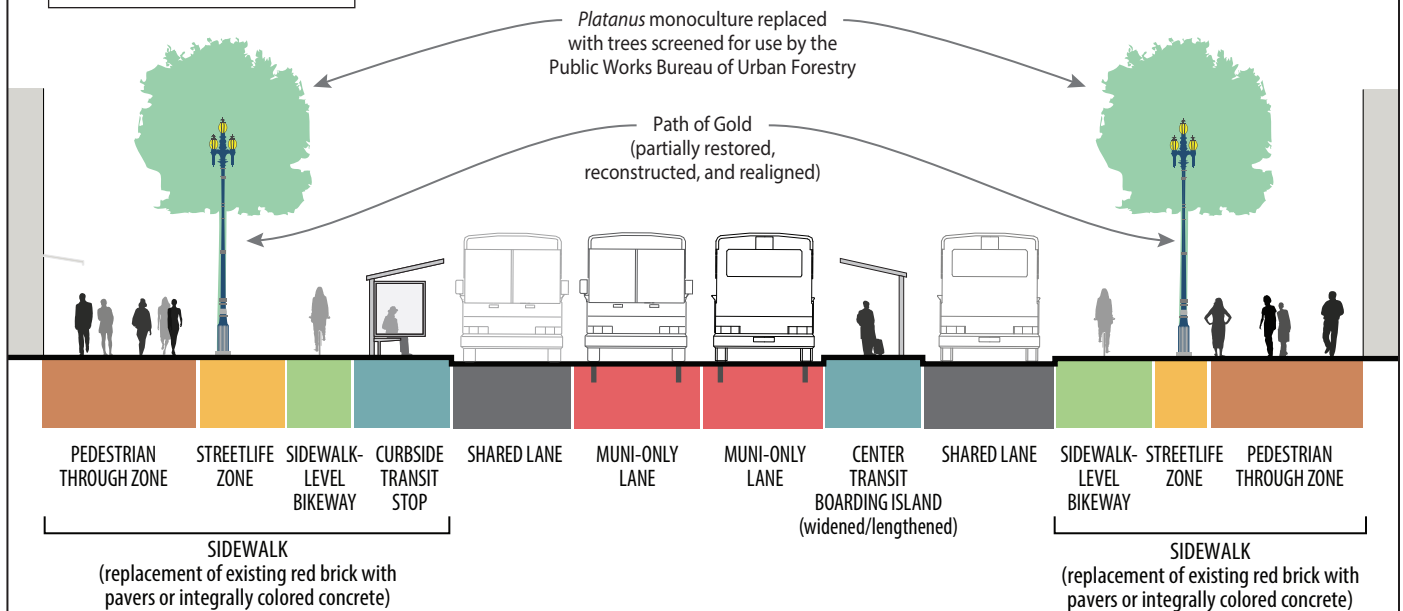
Existing Conditions



Notes:

- Cross section shows typical existing condition east of 8th Street.
- Transit-only lanes allow public transit, taxis, and emergency vehicles.
- Travel lanes allow public transit, taxis, emergency vehicles, and private vehicles.
- Sharrows are shared lane markings that indicate a shared lane environment for bicycles and automobiles.

Proposed Project

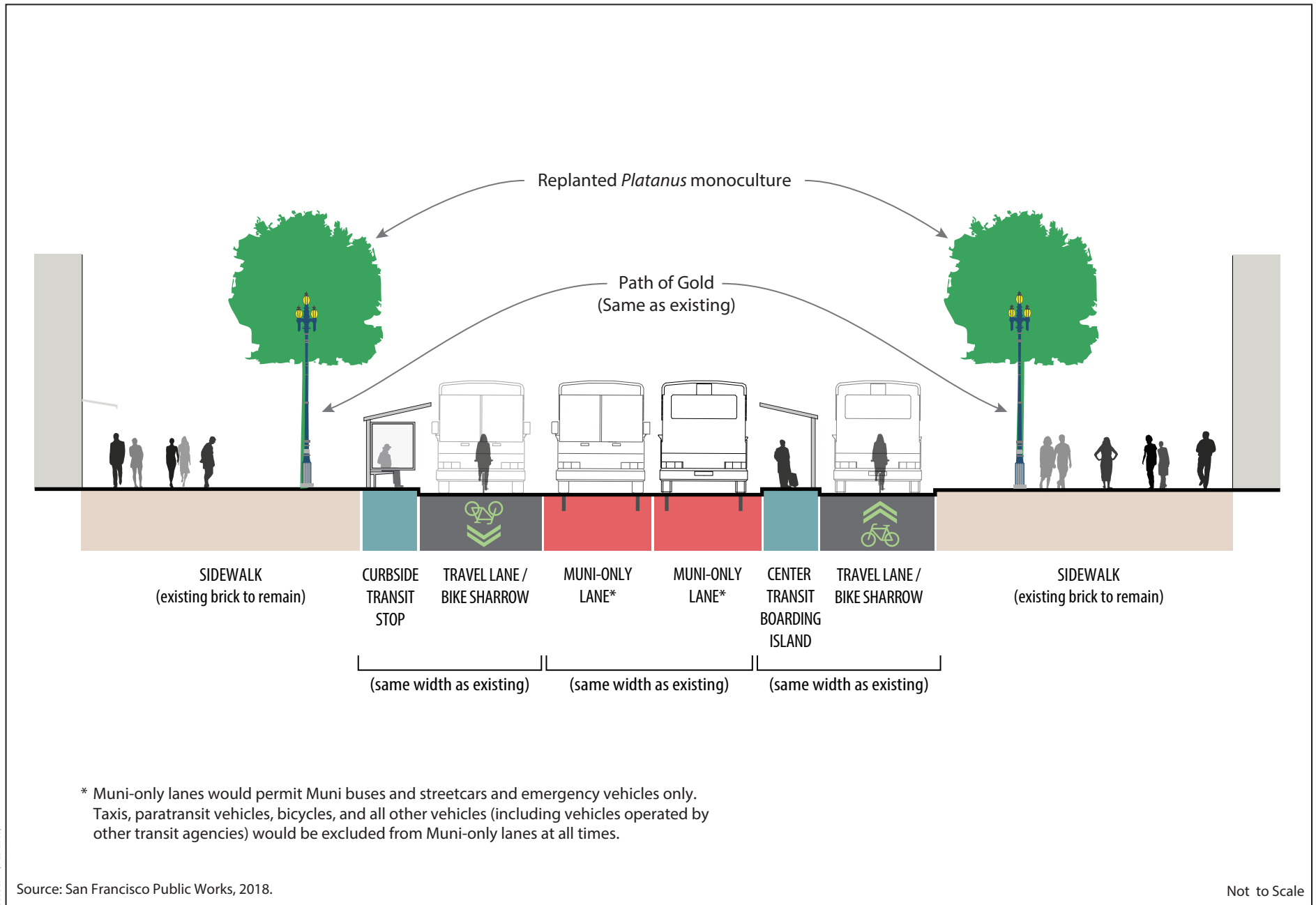


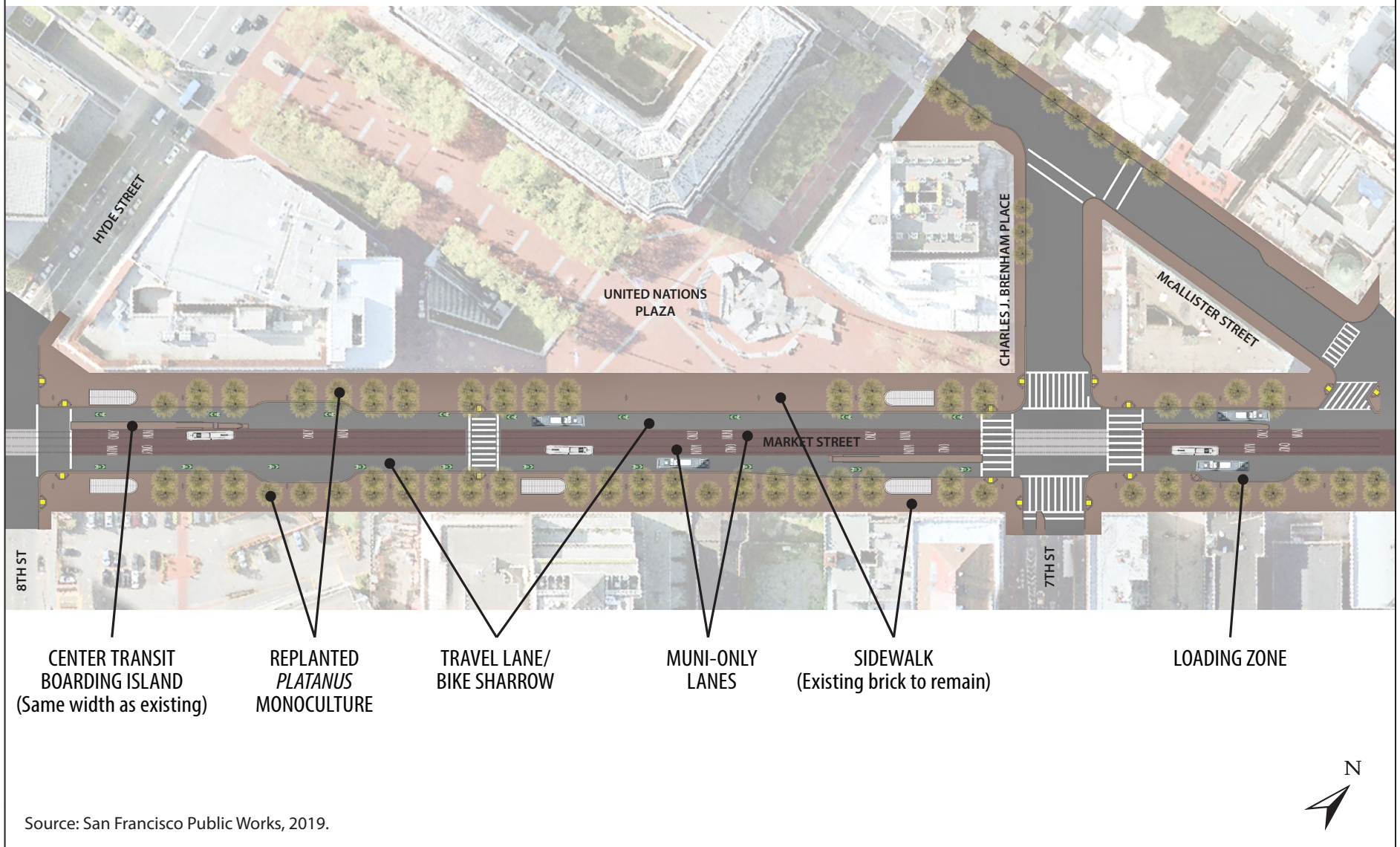
Notes:

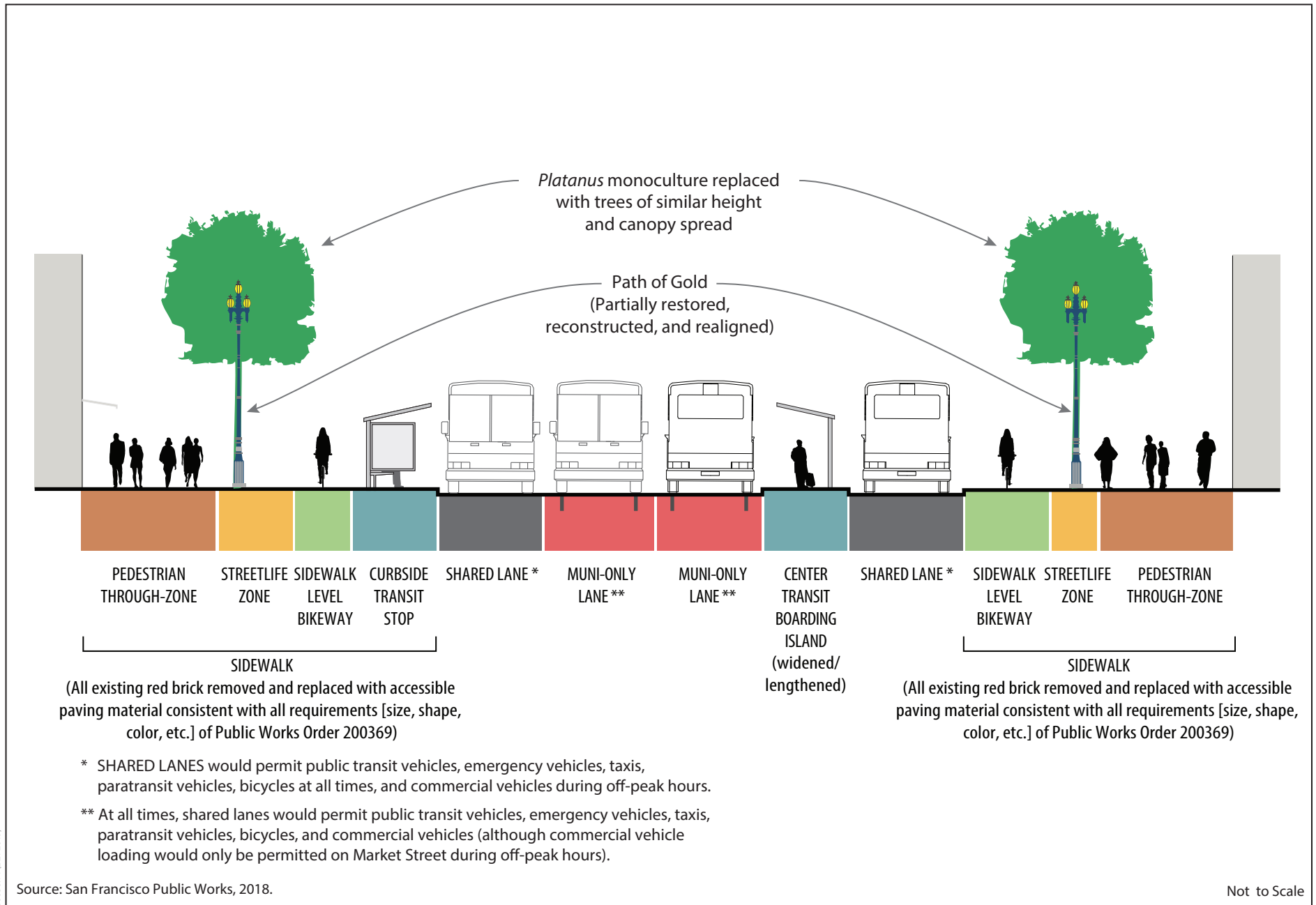
- Cross section shows typical proposed project conditions east of 8th Street.
- Pedestrian through zone is the area intended for pedestrians on sidewalks.
- Streetlife zones would create a buffer between the pedestrian through zone and the sidewalk-level bikeway and provide space for various features (e.g., street trees, street furniture).
- At all times, shared lanes would permit public transit vehicles, emergency vehicles, taxis, paratransit vehicles, bicycles, and commercial vehicles (although commercial vehicle loading would only be permitted on Market Street during off-peak hours).
- Muni-only lanes would permit Muni buses and streetcars and emergency vehicles only. Taxis, paratransit vehicles, bicycles, and all other vehicles (including vehicles operated by other transit agencies) would be excluded from Muni-only lanes at all times.

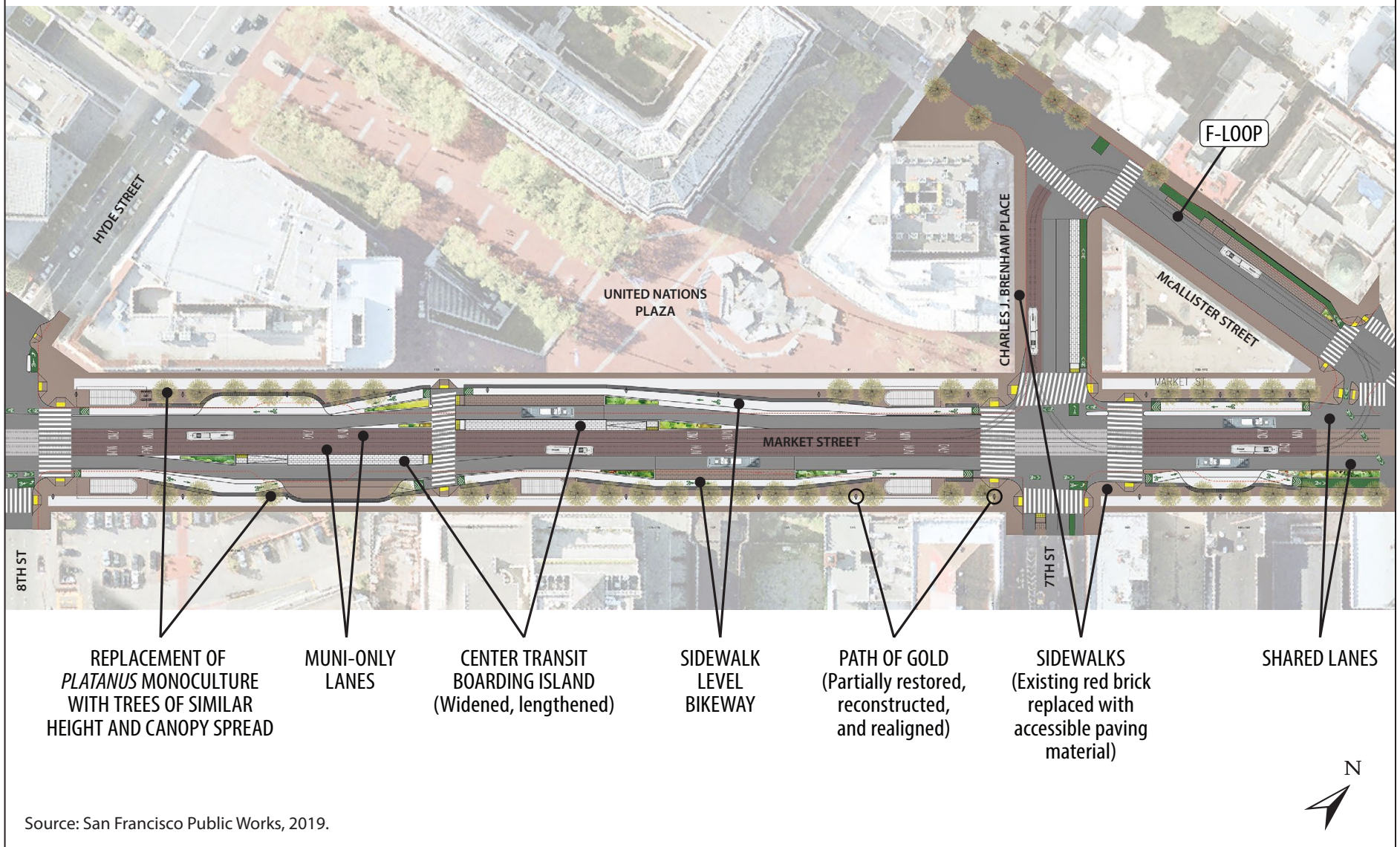
Source: San Francisco Public Works, 2018.

Not to Scale



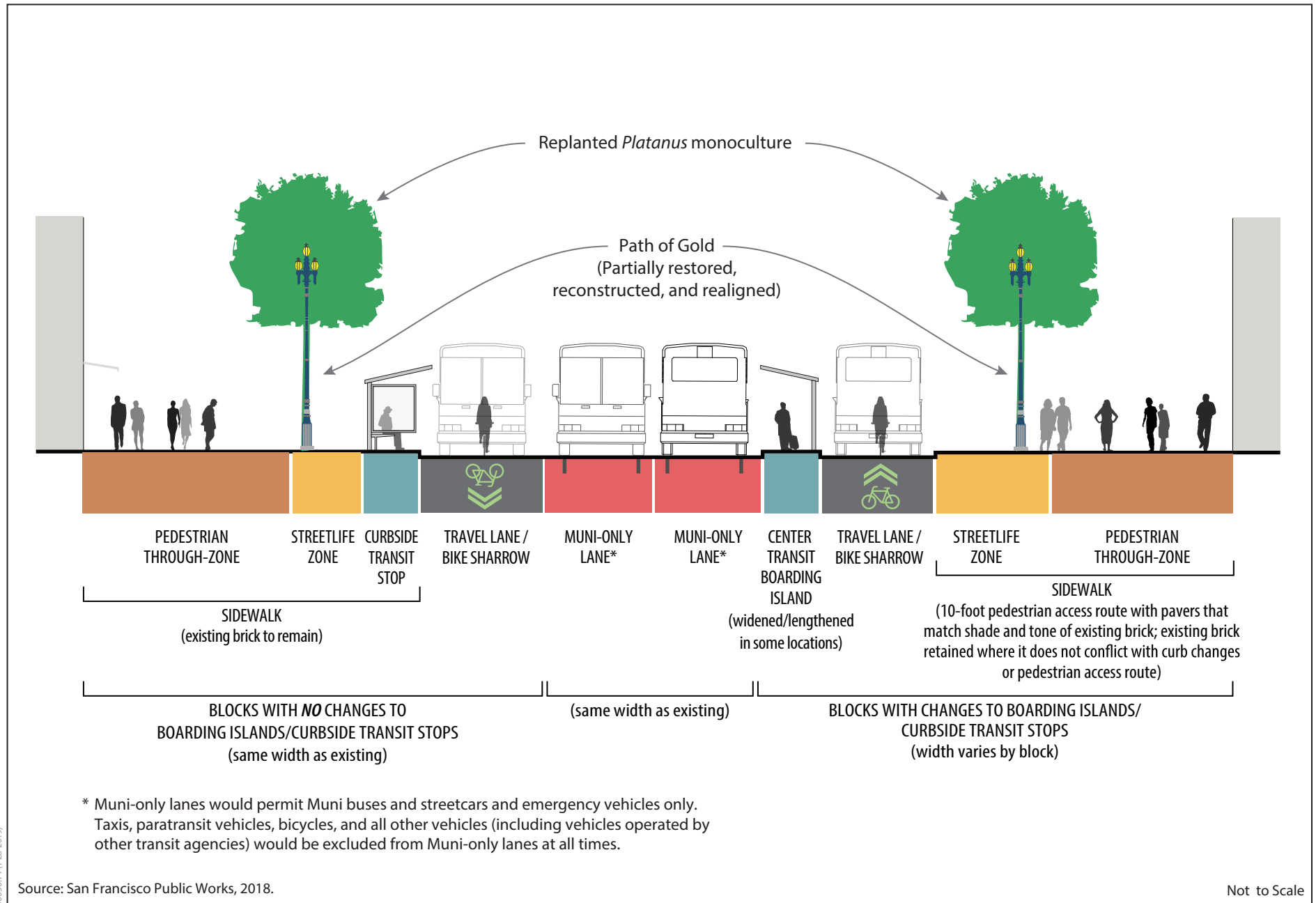






Better Market Street Project
Case No. 2014.0012E

Figure 6-4
Partial Preservation Alternative 1 (Entire Corridor) Sample Block



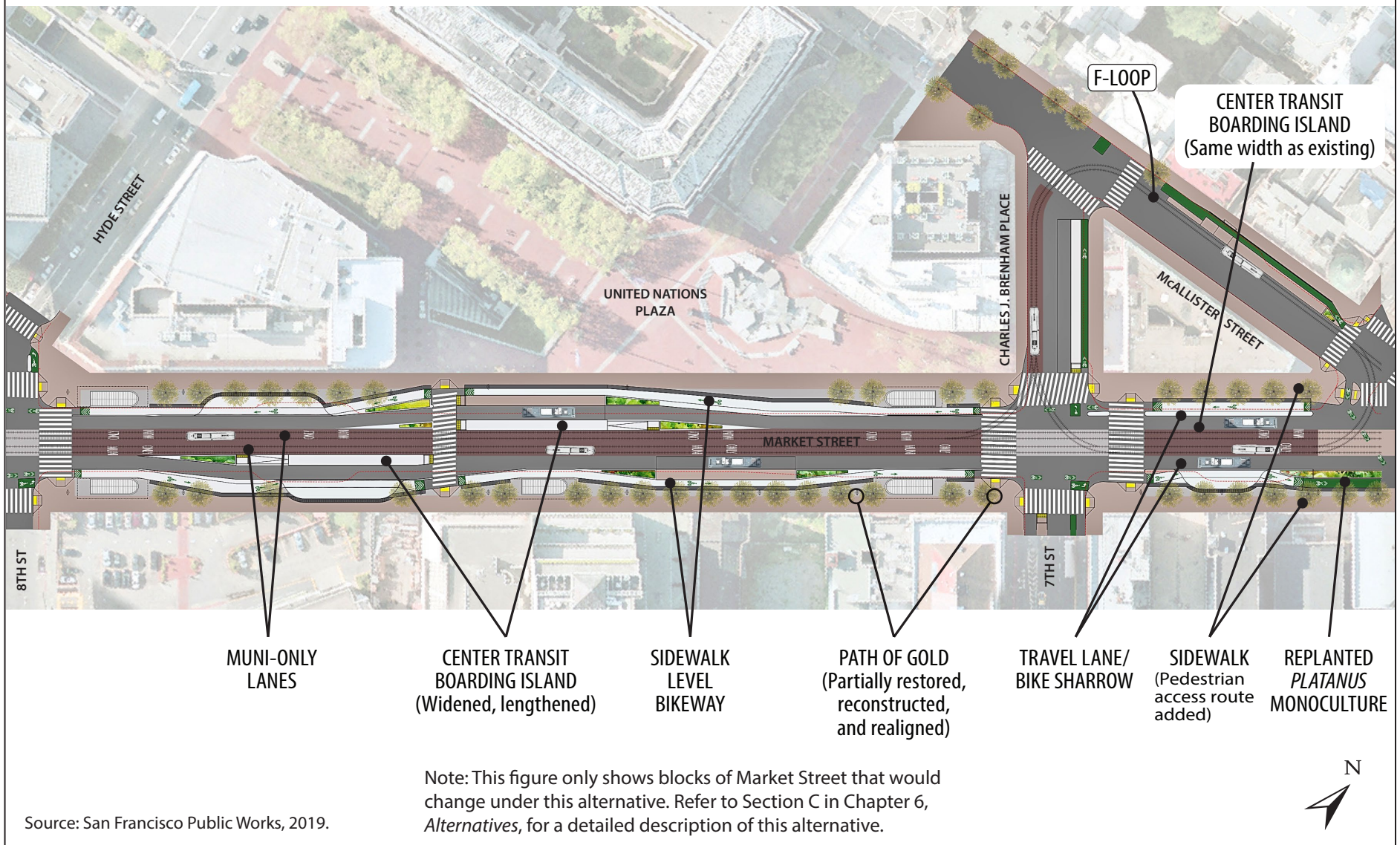


TABLE 6-1. CHARACTERISTICS OF PROJECT ALTERNATIVES

| Project Features | Alternative A: No-Project Alternative | Alternative B: Full Preservation Alternative | Alternative C: Partial Preservation Alternative 1 | Alternative D: Partial Preservation Alternative 2 | Alternative E: Core Elements Alternative |
|---------------------------------|--|---|---|--|--|
| Roadway Configuration | Retain the same lane configuration as currently exists | | Implement expanded transit stops and sidewalk level bikeways, same as proposed project | Implement some expanded transit stops similar to the proposed project, but would generally retain the existing roadway configuration | Implement expanded transit stops and sidewalk level bikeways, same as the proposed project |
| Private Vehicle Access | Same as existing conditions | Implement the same private vehicle access restrictions as the proposed project, including Muni-only lanes | | | |
| Traffic Signals | Same as existing conditions | Replace existing traffic signals and signage, similar to the proposed project | | | Same as existing conditions |
| Muni-only lanes | None, but would retain existing transit-only lanes | Implement Muni-only lanes similar to the proposed project | | | |
| Stop spacing and service | Same as existing conditions | Same as existing conditions | Same as proposed project | Retain some existing stop spacing but would also incorporate some changes associated with proposed project | Same as proposed project |
| Stop locations/ characteristics | Same as existing conditions | Same as existing conditions | Add/expand center transit boarding islands and curbside stops, same as proposed project | Add/ modify stops compared to existing conditions, but not as extensively as proposed project | Add/expand center transit boarding islands and curbside stops, same as proposed project |

| Project Features | Alternative A: No-Project Alternative | Alternative B: Full Preservation Alternative | Alternative C: Partial Preservation Alternative 1 | Alternative D: Partial Preservation Alternative 2 | Alternative E: Core Elements Alternative |
|-------------------------|---|---|--|--|---|
| Track and OCS Locations | Same as existing conditions | Same as existing conditions | Same as the proposed project: would add F-loop track and service; partial restoration, reconstruction, and realignment of Path of Gold light standards to support OCS | | |
| Infrastructure | Same as existing conditions | Retain existing Path of Gold in current locations | Partial restoration, reconstruction, and realignment of Path of Gold light standards, similar to the proposed project (though realignment would be distinct for Alternative D) | | |
| Bicycle Facilities | Same as existing conditions – class II and class III facilities | Same as existing conditions – class II and class III facilities | Same as proposed project, implement sidewalk-level bikeway | Same as existing conditions – class II and class III facilities | Same as proposed project, implement sidewalk-level bikeway |
| Pedestrian Facilities | Same as existing conditions | Same as existing conditions | Same as proposed project, replace all existing red brick with new material meeting Public Works Order 200369's accessibility and other requirements | Same as existing conditions on selected blocks (red brick retained); new pedestrian access route installed along modified blocks composed of material meeting Public Works Order 200369's accessibility and other requirements | Same as proposed project, replace all existing red brick with new material meeting Public Works Order 200369's accessibility and other requirements |
| Streetscapes | Same as existing conditions | Replant existing <i>Platanus</i> monoculture; add street furniture to increase programming of underutilized spaces (to create "streetlife" zones) | Replace existing <i>Platanus</i> monoculture with trees of similar height and canopy spread; add "streetlife" zones | Replant existing <i>Platanus</i> monoculture; add "streetlife" zones on selected blocks; add street furniture on others to active spaces | Replace existing <i>Platanus</i> monoculture with trees similar to the proposed project; add streetlife zones, same as proposed project |




| Project Features | Alternative A: No-Project Alternative | Alternative B: Full Preservation Alternative | Alternative C: Partial Preservation Alternative 1 | Alternative D: Partial Preservation Alternative 2 | Alternative E: Core Elements Alternative |
|-----------------------------------|---|---|---|---|---|
| Commercial and passenger loading | Same as existing conditions | Would retain existing loading zones on Market Street, add new zones on side streets, and implement restrictions similar to proposed project | Same as proposed project, provide new zones with new restrictions | Incorporate some new zones similar to proposed project but retain some existing; implement same new restrictions as proposed project | Same as proposed project, provide new zones with new restrictions |
| Vehicular parking | Retain existing on-street parking | Remove existing on-street parking from Market Street and side streets, same as proposed project | | | |
| Utilities | Make only emergency repairs and conduct routine maintenance | Include only those activities that would be accommodated beneath the existing roadway | Make same utility upgrades/ replacements as the proposed project | Primarily include those activities that would be accommodated beneath the existing roadway, but could also make upgrades under replaced sidewalks | Eliminate all utility upgrades associated with the proposed project |
| Implementation of Western Variant | No | No, because the variant incorporates streetscape modifications inconsistent with this alternative. | Yes | Potentially | Yes |





Source: ICF 2018

TABLE 6-2. ABILITY OF PROJECT ALTERNATIVES TO MEET PROJECT OBJECTIVES




| | Alternative A: No-Project Alternative | Alternative B: Full Preservation Alternative | Alternative C: Partial Preservation Alternative 1 | Alternative D: Partial Preservation Alternative 2 | Alternative E: Core Elements Alternative |
|--|---|--|---|--|--|
| Project Objectives | Would the alternative meet this objective? | | | | |
| Place | | | | | |
| Provide an accessible sidewalk that identifies Market Street as one of the city’s pre-eminent ceremonial streets.* | No | No | Yes | Partially | Yes |
| Correct the barriers that Market Street’s existing design poses to accessibility, its lack of accommodation for bicycles, its problems arising from wide paved areas without any dedicated use, and its arboricultural deficiencies. | No | No | Yes | Partially | Yes |
| Maximize the reuse of underutilized street space to encourage the activation of public spaces. | Partially | Partially | Yes | Yes | Yes |
| Use high-quality materials fitting for the city’s pre-eminent ceremonial street. | No | No | Yes | Partially | Yes |
| Mobility | | | | | |
| Provide facilities that reduce the number of traffic fatalities, collisions, and severe injuries to the extent feasible.* | No | Partially | Yes | Partially | Yes |

TABLE 6-3. CHARACTER-DEFINING FEATURES OF THE MARKET STREET CULTURAL LANDSCAPE DISTRICT IN ITS SIGNIFICANCE AS A DESIGNED LANDSCAPE ASSOCIATED WITH THE MARKET STREET REDEVELOPMENT PLAN



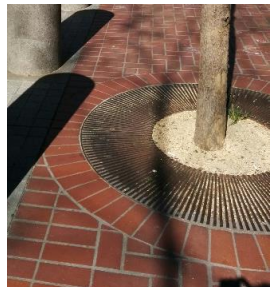
| Image | Description | Proposed Project | Alt A (No Project) | Alt B (Full Preservation) | Alt C (Partial Pres. 1) | Alt D (Partial Pres. 2) | Alt E (Core Elements) |
|---|---------------------------|------------------|--------------------|---------------------------|-------------------------|-------------------------|-----------------------|
| <p>"X" indicates that the proposed project or alternative would demolish or incompatibly alter this resource. * Indicates a priority 1 character-defining feature of the Market Street Cultural Landscape District</p> | | | | | | | |
| Small Plazas | | | | | | | |
|  | Robert Frost Plaza* | X | | | X | | X |
|  | Mechanics Monument Plaza* | X | | | X | X | X |
|  | Crocker Plaza* | X | | | X | X | X |

| Image | Description | Proposed Project | Alt A (No Project) | Alt B (Full Preservation) | Alt C (Partial Pres. 1) | Alt D (Partial Pres. 2) | Alt E (Core Elements) |
|---|--|------------------|--------------------|---------------------------|-------------------------|-----------------------------|-----------------------|
| <p>"X" indicates that the proposed project or alternative would demolish or incompatibly alter this resource.</p> <p>* Indicates a priority 1 character-defining feature of the Market Street Cultural Landscape District</p> | | | | | | | |
|  | Mark Twain Plaza* | X | | | X | X | X |
|  | Cluster arrangement of street trees in double and single rows down sidewalks | X | | | X | X (only on modified blocks) | X |
|  | Red brick paving in herringbone pattern that distinguishes pedestrian from vehicular space * | X | | | X | X (only on modified blocks) | X |
|  | Vertical circulation features of BART/Muni stations and Muni-only station ¹⁸ | X | | | X | X | X |

¹⁸ The proposed project could relocate a single existing elevator at the Civic Center BART/Muni station to one of two nearby locations. For purposes of this analysis, this elevator is assumed to have been a bronze street elevator. If the proposed project does not relocate this elevator, there would be no project-related demolition or incompatible alteration of this character-defining feature.

| Image | Description | Proposed Project | Alt A (No Project) | Alt B (Full Preservation) | Alt C (Partial Pres. 1) | Alt D (Partial Pres. 2) | Alt E (Core Elements) |
|---|---|---|--------------------|---------------------------|---|-----------------------------|---|
| <p>"X" indicates that the proposed project or alternative would demolish or incompatibly alter this resource.</p> <p>* Indicates a priority 1 character-defining feature of the Market Street Cultural Landscape District</p> | | | | | | | |
|  | Street trees (species vegetation characteristics)* | X | | | X | | X |
|  | Granite bollards with chain links | X (relocated or retained where feasible but assumed to be incompatibly altered) | | | X (relocated or retained where feasible but demolished or incompatibly altered) | X (only on modified blocks) | X (relocated or retained where feasible but assumed to be incompatibly altered) |
|  | Bronze BART/Muni street level elevators ¹⁹ | X | | | X | X | X |

¹⁹ See footnote 16 above.

| Image | Description | Proposed Project | Alt A (No Project) | Alt B (Full Preservation) | Alt C (Partial Pres. 1) | Alt D (Partial Pres. 2) | Alt E (Core Elements) |
|---|--|------------------|--------------------|---------------------------|-------------------------|-----------------------------|-----------------------|
| <p>"X" indicates that the proposed project or alternative would demolish or incompatibly alter this resource.</p> <p>* Indicates a priority 1 character-defining feature of the Market Street Cultural Landscape District</p> | | | | | | | |
|  | Square and circular pole-mounted street signage | X | | | X | X | X |
|  | Semaphore-style traffic signage and traffic lights | X | | | X | X | |
|  | Bronze tree grates | X | | | X | X (on modified blocks only) | X |

Source: ICF 2019.

**TABLE 6-4. COMPARISON OF SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS
OF PROPOSED PROJECT WITH IMPACTS OF ALTERNATIVES**

| Impact of Proposed Project | Alternative A: No- Project Alternative | Alternative B: Full Preservation Alternative | Alternative C: Partial Preservation Alternative 1 | Alternative D: Partial Preservation Alternative 2 | Alternative E: Core Elements Alternative |
|---|---|---|--|--|---|
| Significant and Unavoidable Impacts of the Proposed Project | | | | | |
| Impact CP-1.C. The proposed project and project variant would cause a substantial adverse change in the significance of the Market Street Cultural Landscape District as a designed landscape associated with the Market Street Redevelopment Plan. (SUM) | Less than project (LTS) | Less than project (LTS) | Less than project but still SUM | Less than project but still SUM | Similar to project, SUM |
| Impact C-CP-1. The proposed project and project variant, in combination with past, present, and reasonably foreseeable future projects in the city, would result in a cumulatively considerable contribution to a significant cumulative impact to the Market Street Cultural Landscape District but not on any other historical architectural resources. (SUM) | Less than project (not cumulatively considerable) | Less than project (not cumulatively considerable) | Similar to project (cumulatively considerable) | Similar to project (cumulatively considerable) | Similar to project (cumulatively considerable) |

| Impact of Proposed Project | Alternative A: No-Project Alternative | Alternative B: Full Preservation Alternative | Alternative C: Partial Preservation Alternative 1 | Alternative D: Partial Preservation Alternative 2 | Alternative E: Core Elements Alternative |
|---|---|---|---|---|---|
| Impact TR-1. Construction of the proposed project and project variant could result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas as well as potentially hazardous conditions. (SUM) | Less than project (LTS) | Less than project but still SUM | Less than project but still SUM | Less than project but still SUM | Less than project but still SUM |
| Impact C-TR-1. The proposed project and project variant, in combination with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative construction-related transportation impacts. (cumulatively considerable) | Less than project (not cumulatively considerable) | Similar to project (cumulatively considerable) | Similar to project (cumulatively considerable) | Similar to project (cumulatively considerable) | Similar to project (cumulatively considerable) |
| Impact C-TR-4. The proposed project and project variant, in combination with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative transit impacts related to transit operations on the Muni 27 Bryant but would not contribute considerably to significant cumulative transit impacts on other local and regional routes. (cumulatively considerable for 27 Bryant) | Less than project (not cumulatively considerable for any transit route) | Similar to project (cumulatively considerable for the 27 Bryant, not cumulatively considerable for any other route) | Similar to project (cumulatively considerable for the 27 Bryant, not cumulatively considerable for any other route) | Similar to project (cumulatively considerable for the 27 Bryant, not cumulatively considerable for any other route) | Similar to project (cumulatively considerable for the 27 Bryant, not cumulatively considerable for any other route) |

| Impact of Proposed Project | Alternative A: No-Project Alternative | Alternative B: Full Preservation Alternative | Alternative C: Partial Preservation Alternative 1 | Alternative D: Partial Preservation Alternative 2 | Alternative E: Core Elements Alternative |
|--|---|---|--|--|---|
| Impact C-NO-1. Construction activities for the proposed project and the project variant, in combination with other past, present, and reasonable future projects in the city, would result in a substantial temporary increase in noise or noise levels in excess of the applicable local standards. | Less than project (not cumulatively considerable) | Similar to project (cumulatively considerable) | Similar to project (cumulatively considerable) | Similar to project (cumulatively considerable) | Similar to project (cumulatively considerable) |