



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: June 3, 2010
TO: Members of the Planning Commission and Interested Parties
FROM: Debra Dwyer, Environmental Planner
RE: 2005.1074E, 935-965 Market Street, CityPlace
HEARING
DATE: June 10, 2010
Continued from the May 27, 2010 Hearing

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INTRODUCTION

Subsequent to the publication of the Comments and Responses document (C&R), the Planning Department received information from San Francisco Municipal Transportation Agency (SFMTA) regarding certain mitigation measures proposed for this project. The Planning Department was previously informed by SFMTA that installation of a midblock traffic signal at the intersection of Fifth and Stevenson Streets would not be considered for implementation. SFMTA has re-evaluated the possible implementation of this treatment in conjunction with other pedestrian and bicycle treatments proposed as part of the Better Market Street Project at this location. SFMTA has determined that further study to assess the feasibility of this mitigation measure is warranted. Therefore, the feasibility of this mitigation is uncertain at this time. Whether this mitigation measure is implemented in the future will be at the discretion of SFMTA.

The EIR discussed the potential green house gas emission impacts that would result under the new CEQA guidelines proposed by the Bay Area Air Quality Management District (the Air District). The Air District adopted their new thresholds of significance on June 2, 2010. Therefore, revisions have been made to the Mitigation Monitoring and Reporting Program (or MMRP) to reflect that mitigation measure M-AQ-2 to use low-VOC architectural coatings will apply to this project.

ERRATA TO THE COMMENTS AND RESPONSES DOCUMENT

The following is a list of corrections to the C&R Document organized by page number to reflect the above information. Deleted words are indicated by ~~strikethrough~~. Additions are indicated by double underline. For clarity, where applicable, full paragraphs are identified to be replaced by revised paragraphs.

On page C&R.64, the text at the end of the second paragraph beginning at the fifth sentence is revised as follows:

In addition, as described in the Draft EIR on pp. IV.C.49-IV.C.50, Mitigation Measure M-TR-1a, to install a midblock traffic signal at the intersection of Fifth and Stevenson Streets, was proposed to address the significant impact at that intersection. ~~Although geometrically feasible,~~ SFMTA previously determined this mitigation measure ~~to~~ would be inappropriate for this

location, as it would result in a new midblock traffic signal with close spacing to the Fifth Street/Market Street and Fifth Street/Mission Street signals. This could affect traffic flows and result in queues that block nearby intersections. However, SFMTA has re-evaluated the possible implementation of this treatment in conjunction with other pedestrian and bicycle treatments proposed as part of the Better Market Street Project at this location. SFMTA has determined that further study to assess feasibility is warranted. As a result, this potential mitigation measure, Therefore, the feasibility of Mitigation Measure M-TR-1a, is uncertain at this time. was considered to be not feasible and will not be implemented. Whether this mitigation measure is implemented will be at the discretion of SFMTA once results of the study are known. Implementation may require supplemental environmental review.

On page C&R.64, the text in the third paragraph is revised as follows:

Comment F-4 suggests the installation of midblock traffic signal or signals on Sixth Street between Market and Mission Streets and between Mission and Howard Streets as a mitigation measure(s). Midblock crosswalks are discouraged in the downtown area due to the close spacing of major intersections. In addition, as noted above, SFMTA has concluded that a new traffic signal at the Fifth Street/Stevenson Street intersection ~~would~~ may not be appropriate due to its close spacing to the existing traffic signals at Market Street and Mission Street. This is explained on EIR pp. IV.C.49-IV.C.50, where it is noted that SFMTA reviewed the transportation-related mitigation measures for the project and determined that a midblock traffic signal on Fifth Street at Stevenson Street would not be feasible. However, SFMTA has re-evaluated the possible implementation of this treatment in conjunction with other pedestrian and bicycle treatments proposed as part of the Better Market Street Project at this location. SFMTA has determined that further study to assess feasibility is warranted. No new traffic signals are proposed along Stevenson Street as a result of the proposed project.

On page C&R.96, Table S-3 (Revised) is further revised as described below.

Under the column for Proposed Project, Transportation and Circulation, TR-1, the last sentence is revised as follows:

Feasibility of Mmitigation is considered infeasible-uncertain.

Under the column for Proposed Project, Transportation and Circulation, TR-3, the last sentence is revised as follows:

Feasibility of Mmitigation is considered infeasible-uncertain.

Under the column for Alternative C.2: Reduced Parking Variance to the No Garage Alternative, Transportation and Circulation, TR-3, the last sentence is revised as follows:

Feasibility of Mmitigation is considered infeasible-uncertain.

On page C&R.114, the following text change is added after the first indented paragraph.

On EIR page IV.C.28, the last sentence of the second paragraph is revised as follows:

~~These m~~Mitigation measures M-TR-1b and M-TR-1c have been determined to be infeasible. SFMTA has determined that mitigation measure M-TR-1a to install a midblock traffic signal warrants further study. Therefore, the feasibility of this mitigation measure is uncertain at this time.

On page C&R.121, the following text changes are added before the heading “Chapter V, Other CEQA Considerations.”

On EIR page IV.C.49, the beginning of the last paragraph is revised as follows:

Implementation of any of the Mitigation Measures M-TR-1 options would improve the LOS at the study intersection and reduce the impacts to a less-than-significant level. However, all three options would cause significant secondary impacts. As described below, Mitigation Measures ~~M-TR-1a to~~ M-TR-1b and M-TR-1c have been determined to be infeasible. SFMTA has determined that mitigation measure M-TR-1a, to install a midblock traffic signal warrants further study. Therefore, the feasibility of this mitigation measure is uncertain at this time, and ~~Therefore,~~ the impacts at the intersection of Fifth and Stevenson Streets remain significant and unavoidable.

On EIR page IV.C.50, the last sentence of the first full paragraph is revised as follows:

~~Therefore, this mitigation measure would be infeasible. However,~~ SFMTA has determined that mitigation measure M-TR-1a, to install a midblock traffic signal warrants further study in conjunction with other elements proposed for study as part of the Better Market Street Project. Therefore, the feasibility of this mitigation measure is uncertain at this time.

On EIR page IV.C.53, the beginning of the last paragraph is revised as follows:

The proposed project would contribute considerably to cumulative significant impacts at the Fifth Street/Stevenson Street and Fifth Street/Mission Street intersections. A new traffic signal was considered as mitigation to reduce the project-specific impact at the Fifth Street/Stevenson Street intersection. ~~, but the s~~Secondary impacts that would result from implementation of Mitigation Measure M-TR-3. ~~make it infeasible. However,~~ SFMTA has determined that the mitigation measure M-TR-3 which would be the same as M-TR-1a, to install a midblock traffic signal warrants further study in conjunction with other elements proposed for study as part of the Better Market Street Project. Therefore, the feasibility of this mitigation measure is uncertain at this time. The cumulative impact at the Fifth Street/Stevenson Street intersection would remain.

On EIR page IV.C.54, the last sentence of the first full paragraph is revised as follows:

Mitigation Measure M-TR-3: Installation of a new traffic signal at the Fifth Street/Stevenson Street intersection would improve operations from LOS E to LOS D. Although the installation of a midblock traffic signal is physically possible, a midblock traffic signal at this location would result in operational problems at the adjacent Market Street/Fifth Street and Mission Street/Fifth Street intersections. Therefore, this mitigation measure is not feasible and ~~However,~~ SFMTA has determined that mitigation measure M-TR-3, which is the same as M-TR-1a, to install a midblock traffic signal warrants further study in conjunction with other elements proposed for study as part of the Better Market Street Project. Therefore, the feasibility of this mitigation measure is uncertain at this time. †The impact remains significant and unavoidable (see discussion under Mitigation Measure M-TR-1a on p. IV.C.50.)

On page C&R.123, Table VI.1 (Revised) is further revised as described below.

Under the column for Proposed Project, Transportation and Circulation, TR-1, the last sentence is revised as follows:

Feasibility of Mitigation is considered ~~infeasible~~ uncertain.

Under the column for Proposed Project, Transportation and Circulation, TR-3, the last sentence is revised as follows:

Feasibility of Mitigation is considered ~~infeasible~~ uncertain.

Under the column for Alternative C.2: Reduced Parking Varian to the No Garage Alternative, Transportation and Circulation, TR-3, the last sentence is revised as follows:

Feasibility of Mitigation is considered ~~infeasible~~ uncertain.