

National Park Service

Golden Gate National Recreation Area
San Francisco Maritime National Historical Park



Public Comment Analysis Report Extension of F-Line Streetcar Service to Fort Mason Center

February 2012

EXTENSION OF F-LINE HISTORIC STREETCAR SERVICE DRAFT EIS COMMENT ANALYSIS REPORT

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EXTENSION OF F-LINE HISTORIC STREETCAR SERVICE DRAFT EIS COMMENT ANALYSIS REPORT

INTRODUCTION

The National Park Service, in coordination with the San Francisco Municipal Transportation Agency (SFMTA) and the Federal Transit Administration (FTA), has prepared a Draft Environmental Impact Statement (DEIS) to evaluate the potential impacts associated with an extension of the San Francisco Municipal Railway's (Muni) historic streetcar service from Fisherman's Wharf to NPS's San Francisco Maritime National Historical Park (SAFR) and on to the Fort Mason Center, which is part of the Golden Gate National Recreation Area (GGNRA). The proposed historic streetcar extension embodies NPS' effort to facilitate alternative transportation access to these urban National Parks. The proposed project was developed in response to the need for improved regional transit connectivity along the City's northern waterfront, including to the Fort Mason Center, and to provide more diverse transit options for transit-dependent residents, among others.

The National Environmental Policy Act (NEPA) and Director's Order No. 12 strongly encourage public involvement and participation throughout the environmental review process. Accordingly, public engagement has played a central role in the development of the *Environmental Impact Statement for Extension of F-line Streetcar Service to Fort Mason Center* ("Historic Streetcar EIS"). Engaging citizens early in the process, and at key points along the way, helped the Project Team better understand stakeholder interests and concerns and ensure they are addressed in the final EIS. Two formal public comment periods, each spanning a 60 day period, were held at key points in the process of developing the *Historic Streetcar EIS*. The first such period ("Scoping Period") provided an opportunity for the public to comment on the scope of issues and alternatives to be considered in the EIS. Scoping Period details are presented in Appendix A. The second ("DEIS Comment Period"), afforded the public with an opportunity to review and comment on the Draft EIS, and is the focus of this report.

The purpose of this report is to document the DEIS public review process and to help decision-makers understand the public's interests and how they were addressed in the final EIS. The report is divided into two main sections. The first provides a general overview of the comments solicitation process. The second section outlines the comment analysis methodology, provides a general overview of the types of issues raised during the comment period, and concludes with a summary of more detailed comment analysis reports that, due to their size, appear among the appendices.

1. The DEIS Comment Period

Comment Period Notice and Information Sources

The *Draft Environmental Impact Statement for Extension of F-Line Streetcar Service to Fort Mason Center* was published in March of 2011. Public notice of availability and opportunity to comment, along with an invitation to attend a public open house meeting, were provided through mailers, email, public postings, and publication in the Federal Register. The public comment period remained open

for 60 days, from March 18 to May 17, 2011. A public open house meeting was held at the Fort Mason Center on April 20, 2011, from 7:00pm to 9:00pm. Copies of the sign-in sheets for the open house are included in Appendix B. The open house meeting provided an opportunity for the public to learn more about the proposed project through several poster stations highlighting key elements of the proposed project and NEPA process, as well as through direct discussion with Project Team members. Approximately 37 people attended the open house meeting. The public was invited to submit comments through the NPS' Planning, Environment, and Public Comment (PEPC) website, regular mail, email, park comment forms, and verbally during the public open house meeting. A total of 97 pieces of correspondence were received during the DEIS public comment period. Copies of all correspondence are presented in Appendix C.

2. Public Comment Analysis

Comment analysis is a process used to compile and combine similar public comments into a format that can be used by decision makers and the Project Team. In the DEIS review phase, comment analysis helped the Project Team ensure completeness and accuracy of the document's contents. This section provides an overview of the methodology underlying analysis of comments received during the DEIS Comment Period, a demographic profile of comment sources (i.e., organizations, agencies, businesses, etc.), and a summary of the topic areas represented in the comments. Also included in this section are brief descriptions of other reports generated by PEPC, such as the Substantive Issues Report and Comment by Organization Type Report. Due to their size, the actual reports are presented in the appendices.

Terms and Methodology

Key terms used to describe information submitted by the public and analyzed in this report include the following:

Correspondence: Correspondence is the entire document received. It can be in the form of a letter, park comment form, or PEPC website submittal, among others. Each piece of correspondence is assigned a unique identification number in the PEPC system.

Comment: A comment is a portion of the text within a correspondence that addresses a single subject. It could include such information as an expression of support or opposition to a proposed activity, additional data regarding the existing condition, an opinion questioning a matter of policy, or an opinion regarding the adequacy of an analysis. Comments are also assigned a unique identification number in the PEPC system.

Code: Codes are labels or phrasings used to characterize a common topic or subject matter with which the public is concerned. Coding structures are typically developed based on logical topical divisions among the various issues raised in comments.

Concern: Concerns are subdivisions of codes that represent a prominent theme or issue area among comments of the same code. Concerns are generally summaries of substantive issues and help to focus attention on key contents of comments.

Throughout this NEPA effort, comment analysis has helped the Project Team organize and clarify technical information, refine the scope of the EIS, define alternatives and issues to be addressed, evaluate potential impacts associated with the alternatives, and identify and address potential analytical shortcomings. The comment analysis process includes five main components:

1. Developing a coding structure to organize comments by topics;
2. Employing a comment database for comment management;
3. Reading and coding public comments;
4. Interpreting and analyzing the comments to identify issues and themes; and
5. Preparing a comment summary report.

A coding structure was developed to help sort comments into logical groups by topic and issue. The coding structure was based upon the range of topics addressed in comments submitted by members of the public. The coding structure was designed to capture all comment content rather than to restrict or exclude any ideas.

The PEPC database was used to manage and organize the comments. The database stores the full text of all correspondence and allows each comment to be coded by topic or issue. Outputs from the database, some of which are presented as tables (below) and reports in the appendices, include tallies of the total number of pieces of correspondence and comments received, sorting and reporting of comments by a particular topic or issue, and demographic information about the sources of the comments, among others.

Analysis of the public comments in PEPC involves assigning the codes to statements made by the public in their letters, e-mail messages, web forms, and comments provided at the public meetings. All comments received during the comment periods were read and analyzed. Although the comment analysis process attempts to capture the full range of public concerns, comment analysis is not a vote-counting process and this report is not intended as a statistical analysis. Rather, this report is intended to be a summary of the different concerns, issues and opinions raised in the comments received. The emphasis focuses on content of the comments, rather than the number of times a particular comment was received.

Correspondence Profile

During the DEIS Comment Period, a total of 97 pieces of correspondence were received, containing 314 comments. As shown in **Table 2-1**, correspondence format included email, regular mail (letters), verbal comments recorded during the open house, park comment forms, and direct submittal via the PEPC website. As is evident from the table, the latter approach was used most frequently.

Organizations whose views are represented among the correspondence are listed in **Table 2-2**. As the table indicates, organizations that submitted comments include businesses, governmental agencies, and recreation, conservation, and other civic groups. Correspondence received from those unaffiliated with any specific organization is represented as such. As the table indicates, of all organizations, the non-governmental and civic groups submitted the largest numbers of correspondences. Unaffiliated individuals are responsible for the largest number of submittals. A more detailed index of correspondence by organization and author is included in Appendix D.

TABLE 2-1: CORRESPONDENCE BY TYPE AND NUMBER

Type	Number	Percentage of Total
Email	1	1
Open House (verbal)	6	6
Park Form	17	18
Letter	25	26
Web Form (via PEPC)	48	49
Total	97	100

Coding Structure and Comment Type

Discrete comments within each correspondence were identified and coded in PEPC according to the topics addressed. A total of 314 separate public comments were identified from the correspondences received and then these comments were coded. The coding structure is presented in **Table 2-3**. Where appropriate, topic areas are divided among “substantive” and “non-substantive” code categories. As defined in the National Park Service’s NEPA guidance (Director’s Order #12) and based on the Council of Environmental Quality regulations, a substantive comment is one that:

- Questions, with reasonable basis, the accuracy of the information in the environmental impact statement
- Questions, with reasonable basis, the accuracy of environmental analysis
- Presents reasonable alternatives other than those presented in the environmental impact statement
- Causes changes or revisions to the proposed alternatives
- Makes factual corrections

Non-substantive comments include those that simply state a position for or against the proposed alternative, merely agree or disagree with National Park Service policy, are out of the scope of the plan, reiterate parts of the document, or otherwise express an unsupported personal preference or opinion. Although a commenter’s personal opinions on a subject may influence the development of the final plan, they generally would not affect the impact analysis.

As shown in **Table 2-3**, the coding structure consists of 50 codes, 40 of which are substantive. The number of comments assigned a given code is included in the table’s “Total” category. It is important to note that some comments address topics that are represented by multiple codes. For example, a comment may call for closer examination of project-related vibration on an historic structure. Such a comment would be assigned all codes that apply to the issues raised. In the case of the example, the comment would be coded CR100 and NV100, for noise and vibration and cultural resources concerns,

TABLE 2-2: CORRESPONDENCE COUNTY BY ORGANIZATION TYPE

Type of Organization	Organizations Represented	Pieces of Correspondence	Percentage of Total
University	<ul style="list-style-type: none"> City College of San Francisco's Art Center 	1	1
County Government	<ul style="list-style-type: none"> San Francisco County Transportation Authority 	1	1
Non-Governmental	<ul style="list-style-type: none"> Blue Bear School of Music Fort Mason Center Board of Trustees Museo Italo Americano Reader's Café and Bookstore San Francisco Bay Trail San Francisco Chamber of Commerce San Francisco Planning and Urban Research Association 	9	9
Business	<ul style="list-style-type: none"> Red and White Fleet Driven Innovation 	4	4
State Government	<ul style="list-style-type: none"> San Francisco Bay Conservation and Development Commission California Public Utilities Commission 	2	2
Town or City Government	<ul style="list-style-type: none"> San Francisco Board of Supervisors San Francisco Recreation and Parks San Francisco Public Utilities Commission 	3	3
Civic Groups	<ul style="list-style-type: none"> Marina Neighborhood Association Marina Community Association Pacific Heights Residents Association Rincon Point-South Beach Citizens Advisory Committee San Francisco Bicycle Coalition San Francisco Senior's Center Street Artist Program 	7	7
Recreation Groups	<ul style="list-style-type: none"> Dolphin Swim Club 	1	1
Conservation/ Preservation	<ul style="list-style-type: none"> Market Street Railway People for GGNRA 	5	5
Federal Government	<ul style="list-style-type: none"> Advisory Council on Historic Preservation Golden Gate Bridge National Highway and Transportation District U.S. Environmental Protection Agency 	3	3
Unaffiliated Individual	N/A	61	63
Total		97	100

respectively. This also explains the discrepancy between total number of comments received (314) and total number of comment codes assigned (382).

The numbers provided in **Table 2-3**, therefore, provide a basis for determining relative frequency of comments across topic areas (e.g., more comments addressed transportation issues than air quality issues). However, these numbers do not represent relative proportions of total comments received, thus you cannot use the figures in this table to determine the percentage of total comments represented by any given comment category. As the table illustrates, the issues raised most frequently among substantive comments involved parking and transportation.

Substantive Comments

As discussed above, consideration of substantive issues is built into the comment coding structure at the code level. Comments of a substantive nature are assigned a substantive code; those deemed non-substantive are assigned a non-substantive code. A PEPC-generated Substantive Comments Report containing a table of all comments coded, organized in alphabetical order by code, is included as Appendix E. Following each code description, in parentheses, is the word “substantive” or “non-substantive”. Rows following the code description include the following: PEPC-assigned correspondence ID and comment ID; the full comment text; and the commenter’s name and organization, if any. Noted previously, comments concerning issues represented by multiple codes (e.g., air quality and water quality), received multiple code assignments. As a result, a comment that is assigned multiple codes will appear in Appendix E multiple times, once under each of its associated code titles.

Concern Response Report

Recurring topics or particularly noteworthy points among the substantive comments are captured in concern statements. A PEPC-generated Concern Response Report is provided in Appendix F. The concern statements included in the report represent issues raised in comments across all substantive comments categories. Concern statements generally consist of comment summaries. However, where appropriate, a concern statement may consist of the specific language contained within an individual comment that is particularly representative of many comments of the same nature. While concern statements help to focus attention on key issue areas, they are not a perfect substitute for substantive comments. Therefore, the Concern Statement Report should be considered a supplement to, but not a replacement for, the Substantive Comments Report.

Comment Index by Organization

A PEPC-generated report listing the codes that were assigned to each individual piece of correspondence, and arranged by organization type, is included in Appendix G. The tables in this report identify the individual respondent and organizational affiliation, the correspondence ID, and code IDs used to characterize the comments presented in that correspondence. Individual commenters not affiliated with any organization are represented as Unaffiliated Individuals.

TABLE 2-3: COMMENT CODES AND DESCRIPTIONS

Code	Code Description	Substantive	Total
AL100	Alternatives Screening	Yes	6
AL110	Support Alternative 1 - No Action	No	1
AL200	Turnaround Options: New Alternatives Or Elements	Yes	4
AL210	Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A)	No	21
AL220	Turnaround Options: Oppose Turnaround Option 1 (North Loop - Alternative 2A)	No	1
AL230	Turnaround Options: Comment about Turnaround Option 1 (North Loop - Alternative 2A)	Yes	0
AL240	Turnaround Options: Support Turnaround Option 2 (South Loop - Alternative 2B)	No	0
AL250	Turnaround Options: Oppose Turnaround Option 2 (South Loop - Alternative 2B)	No	6
AL260	Turnaround Options: Comment about Turnaround Option 2 (South Loop - Alternative 2B)	Yes	0
AQ100	Air Quality	Yes	4
BR100	Biological Resources	Yes	2
CE100	CEQA Exemption	Yes	6
CF100	Neighborhoods, Community Facilities and Services	Yes	9
CR100	Cultural Resources	Yes	11
CU100	Cumulative Impacts	Yes	4
ED1000	Editorial	Yes	12
MM100	Mitigation Measures	Yes	8
MU200	Muni: System Operations	Yes	3
NE100	NEPA EIS Process	Yes	2
NR100	Natural Resources	No	1
NS100	Night Sky, Visibility, and Light Pollution	Yes	1
NV100	Noise and Vibration	Yes	15
OP100	General Project Opposition	No	8
OS100	Out of Scope comment	No	4
PA100	Public Access	Yes	1
PC100	Project Cost	Yes	8
PC300	Project Cost: Funding	No	2
PD100	Project Design	Yes	9
PD200	Project Design: Track Alignment	Yes	6
PD500	Project Design: Green Design	Yes	1
PH100	Public Health and Safety	Yes	7
PK100	Parklands, Recreational Facilities and Visitor Use	Yes	3
PN100	Purpose and Need	Yes	18
PP100	Plans and Policies	Yes	7
RE100	Recreation	Yes	3
SE100	Socioeconomics and Environmental Justice	Yes	11
ST100	Streetcars	Yes	2

TABLE 2-3: COMMENT CODES AND DESCRIPTIONS (CONTINUED)

Code	Code Description	Substantive	Total
ST200	Streetcars: Function and design	Yes	2
SU100	General Project Support - Alternative 2	No	68
TT100	Transportation: Traffic and Parking	Yes	7
TT200	Transportation: Parking	Yes	27
TT300	Transportation: Impacts from additional Vehicles in Marina Neighborhood	Yes	8
TT400	Transportation: SF Transit Expansion	Yes	23
TT500	Transportation: Transportation Demand Management	Yes	3
TT600	Transportation: Bicycles/Bay Trail	Yes	7
TT700	Transportation: Public Transit	Yes	10
UT100	Utilities	Yes	8
VI100	Visual and Aesthetic Resources	Yes	2
VU100	Visitor Use	Yes	9
VU2000	Visitor Use: Methodology And Assumptions	Yes	1
			382

APPENDIX A

Correspondence Summary of Scoping Process



**ENVIRONMENTAL IMPACT STATEMENT FOR THE
EXTENSION OF HISTORIC STREETCAR SERVICE FROM FISHERMAN'S WHARF
TO THE SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK
AND GOLDEN GATE NATIONAL RECREATION AREA'S FORT MASON CENTER**

SUMMARY OF SCOPING PROCESS

Project Summary

This project would extend San Francisco Municipal Railway's (Muni) historic streetcar service from Fisherman's Wharf to NPS's San Francisco Maritime National Historical Park (SAFR) and on to the Fort Mason Center, which is part of the Golden Gate National Recreation Area. The historic streetcar extension will provide improved, alternative transportation access to these urban National Parks, which experience high levels of visitation. This project will connect the existing transit infrastructure in the northern waterfront with the Fort Mason Center, an area that is poorly served by transit.

The historic streetcar extension embodies NPS' effort to reach out to San Francisco's diverse urban community. There are documented transportation problems along the city's northern waterfront. The purpose of this project is to increase access to SAFR and the Fort Mason Center by improving residents' and visitors' connectivity to local and regional transit connections. The presence of a historic rail tunnel on NPS property creates a unique opportunity to re-use historic transportation facilities to improve access to the two National Parks in San Francisco's northern waterfront, with limited environmental impact.

Scoping Process

The Scoping Process was initiated with the publication of the Notice of Intent (NOI) in the Federal Register on March 29, 2006. The NOI announced the intention of the National Park Service to prepare an Environmental Impact Statement (EIS) for the Historic Streetcar Extension project and to conduct scoping, which provides agencies and the general public with an opportunity to raise issues and concerns to be addressed in the EIS. In addition, 4x6 postcards notifying the public of the initiation of the planning process was sent to a mailing list of approximately 4,000 people, culled from the GGNRA, SAFR, and Muni's databases. A press release resulted in articles in two local newspapers. A half-page ad was placed in the *San Francisco Examiner*, and a legal notice was posted in the *San Francisco Chronicle*.

The public comment or scoping period extended from March 29 to May 29, 2006. During this time, NPS received written comments and heard oral comments made at a public scoping meeting, which was held on May 9, 2006. Additionally, a scoping meeting was also held with local and regulatory agencies, also on May 9, 2006.

Summary of Comments

During the scoping period, the National Park Service received 101 comments, 77 of which were written and the remainder heard and transcribed at the public scoping meeting. A total of 69 comments came from individuals not affiliated with any group. Organizations, particularly those representing environmental, conservation, and recreational interests, submitted 20 comments. Governmental agencies provided 12 comments. In general, the comments were divided into three categories:

- Support for the project
- Environmental issues that needed to be addressed in the EIS
- New alternatives or recommended alternatives

Forty-eight comments supported the project and five were in opposition. A plurality of comments regarding a recommended alternative favored the streetcar alignment operating with two tracks on Beach Street (Option 3). Thirty-one comments suggested new alternatives, including extensions of existing diesel and trolley bus routes into Fort Mason, should be studied. The primary environmental concerns focused on traffic and parking (31 comments), parklands and recreational facilities (22 comments), and noise and vibration (22 comments). Between 10 and 20 comments identified MUNI operational issues and visual and cultural resource concerns. A categorization of comments is presented in the following table.

Code	Description	Number of Comments
AL100	Alternatives Screening	0
AQ100	Air Quality	0
BR100	Biological Resources	1
CE100	CEQA Exemption	1
CF100	Neighborhoods, Community Facilities and Services	5
CO100	Construction Impacts	5
CR100	Cultural Resources	10
CU100	Cumulative Impacts	0
DO100	DOT Section 4(f)	1
FI100	Fiscal Characteristics	9
GS100	Geology, Soils and Seismicity	3
HM100	Hazardous Materials, Pollution Prevention	0
IN100	Include in EIS Analysis	35
LU100	Land Use and Planning	5
NE100	NEPA EIS/EIR Process	3
NV100	Noise and Vibration	22
OP100	General Project Opposition	5
OP200	Operational Concerns for Muni	12
OS100	Out of Scope comment	9
PK100	Parklands, Recreation, and Visitor Use	22
PN100	Purpose and Need	5
SE100	Socioeconomics and Environmental Justice	1
SI100	Secondary and Induced Impacts	1
SS100	Safety/Security	8
SU100	General Project Support	48
TT100	Transportation: Traffic and Parking	31
UT100	Utilities	0
VI100	Visual and Aesthetic Resources	12
WE100	Wetlands	0
WQ100	Water Resources	0
AL1000	Support Alignment Option 1	5
AL1500	Oppose Alignment Option 1	6
AL1700	Comment about Alignment Option 1	4
AL2000	Support Alignment Option 2	2
AL2500	Oppose Alignment Option 2	2
AL2700	Comment about Alignment Option 2	1
AL3000	Support Alignment Option 3	10
AL3500	Oppose Alignment Option 3	0
AL3700	Comment about Alignment Option 3	2
AL4000	Alternatives: New Alternatives Or Elements	31
TU1000	Support Turnaround Option 1	2
TU1500	Oppose Turnaround Option 1	2
TU1700	Comment about Turnaround Option 1	1
TU2000	Support Turnaround Option 2	8
TU2500	Oppose Turnaround Option 2	8
TU2700	Comment about Turnaround Option 2	3

mailing to the project mailing list, and via the Internet at <http://parkplanning.nps.gov/goga>. Following consideration of all agency and public comment, a Final EIS will be prepared. As a delegated EIS the official responsible for the final decision on the proposed plan is the Regional Director, Pacific West Region, subsequently the official responsible for implementation of the approved plan is the Superintendent, Golden Gate National Recreation Area.

Dated: March 20, 2006

Jonathan B. Jarvis,

Regional Director, Pacific West Region.

[FR Doc. 06-3016 Filed 3-28-06; 8:45 am]

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DEPARTMENT OF THE INTERIOR

National Park Service

Extension of San Francisco Municipal Railway Historic Streetcar Service; Golden Gate National Recreation Area and San Francisco Maritime National Historical Park; County of San Francisco; Notice of Intent To Prepare an Environmental Impact Statement

SUMMARY: In accordance with section 102(2)(C) of the National Environmental Policy Act of 1969, and pursuant to the Council on Environmental Quality's regulations (40 CFR parts 1500-08), the National Park Service is initiating the conservation planning and environmental impact analysis process for the proposed extension of the northern waterfront Municipal Railway Historic Streetcar Service. Beginning at Fisherman's Wharf, this proposed railway extension would serve visitors to two popular units of the National Park System—San Francisco Maritime National Historical Park and the Fort Mason area of Golden Gate National Recreation Area. This project is being developed in close coordination with San Francisco Municipal Railway and other City and County of San Francisco planning and transportation agencies.

Background: A congressionally-mandated Travel Study completed in 1977 recommended restoring the historic rail link between the Hyde Street Pier and Fort Mason to improve access to various National Park Service (NPS) sites. The rail line was subsequently abandoned (1980), and the area between Hyde Street Pier and the Fort Mason tunnel entrance was designated a National Historic Landmark District in 1987 (which is now encompassed in the San Francisco Maritime National Historical Park created in 1988). Also, in the late 1980s

Federal highway funds originally intended for extending Interstate 280 were reallocated to a number of alternative transportation facilities along the Embarcadero including creation of an historic streetcar line along Market Street and the Embarcadero to Fisherman's Wharf. In 2000 this service was extended to Fisherman's Wharf, only .85 miles from the public-serving facilities at Fort Mason Center. The popularity of the historic streetcars, which currently serve more than 20,000 passengers a day, has resulted in public and private interest in extending the service, with the creation of the E-Line to Fort Mason.

The Municipal Railway (MUNI) currently operates historic streetcar service on Market Street and along the San Francisco waterfront (F-Line) to the line's existing terminus at Jones Street and Beach (in the Fisherman's Wharf area). The E-Line extension would begin at the terminus of the F-line and extend west to San Francisco Maritime National Historical Park (NHP) and on to Fort Mason. The exact route has yet to be determined but would utilize either existing rail right-of-way routes confined to city streets or pass through NHP's Aquatic Park (at the core of the National Historic Landmark District) in order to reach the Fort Mason tunnel. It is anticipated that under all alternatives the railway line would extend through the tunnel and end in the area of lower Fort Mason.

The NHP is visited by approximately 4 million people annually and is currently served by very popular cable cars (often crowded at peak tourist times) as well as streetcar and bus lines. Fort Mason, home to the Fort Mason Center, houses more than 40 non-profit organizations offering more than 15,000 events a year and attracting upwards of 1.6 million visitors. The Fort Mason area is underserved by mass transit access, and as a result automobile-based visitation causes massive parking problems that affect surrounding neighborhoods. Furthermore, inadequate mass transit access makes it difficult for transit-dependent San Franciscans to enjoy the cultural and educational events offered at Fort Mason Center.

Development of Alternatives: At this time a full range of alternatives has not been confirmed. However, in order to be successful, any project selected would:

- Increase alternative transportation options for visitors to the NHP and Fort Mason;
- Serve a new cohesive recreation and cultural corridor along the northern waterfront;

- Enhance links for the City's lower-income population with all NPS sites and other northern waterfront attractions;

- Improve local and regional transit connectivity and decrease the need for automobile use and parking in historic and environmentally sensitive areas;

- Facilitate efforts to reduce the need for automobile-based trips to the National Historic Landmark District destinations by providing park visitors an attractive, non-polluting mass transit access;

- Avoid or minimize adverse effects on the National Historic Landmark District and related cultural and historic resources and waterfront values.

Scoping: This notice serves to formally open the public scoping comment phase for this planning process. The purpose of the scoping process is to elicit public comment on the proposed extension in order to inform the development of the Draft EIS. The public and interested organizations are encouraged to provide comment on issues and concerns, feasible alternatives, potential environmental effects and appropriate mitigation measures that would reduce project impacts. The public will have an initial opportunity to comment on the proposal by attending a public scoping meeting or providing written comments electronically via the internet or sending letters through the mail. All scoping comments must be postmarked or transmitted not later than 60 days after the publication of this Notice in the **Federal Register**—as soon as this ending date is confirmed, it will be announced on the project Web site (noted below).

The NPS anticipates hosting a public meeting in late March 2006 (complete information regarding this meeting will be posted on the project Web site). Following a short presentation regarding the project, the public will be given the opportunity to ask questions and provide comments to the planning team. The project Web site will provide the most up-to-date information regarding the project, including project description, planning process updates, meeting notices, reports and documents, and useful links associated with the project (the Web site is: <http://parkplanning.nps.gov/goga>; once at the site, click on project name and follow Web site instructions). Written comments should be mailed to the following address: Superintendent—GGNRA, Attn: Rick Foster, MUNI Railway Extension Project Manager, Fort Mason, Bldg. 201, San Francisco, CA 94123. In addition to the project Web site, project updates or requests to be included on the Draft EIS mailing list

can be accommodated by contacting the MUNI Railway Extension Project Manager at (415) 561-4472.

It is the practice of the NPS to make all comments, including names and addresses of respondents who provide that information, available for public review following the conclusion of the NEPA process. Individuals may request that the NPS withhold their name and/or address from public disclosure. If you wish to do this, you must state this prominently at the beginning of your comment. Commenters using the Web site can make such a request by checking the box "keep my contact information private". NPS will honor such requests to the extent allowable by law, but you should be aware that the NPS may still be required to disclose your name and address pursuant to the Freedom of Information Act.

Decision Process: At this time it is anticipated that the Draft EIS will be available for public review in early 2007. Availability of the Draft EIS document will be formally announced through the publication of a Notice of Availability in the **Federal Register**, through local and regional news media, via the project Web site, and direct mailing to the project mailing list. As a delegated EIS, the official responsible for the final decision regarding the proposed extension is the Regional Director, Pacific West Region. Subsequently the officials responsible for implementation will be the Superintendents of Golden Gate National Recreation Area and San Francisco Maritime National Historical Park.

Dated: March 20, 2006.

Jonathan B. Jarvis,

Regional Director, Pacific West Region.

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DEPARTMENT OF JUSTICE

Notice of Lodging of Consent Decree Under the Comprehensive Environmental Response Compensation and Liability Act

Pursuant to 28 CFR 507 notice is hereby given that on January 12, 2006, a proposed Consent Decree in the case *United States v. Adeline R. Bennett, MD Living Trust and Pitts Grandchildren's Trust*, Civil Action No. LACV 06-0238 DDP (AJWx), was lodged with the United States District Court for the Central District of California. This is the second public notice and comment period for this Consent Decree. The first notice was published in the **Federal**

Register on February 1, 2006, Volume 71, Number 21, Page 5379.

In this action, under Sections 106 and 107 of CERCLA, 42 U.S.C. 9606 and 9607, the United States sought injunctive relief and recovery of response costs to remedy conditions in connection with the release or threatened release of hazardous substances into the environment at the Waste Disposal, Inc. Superfund Site in Santa Fe Springs, California (hereinafter referred to as the "Site" or "WDI Site.").

The defendants in this action own a portion of the WDI Site, and the purpose of the settlement is to provide to the United States the access and institutional controls or environmental restriction covenants which are required to perform the remedial action at the Site. In addition, the defendants have agreed to sell their land parcels within a two year period of time after Decree entry, and pay a portion of the sale proceeds to the United States in reimbursements of its response costs. In return, the United States has provided covenants not to sue and contribution protection to each defendant.

The Department of Justice will receive for a period of thirty (30) days from the date of this publication comments relating to the proposed Consent Decree. Comments should be addressed to the Assistant Attorney General, Environment and Natural Resources Division, U.S. Department of Justice, P.O. Box 7611, Washington, DC 20044-7611, and should refer to *United States v. Adeline R. Bennett, MD Living Trust and Pitts Grandchildren's Trust*, D.J. Ref. 90-11-2-1000/2.

The proposed Consent Decree may be examined at the U.S. Environmental Protection Agency, Region IX, 75 Hawthorne Street, San Francisco, CA 94107. During the public comment period, the Consent Decree may also be examined on the following Department of Justice Web site, <http://www.usdoj.gov/enrd/open.html>.

A copy of the proposed Consent Decree may also be obtained by mail from the Consent Decree Library, P.O. Box 7611, U.S. Department of Justice, Washington, DC 20044-7611, or by faxing Tonia Fleetwood at fax No. (202) 514-0097 (phone confirmation number (202) 514-1547) or by e-mailing Tonia Fleetwood at tonia.fleetwood@usdoj.gov. In requesting a copy of the Consent Decree from the Consent Decree Library, please enclose a check in the amount of \$69.50 (25 cents per page reproduction cost × 278 pages) payable to the U.S. Treasury. In requesting a copy of the Consent Decree, exclusive of exhibits, please enclose a check in the amount of \$15.25

(25 cents per page reproduction cost × 61 pages) payable to the U.S. Treasury.

Henry S. Friedman,

Assistant Section Chief, Environmental Enforcement Section.

[FR Doc. 06-3027 Filed 3-28-06; 8:45 am]

BILLING CODE 4410-15-M

DEPARTMENT OF JUSTICE

Notice of Lodging of Consent Judgment Pursuant to Resource Conservation and Recovery Act

Notice is hereby given that on March 16, 2006, a proposed Consent Judgment in *United States v. Citygas Gasoline Corporation, et al.*, Civil Action No. CV-03-6374, was lodged with the United States District Court for the Eastern District of New York.

The proposed Consent Judgment will resolve the United States' claims under Section 9006 of the Resource Conservation and Recovery Act, as amended, 42 U.S.C. 6991e, on behalf of the U.S. Environmental Protection Agency against defendant Leggett Land Ltd. ("Leggett") in connection with alleged violations of the regulations governing underground storage tanks ("USTs") set forth at 40 CFR part 280 at a gas station owned by Leggett at 1081 Leggett Avenue, Bronx, New York. The Consent Judgment requires Leggett Land Ltd. to pay a civil penalty of \$100,000, to comply with the UST regulations within specified deadlines, and to perform a ground-penetrating radar study to locate out-of-service waste oil USTs at its facility, and, if found, to permanently close them.

The Department of Justice will receive for a period of thirty (30) days from the date of this publication comments relating to the proposed Consent Judgment. Comments should be addressed to the Assistant Attorney General of the Environment and Natural Resources Division, Department of Justice, Washington, DC 20530, and should refer to *United States v. Citygas Gasoline Corp., et al.*, DJ No. 90-7-1-07464.

The proposed Consent Judgment may be examined at the Office of the United States Attorney, Eastern District of New York, One Pierrepont Plaza, 14th Fl., Brooklyn, New York, 11201, and at the United States Environmental Protection Agency, Region II, 290 Broadway, New York, New York 10007-1866. During the public comment period, the proposed Consent Judgment may also be examined on the following Department of Justice Web site, <http://www.usdoj.gov/enrd/open.html>. A copy of the proposed Consent Judgment may

L76 (GOGA-PLAN)

Mr. Will Travis
Executive Director
Bay Conservation and Development Commission
50 California Street, Suite 2600
San Francisco, CA 94111

Subject: Invitation to Agency Scoping Meeting for Preparation of Environmental Impact Statement for Extension of Muni's Historic Streetcar Service to San Francisco Maritime National Historical Park and Golden Gate National Recreation Area's Fort Mason Center

Dear Mr. Travis:

The National Park Service (NPS), in cooperation with the San Francisco Municipal Transportation Agency (SFMTA) and the Federal Transit Administration (FTA), is preparing an Environmental Impact Statement (EIS) to identify alternative routes for the extension of the San Francisco Municipal Railway's (Muni's) Historic Streetcar Service from its existing terminus on Jones Street in Fisherman's Wharf to San Francisco Maritime National Historical Park (NHP) and to Fort Mason in the Golden Gate National Recreation Area (GOGA). It is anticipated that under all alternatives the streetcar would run through the circa 1914 Fort Mason Tunnel and end at the Fort Mason Center.

The extension will support NPS efforts to reduce automobile-based trips to National Parks by offering an attractive, non-polluting mass transit connection for the 3.5 million visitors per year to San Francisco Maritime NHP and the 1.8 million visitors per year that attend the 15,000 annual program events hosted by Fort Mason's 40 non-profit organizations. The extension of historic streetcar service through this area is also expected to help reduce traffic and competition for parking in San Francisco's Marina District and along San Francisco's northern waterfront.

As part of the environmental compliance process for the Historic Streetcar Extension Project, the National Park Service and the Cooperating Agencies have initiated public scoping in order to obtain early input on the scope of the EIS. Comments, concerns and suggestions provided in scoping help determine the range of issues and alternatives that will be addressed. As part of this process, the NPS and Cooperating Agencies are holding a meeting with representatives of government agencies to familiarize them with the project and solicit their input. We invite you to join the National Park Service and our consulting team to learn about the project goals and the schedule and process for preparation of the Environmental Impact Statement.

Date: May 9, 2006

Time: 2:00 to 4:00 p.m.

Place: Fort Mason Officer's Club
Building 1 at the intersection of Franklin and MacArthur
San Francisco, Ca 94123

If you are unable to attend this afternoon meeting, we encourage you to submit comments in writing on the project and/or attend a Public Scoping meeting scheduled for the general public

that will also be held in the Fort Mason Officer's Club on the evening of May 9, 2006, from 6:00 PM to 9:00 PM. Comments may be sent to: Superintendent, Golden Gate National Recreation Area, Attn: Historic Streetcar Extension EIS, Fort Mason, Building 201, San Francisco, 94123. In addition, comments may be submitted online at: <http://parkplanning.nps.gov/goga> (click on *Extension of San Francisco Municipal Railway Historic Streetcar EIS* and follow the instructions).

To best incorporate your issues on the scope of the EIS, please provide comments before May, 29, 2006.

We look forward to hearing your ideas for extending the historic streetcar service. For more information on the project, please contact Rick Foster, GGNRA's Project Manager for the Historic Streetcar Extension EIS, at (415) 561-4472.

Sincerely,

Brian O'Neill, Superintendent
Golden Gate National Recreation Area

BUSINESS



CONTACT US

► Ken Howe,
Business Editor
business@sfchronicle.com
(415) 777-8440

ONLINE

► sfgate.com/business

138.88 DOW 11,577.74 18.67 NASDAQ 2,342.57 13.51 S&P 500 1,325.76 0.05 10-YR. T-NOTE 5.10% 0.95 DOLLAR 112.43 yen 0.25 CRUDE OIL \$70.19

Public Notices

<p>805 PUBLIC NOTICES</p> <p>PUBLIC NOTICE</p> <p>National Park Service, SF Municipal Transportation Agency, & Federal Transit Administration are preparing an Environmental Impact Statement (EIS) to identify alternative routes for the extension of SF Municipal Railway's Historic Streetcar service. The extension would begin from the existing F-Line terminus in Fisherman's Wharf & to Fort Mason Center using the Fort Mason tunnel. The EIS will evaluate environmental impacts of the extension to businesses & residents along proposed routes & to the natural, cultural, & recreational resources in the study area. Comments can be submitted at a scoping meeting on May 9, 6-9 PM at Officers Club at Ft Mason (intersection of Franklin & MacArthur in SF), online at www.historicstreetcar.com, fax 415-561-4854, or mail: Rick Foster, GGNRA, Ft Mason, Bldg 201, SF 94123. Public comments welcome until May 29.</p> <p>The City of Oakland Finance and Management Agency Treasury Division Cashing / Point-of-Sale System Request for Proposal (RFP)</p> <p>Deadline: June 5, 2006 - 5 PM</p> <p>Qualified vendors are requested to respond to a request for proposal for a state-of-the-art Cashing / Point-of-Sale System. Information regarding the specifics of this RFP can be found at: www.oaklandnet.com/go/verment/fwaweb/site/information/tech/technology_rfp/links.htm</p> <p>USF RFP: 061206/HR309/Flow Cytometry Device Purchase & Installation</p> <p>To submit Bid Proposal, all vendors MUST attend MANDATORY Pre-Bid Mtg., Scheduled for Thurs. 5/11/06 @ 1:30 pm For info go to website: http://www.usfca.edu/purchasing/rfp.htm</p>	<p>810 PUBLIC NOTICES (NON-GOV.)</p> <p>NOTICE TO CROSS-DEFENDANTS:</p> <p>S&N COMPANY, INC., GOSS-JEWITT CO. OF NORTHERN CALIFORNIA, VAN WATERS & ROGERS OF CALIFORNIA, INC., PERC-SERV, INC., the ESTATE OF JAMES DELONG, the ESTATE OF TERRY HARRIS, and ZOES 1 through 100, inclusive</p> <p>YOU ARE BEING SUED BY CROSS-COMPLAINANT: M.B.L., INC.</p> <p>You have 30 CALENDAR DAYS after this summons and legal papers are served on you to file a written response at this court and have a copy served on the plaintiff. A letter or phone call will not protect you. Your written response must be in proper legal form if you want the court to hear your case. There may be a court form that you can use for your response. You can find these court forms and more information at the California Courts Online Self-Help Center (www.courtinfo.ca.gov/selfhelp), your county law library, or the courthouse nearest you. If you cannot pay the filing fee, ask the court clerk for a fee waiver form. If you do not file your response on time, you may lose the case by default, and your wages, money and property may be taken without further warning from the court.</p> <p>There are other legal requirements. You may want to call an attorney right away. If you do not know an attorney, you may want to call an attorney referral service. If you cannot afford an attorney, you may be eligible for free legal services from a nonprofit legal services program. You can locate these nonprofit groups at the California Legal Services Web site (www.lawhelpcalifornia.org), the California Courts Online Self-Help Center (www.courtinfo.ca.gov/selfhelp), or by contacting your local court or county bar association.</p> <p>The name and address of the court is: Santa Clara County Superior Court 191 N. First Street San Jose, CA 95113-1090</p> <p>The name, address, and telephone number of plaintiff's attorney, or plaintiff without an attorney, is: A. Raymond Hamrick III, Esq.</p>	<p>810 PUBLIC NOTICES (NON-GOV.)</p> <p>I: 818-763-5292 F: 818-763-2308 HAMRICK & EVANS, LLP 10 Universal City Plaza, Suite 2200 Universal City, CA 91608 DATE: NOV 22 2005</p> <p>SEAL: Kirl Torre, Chief Executive Officer/Clerk, by /s/ Trang Vu, Deputy Trang Vu, Deputy</p> <p>NOTICE TO THE PERSON SERVED: You are served as an individual defendant.</p> <p>NOTICE TO FATHER BY PUBLICATION LEGAL NOTICE</p> <p>IN THE MATTER OF THE PATERNITY OF M.B to S.R. and John Doe (real name unknown).</p> <p>You have been identified as the biological father or possible biological father of an African American child whom the biological mother currently intends to place for adoption. The placement occurred on December 11, 2003.</p> <p>M.B. was conceived on or about December 17, 1999 in Alameda, California and was born on September 17, 2000 in Omaha, Nebraska.</p> <p>You have the right to: 1) deny paternity; 2) waive any parental rights you may have; 3) relinquish and consent to adoption, or 4) file a notice of intent to claim paternity and obtain custody within five business days of the birth of the child or within five business days of this notice whichever is later, pursuant to Nebraska law, Section 43-104.02.</p> <p>In order to deny paternity, waive your parental rights, relinquish and consent to the adoption or receive additional information to determine whether you are the father of M.B. You must contact the undersigned agency. If you wish to seek custody of the child you must seek legal counsel from your own attorney immediately.</p> <p>BY: Nebraska Department of Health & Human Services Jodene Gail Protective Services Worker Adoption Unit 1313 Farnam - On-The-Mall Omaha, NE 68102</p>	<p>810 PUBLIC NOTICES (NON-GOV.)</p> <p>(402) 595-1585 (402) 595-2946 fax</p> <p>820 FICTITIOUS BUSINESS NAMES</p> <p>FICTITIOUS BUSINESS NAME STATEMENT FILE NO. A-0293780-00</p> <p>The following person is doing business as: "MMM" Smoke Shop, 1936 Ocean Ave, San Francisco, CA 94127.</p> <p>Full name of registrant #1: Jadamba Erdenebolor, 1881 Sutter St #108, San Francisco, CA 94115.</p> <p>This business is conducted by an individual.</p> <p>The registrant commenced to transact business under the above-listed fictitious business name in the future.</p> <p>This statement was filed with the County Clerk of San Francisco on APR 26, 2006.</p> <p>Apr 29, May 6, 13, 20, 2006</p> <p>FICTITIOUS BUSINESS NAME STATEMENT FILE NO. A-0293770-00</p> <p>The following person is doing business as: Commercial Partners, 50 California #1500, SF, CA 94111.</p> <p>Full name of registrant #1: Linda Shelley Zacharin, 2120 Mill Rd, Novato, CA 94947.</p> <p>This business is conducted by an individual.</p> <p>The registrant commenced to transact business under the above-listed fictitious business name on 4-07-06.</p> <p>This statement was filed with the County Clerk of San Francisco on APR 26, 2006.</p> <p>Apr 29, May 6, 13, 20, 2006</p> <p>FICTITIOUS BUSINESS NAME STATEMENT FILE NO. A-0293950-00</p> <p>The following person is doing business as: Nate Williams, P.E., 880 Harrison St., Suite 303D, San Francisco, CA 94107.</p> <p>Full name of registrant #1: Nathan E. Williams, 201 Octavia Blvd. #101, San Francisco, CA 94102.</p> <p>This business is conducted by an individual.</p> <p>The registrant commenced to transact business under the above-listed fictitious business name on 3/1/06.</p> <p>This statement was filed with the County Clerk of San Francisco on MAY 04, 2006.</p> <p>May 6, 13, 20 & 27, 2006</p> <p>FICTITIOUS BUSINESS NAME STATEMENT FILE NO. A-0292865-00</p> <p>The following person is Extension of F-Line</p>	<p>820 FICTITIOUS BUSINESS NAMES</p> <p>doing business as: ERIEL MAE'S SOUTHERN CAFE & TAQUERIA</p> <p>Full name of registrant #1: Ronald W. Harvey 360 Buckingham Way #302 San Francisco CA 94132</p> <p>This business is conducted by an individual.</p> <p>The registrant commenced to transact business under the above-listed fictitious business name 02/23/06</p> <p>This statement was filed with the County Clerk of San Francisco on March 23, 2006</p> <p>April 15, 22, 29 May 6</p> <p>FICTITIOUS BUSINESS NAME STATEMENT FILE NO. A-0293420-00</p> <p>The following person is doing business as: LEOS JANITORIAL SERVICES</p> <p>Full name of registrant #1: Maria Teresa Villalta 23 Boardman Pl. #c San Francisco CA 94103</p> <p>This business is conducted by an individual.</p> <p>The registrant commenced to transact business under the above-listed fictitious business name 04/13/06</p> <p>This statement was filed with the County Clerk of San Francisco on April 13, 2006</p> <p>Apr. 15, 22, 29 May 6</p> <p>FICTITIOUS BUSINESS NAME STATEMENT FILE NO. A-0293438-00</p> <p>The following person is doing business as: STAR INDIA RESTAURANT</p> <p>Full name of registrant #1: Rupal incorporated 323 Rippneck St. American Canyon CA 94503</p> <p>This business is conducted by a corporation.</p> <p>The registrant commenced to transact business under the above-listed fictitious business name 04/05/06</p> <p>This statement was filed with the County Clerk of San Francisco on Apr 13, 2006</p> <p>Apr. 15, 22, 29 May 6 2006</p> <p>FICTITIOUS BUSINESS NAME STATEMENT FILE NO. A-0293884-00</p> <p>The following person is doing business as: NUA 550 Green St. San Francisco CA 94133</p> <p>Full name of registrant #1: NUA LLC, 550 Green St. San Francisco CA 94133. This business is conducted by a limited liability company. The registrant commenced to transact business under the above-listed fictitious business name NUA's statement was filed with the County Clerk of San Francisco on May 2, 2006</p> <p>May 6, 13, 20, 27 2006</p> <p>Historic Streetcar Service</p>
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209655 CASE NO. 1-00-CV-790374



San Francisco Municipal Railway
A Division of the Municipal Transportation Agency

Federal Transit Administration

**Public Scoping Meeting for Environmental Impact Statement for
Extension of Muni's Historic Streetcar Service
from Fisherman's Wharf to San Francisco Maritime National Historical Park
and to the Fort Mason Center at Golden Gate National Recreation Area**

The National Park Service, San Francisco Municipal Transportation Agency, and the Federal Transit Administration are preparing an Environmental Impact Statement (EIS) to identify alternative routes for the extension of the San Francisco Municipal Railway's (Muni's) Historic Streetcar service. The extension under study would begin from the existing F-Line terminus in Fisherman's Wharf and continue to the San Francisco Maritime National Historical Park and to the Fort Mason Center at the Golden Gate National Recreation Area using the Fort Mason tunnel. The EIS will evaluate the environmental impacts of the extension to the businesses and residents along proposed routes and to the natural, cultural, and recreational resources in the study area.

Your input is requested to determine important issues regarding this project.

You are invited to a Public Scoping Meeting to discuss this project:

Tuesday, May 9, 2006, 6:00 PM – 9:00 PM

Officers' Club at Fort Mason

The Officers' Club at Fort Mason is located at the intersection of Franklin Street and MacArthur Avenue in San Francisco. The #10, #30, #47, and #49 Muni bus routes stop nearby the Club. Parking is also available. Site is wheelchair accessible. Please contact (415) 561-4472 if you have additional questions regarding meeting accessibility.

Public comments on issues to be considered in the environmental analysis are welcome until May 29, 2006. Interested individuals, organizations, and agencies can submit comments at the May 9th public scoping meeting, online at www.historicstreetcarextension.org, by fax to (415) 561-4554, or by mail to: Historic Streetcar Extension EIS, Golden Gate National Recreation Area, Fort Mason, Building 201, San Francisco, CA 94123, Attn: Rick Foster.

For more information, please visit www.historicstreetcarextension.org.



National Park Service
Golden Gate National Recreation Area
San Francisco Maritime National Historical Park
 Fort Mason, Building 201
 San Francisco, CA 94123

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San Francisco Municipal Railway
A Division of the Municipal Transportation Agency



Federal Transit Administration



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Federal Transit Administration

**Public Scoping Meeting for Environmental Impact Statement for
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Public comments on issues to be considered in the environmental analysis are welcome until May 29, 2006. Interested individuals, organizations, and agencies can submit comments at the May 9th public scoping meeting, online at www.historicstreetcarextension.org, by fax to (415) 561-4854, or by mail to: Historic Streetcar Extension EIS, Golden Gate National Recreation Area, Fort Mason, Building 201, San Francisco, CA 94123, Attn: Rick Foster.

San Francisco Chronicle

BAY AREA

AND CALIFORNIA

SECTION



Thursday,
May 4, 2006

CONTACT US

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Metro Editor
metro@sfgate.com
(415) 777-7100

ONLINE

► sfgate.com/news

SAN FRANCISCO

Meeting to consider Fort Mason Muni line

The National Park Service will hold a public meeting Tuesday to discuss extending the San Francisco Municipal Railway's streetcar service to Fort Mason.

The Park Service is working with the Municipal Transportation Agency, which oversees Muni, as well as the Federal Transit Administration to begin an environmental impact study of extending the F-Market line. The line currently ends at Fisherman's Wharf.

Extending F-Market would require reopening a rail tunnel, built in 1914, that runs beneath Fort Mason and has been closed since 1983.

The meeting will take place from 6 p.m. to 9 p.m. at the Fort Mason Officers' Club, at Franklin Street and MacArthur Avenue, with an open house for the first hour, presentations beginning at 7 p.m. and a public comment period.

— *Becky Bowman*

Muni's F-Market line may be extended to Fort Mason

By Adam Martin
Staff Writer

The historic F-line streetcars that run along Market Street and the Embarcadero may find their tracks extended out to Fort Mason under a proposal floated by the U.S. Park Service.

The extension could run trains past the San Francisco Maritime National Historic Park and through a currently abandoned rail tunnel, directly to the heavily used Fort Mason Center.

The U.S. Park Service, the San Francisco Municipal Railway and the Presidio Trust commissioned a feasibility study on the project in 2004. That study determined that the extension would be possible, and came up with several route alternatives, most of which put the tracks through an abandoned 1914 rail tunnel, which is about 1,500 feet long and only wide enough for a single track.

"The money that's funding the work we're doing now came from the Federal Transit Admin-



The F-line may be extended from Fisherman's Wharf to Fort Mason. — Cindy Chew/The Examiner

istration. They fund improvements to transit connections to parks," said Rick Foster, a Golden Gate National Recreation Area planner.

The project is a cooperative effort of four agencies, including the San Francisco Municipal Railway, Golden Gate National Recreation Area, the San Francisco Maritime National Historic Park and the Federal Transit Administration, Foster said.

The agencies held their first public scoping meeting Tuesday to begin collecting input for an environmental impact report. That report is expected to be finished in about 18 months. After its completion, the agencies will begin looking for funding sources, Foster said, as the extension is not currently in Muni's budget.

The cars currently run along the Embarcadero to Jones Street, just on the eastern edge of Fisherman's Wharf. The proposed extension would add about a mile of track, and would put the end of the line at the Fort Mason Center.

About 3.5 million people visit the maritime historic park each year, Foster said. In addition, about 1.8 million people visit Fort Mason annually.

amartin@examiner.com



PROJECT FACT SHEET

ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE EXTENSION OF HISTORIC STREETCAR SERVICE FROM FISHERMAN'S WHARF TO THE SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK AND GOLDEN GATE NATIONAL RECREATION AREA'S FORT MASON CENTER

The Golden Gate National Recreation Area (GGNRA), San Francisco Municipal Transportation Agency, San Francisco Maritime National Historical Park (NHP), and the Federal Transit Administration are cooperating in the preparation of an Environmental Impact Statement (EIS) for the proposed extension of the Municipal Railway's (Muni's) Historic Streetcar Service from Fisherman's Wharf to two popular National Parks – San Francisco Maritime NHP and GGNRA's Fort Mason Center.

Muni currently operates the F-Line on Market Street and along the San Francisco waterfront to the line's existing terminus at Jones and Beach Streets in Fisherman's Wharf. The proposed historic streetcar extension would continue three blocks west to San Francisco Maritime NHP and then on through the Fort Mason Tunnel to the Fort Mason Center at GGNRA. The total length of the extension is approximately 0.85 miles. The exact route has yet to be determined but would utilize a combination of existing rail right-of-way routes and city streets and would pass through San Francisco Maritime NHP's Aquatic Park and the Fort Mason tunnel to arrive at a turnaround in or near the Fort Mason Center.

Public scoping on the project is now underway as the first step in the preparation of the EIS. You are invited to submit your comments on the scope of the project, specifically: alternative approaches and ideas for accomplishing project goals; the range of issues that need to be considered in preparing the EIS; other potential projects in the vicinity that might affect or be affected by this project; and impacts that should be considered and why.

For more information on the proposed project, please visit our website:
<http://www.historicstreetcarextension.org>.

TO SUBMIT COMMENTS:

Public comments on issues to be considered in the environmental analysis are welcome until May 29, 2006. Interested individuals, organizations, and agencies can submit comments online at www.historicstreetcarextension.org, by fax to (415) 561-4854, or by mail to: Historic Streetcar Extension EIS, Golden Gate National Recreation Area, Fort Mason, Building 201, San Francisco, CA 94123, Attn: Rick Foster.



FREQUENTLY ASKED QUESTIONS

ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE EXTENSION OF HISTORIC STREETCAR SERVICE FROM FISHERMAN'S WHARF TO THE SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK AND GOLDEN GATE NATIONAL RECREATION AREA'S FORT MASON CENTER

Why does there need to be an extension of the streetcar?

San Francisco's northern waterfront is emerging as a key recreational and cultural corridor. Annually, millions of visitors come to the area's many facilities, including the Ferry Building, tourist attractions at Pier 39, Fisherman's Wharf, San Francisco Maritime National Historical Park (NHP), Municipal Pier, Golden Gate National Recreation Area's (GGNRA) headquarters, and Fort Mason, where the Fort Mason Center is located. The streetcar extension will provide an attractive, non-polluting transit alternative to the 3.5 million visitors per year to the San Francisco Maritime NHP and to the 1.8 million visitors who attend events at the Fort Mason Center. This will help reduce auto trips and parking in historic and environmentally sensitive areas. The streetcar extension will also help improve the mobility of low-income residents who would like to use the National Park Service's (NPS) parklands, recreational facilities, and other northern waterfront attractions, and will provide increased transit options for Marina District residents who want to visit the San Francisco Maritime NHP, Fisherman's Wharf, or other downtown attractions. NPS desires to accommodate the increasing number of visitors to this area through improved transit services, rather than through increased automobile access, which would lead to greater traffic and spillover parking impacts on the adjacent neighborhoods.

Who are the "key players" in the environmental process?

There is a core team of four cooperating agencies working on this project: GGNRA and the San Francisco Maritime NHP, both part of the NPS; San Francisco Municipal Transportation Agency (MTA)/San Francisco Municipal Railway (Muni); and the Federal Transit Administration (FTA).

The environmental review process incorporates input from numerous agencies, stakeholders, interest groups, and the public. Although NPS is the lead agency in the preparation of the EIS, the review and approval of the EIS will be a joint effort of all four cooperating agencies. The environmental review process will conclude with a Record of Decision by the regional director of NPS.

Why is NPS involved in this project?

The Federal Highway Administration funds a limited number of planning studies each year for projects that propose transit links to National Parks. GGNRA nominated the historic streetcar extension for this program in 2003 and funds were authorized at the end of 2005. GGNRA is managing the contract for the EIS in collaboration with the San Francisco Maritime NHP, MTA, and FTA. As the agency that would operate the service, MTA has a major role in the study.



FREQUENTLY ASKED QUESTIONS

What will be the main considerations when the alignment options are chosen for the streetcar extension?

In addition to the primary goal of increasing transit access to the city's northern waterfront area, the project team will look at engineering criteria (gradients, curve radii); impacts to vehicular, pedestrian, and bicycle traffic; operational issues for transit service; ridership demand; and cultural resource protection issues.

Will the streetcar line be extended to the Presidio?

A feasibility study was conducted in 2004 that identified three segments for a possible future streetcar extension, including one to the Presidio. The project partners determined that the Fort Mason segment had merit as an independent project and would serve existing needs for additional transit services. An extension on the Fort Mason segment was also supported throughout the alignment by many residents and businesses. Consequently, NPS and the project partners decided to initiate a public process to conduct environmental review on the Fort Mason extension only, in line with the extensive planning history that already exists for the Fort Mason extension. Possible future extensions beyond Fort Mason are not the subject of this review.

Will this proposed extension be linked to the F-line or to the proposed E-line?

The extension will provide the opportunity to operate either the existing F-line and/or a future E-line to lower Fort Mason.

Would the project eliminate parking?

Curb parking would be eliminated where station platforms are located or if the tracks are placed next to the curb. Parking north of the tracks on Van Ness Avenue within San Francisco Maritime NHP may be eliminated or restricted. On some block faces, there will be trade-off decisions to make between retaining parking, sidewalk widths, and the number of traffic lanes. Depending on the option chosen, parking may also be restricted or eliminated in the vicinity of the Yacht Harbor to accommodate a turnaround loop. Potential parking impacts will be analyzed in the EIS.

Would the project remove a lane of traffic from the street?

The project will analyze at least three alternatives for the alignment, and in each alternative, there will be options for the how the streetcar right-of-way is configured within the alignment. As with other locations in the city, the streetcar could travel in either a dedicated right-of-way for the streetcar only, or in a shared right-of-way (i.e., for both streetcars and automobiles). Streetcars operate more effectively and reliably when dedicated rights-of-way are provided; however in most cases, this would require removing a lane from automobile use. During this process, trade-off decisions will be required between providing a dedicated lane for the streetcar, removing a lane of automobile traffic, retaining parking, and sidewalk width. Potential removal of traffic lanes and the subsequent impacts will be analyzed in the EIS.



FREQUENTLY ASKED QUESTIONS

Will there be bicycle or pedestrian access through the Fort Mason tunnel?

The tunnel's current configuration would only allow for one streetcar track to be installed. The tunnel is only 16 feet wide. For the streetcar vehicles in the MTA fleet, a minimum envelope of 15 feet is required in the tunnel for single-track operation, which would not leave enough room for a bicycle or pedestrian path, because a two-way pedestrian/bicycle path would require a minimum of 10 feet in width. A combined streetcar and pedestrian/bicycle path would require at least 25 feet of tunnel width.

Will the line be double-tracked?

Yes, except within the tunnel, which only has room for one track.

Are any of the parks on the route affected?

No alignment was found in the feasibility study that completely avoids impacting Aquatic Park, a significant cultural landscape and a designated National Historic Landmark (NHL) District. In order to use the Fort Mason tunnel for the alignment, there will be an impact on the park, as the rail line needs to access the tunnel through the park. The portion of Van Ness Avenue between the alignment of Beach Street and the Bay contributes to the cultural landscape, meaning that all possible alignments, even alignments within the Van Ness Avenue right-of-way, would affect the NHL District. One alignment would have a significant impact on Victorian Park, which is located directly east of Aquatic Park. In addition, the bocce ball courts at Beach and Van Ness would be affected and may need to be relocated.

Why is MTA working on an expansion project when some of its other routes can be improved?

San Francisco is an active, growing city. Its transit system needs to keep pace with the city as it changes and evolves. New neighborhoods and uses will appear or expand in different places, and the transit network needs to anticipate and be ready to serve these new communities. The city's northern waterfront and Fort Mason are two emerging areas in the city, with increasing numbers of residents, employees, and tourists using its recreational and cultural facilities, and requiring transportation access that was not needed previously. Visitors will continue to come in increasing numbers to this area, whether this project is built or not. NPS desires to serve this increasing demand for transportation with improved public transit access, rather than relying on continued automobile access, with the accompanying increases in traffic volumes and impacts on neighborhood parking. NPS and MTA are partners in this project to plan for better future transit access to this area as a responsible way to manage the growing transportation demand in the area.

At the same time, the rest of the MTA system is not being ignored. MTA is also working in parallel to improve service on other routes and to other neighborhoods of the city. MTA initiated a study in early 2006 to look at the effectiveness of the current transit network and to look at improving service on lines serving other portions of the city. It is important to have future potential projects in development, even if the current funding environment does not



FREQUENTLY ASKED QUESTIONS

appear that there is money available today to build or operate the expansion project. When funds do come available, projects such as this have such a long lead time that it is incumbent on MTA and NPS to have done some of the basic background feasibility and environmental clearance work, so that a desired project can be put into service in a reasonable amount of time.

What will the total cost of the project be? What are the funding sources?

The cost for each alternative, as well as a funding plan, will be developed as part of the EIS. The estimated costs will be outlined in the Draft EIS, which is tentatively scheduled for completion in Summer 2007. A funding plan will also be developed as part of the Draft EIS process. An operating funding plan will also need to be developed for the project.

How can I submit my comments on the project?

Public comments on issues to be considered in the scope of the environmental analysis are welcome until May 29, 2006. Interested individuals, organizations, and agencies can submit comments online at www.historicstreetcarextension.org; by fax to (415) 561-4854; or by mail to: Historic Streetcar Extension, GGNRA, Fort Mason, Building 201, San Francisco, CA 94123, Attn: Rick Foster.

After May 29, 2006, there will be at least two other opportunities to submit your comments on the project. There will be a workshop for a preliminary review of alternatives, tentatively scheduled for September 2006, which will be open to the public. Additionally, the public is welcome to submit comments to the Draft EIS when it is released in Summer 2007. Please check the project's website for updates (www.historicstreetcarextension.org).

When will the environmental process be complete?

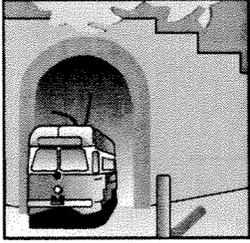
Once the EIS and the Record of Decision are published, the environmental process will conclude.

Hasn't a decision already been made to proceed with the project? Why would NPS and MTA do an environmental review if the decision had not been made?

Environmental review is one step in project development, but it by no means indicates that a decision has been made to proceed with a project. Environmental review gathers facts and information to inform decision-making and incorporates significant input from the public and local business owners about impacts from the proposed project. Once environmental review is completed, a project can only proceed if there is local consensus on the project, if capital funding is identified to design and build the project, and if operating funds are identified to operate it after it is built. At the current time, neither capital funds nor operating funds have been identified for this project. Any decisions to proceed past the environmental stage will be made through public processes.

If you have additional questions, please contact:

Rick Foster, GGNRA, Fort Mason, Building 201, San Francisco, CA 94123
E-mail: rick_foster@nps.gov, Fax: (415) 561-4854.



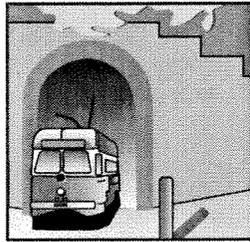
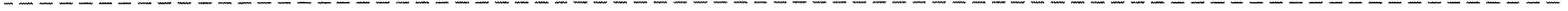
HISTORIC STREETCAR EXTENSION PROJECT

SPEAKER CARD

Name: _____

Address: _____

Affiliation: _____



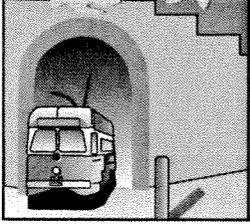
HISTORIC STREETCAR EXTENSION PROJECT

SPEAKER CARD

Name: _____

Address: _____

Affiliation: _____



HISTORIC STREETCAR EXTENSION PROJECT

COMMENT CARD

Name: _____

Address: _____

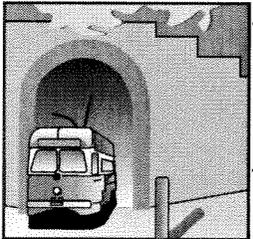
Affiliation: _____

Add Name To
Project Mailing List

COMMENTS: _____

Please use back if necessary

Comments can be submitted by mail to:
Historic Streetcar Extension EIS
Golden Gate National Recreation Area
Fort Mason, Building 201
San Francisco, CA 94123
Attn: Rick Foster



HISTORIC STREETCAR EXTENSION PROJECT

COMMENT CARD

Name: _____

Address: _____

Affiliation: _____

Add Name To
Project Mailing List

COMMENTS: _____

Please use back if necessary

Comments can be submitted by mail to:
Historic Streetcar Extension EIS
Golden Gate National Recreation Area
Fort Mason, Building 201
San Francisco, CA 94123
Attn: Rick Foster

APPENDIX B

Sign-in Sheets from the April 20, 2011 Public Open House Meetings

Extension of F-Line Streetcar Service to Fort Mason Center

Draft Environmental Impact Statement

Golden Gate National Recreation Area
San Francisco Maritime National Historical Park



209557

OPEN HOUSE SIGN-IN SHEET

Golden Gate Room, Building A, Fort Mason Center

San Francisco, California

April 20, 2011, 7-9 PM

Name	Organization/Agency	Address	Email	Check here to be added to <u>paper mailing list</u>	Check here to be added to <u>email list</u>
ROBERT M SMIRWEI	AQ.B.C.				
REBECCA GLYN	US EPA		glyn.rebecca@epa.gov		
JENNIFER CHEUNG	HNTB		jcheung@hntb.com		✓
NICOLAS FIGONE		2009 PACIFIC AVENUE San Francisco, CA 94109		✓	
MYAT OHN	HNTB		mohn@hntb.com		✓
L. Hastings	M.S.R.	2433 TARAVAL ST. S.F., Calif. 94116-2254		✓	
Barbara Jeff					
DHISH VERMA	P.B.	303 SECOND STREET SUITE 700 NORTH SAN FRANCISCO, CA 941010	vermas@pbworld.com	✓	✓
Jean Warren		1550 Bay St. #249 S.F. CA 94123	N/A	✓	
Jean Gonsoulin	MSR	1059 Union St. Apt. E SF CA 94133	jean_gonsoulin@yahoo.com		

Extension of F-Line Streetcar Service
 Draft Environmental Impact Statement
 Draft EIS Comment Analysis Report

Extension of F-Line Streetcar Service to Fort Mason Center

Draft Environmental Impact Statement

Golden Gate National Recreation Area
San Francisco Maritime National Historical Park



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Golden Gate Room, Building A, Fort Mason Center

San Francisco, California

April 20, 2011, 7-9 PM

Name	Organization/Agency	Address	Email	Check here to be added to <u>paper</u> mailing list	Check here to be added to <u>email</u> list
GRIFF FARLEY		1700 N. Point #104	grif@att.net		<input checked="" type="checkbox"/>
Brent Leonard		1530 Bay	leenbrent@aol		<input checked="" type="checkbox"/>
Patty & Paul Murphy		1000 North Point #901	SF MURPHY@gmail.com SFPatty@gmail.com		<input checked="" type="checkbox"/>
DAN ZERGA		901 CHESTNUT ST ALAMEDA, 94501	dzerga@ifj.com		<input checked="" type="checkbox"/>
Derrick Chan	SFMTA	15 VN 3RD FL	derrick.chan@sfmta.com		<input type="checkbox"/>
Don Jonait		Son Rafael	hbochee@yahoo.com		<input checked="" type="checkbox"/>
Corinne Woods		300 Channel St #10 94158	corinnewoods@cs.com		<input checked="" type="checkbox"/>
RICK LAUBSEN		870 MARKET ST #80 SF 94102	rick@messagesmith.com		<input checked="" type="checkbox"/>
Anne Danec			jad@msrlegal.com		<input checked="" type="checkbox"/>
BRUCE PEEL					<input type="checkbox"/>

Extension of F-Line Streetcar Service
 Draft EIS Document Analysis Report

Extension of F-Line Streetcar Service to Fort Mason Center

Draft Environmental Impact Statement

Golden Gate National Recreation Area
San Francisco Maritime National Historical Park



209557

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Golden Gate Room, Building A, Fort Mason Center

San Francisco, California

April 20, 2011, 7-9 PM

Name	Organization/Agency	Address	Email	Check here to be added to <u>paper</u> mailing list	Check here to be added to <u>email</u> list
John Racanelli	Bay Institute		john@racanelli-partners.com		✓
ERNIKE STEINHAUSE	Bocce Cts				
Chris Hawkins	PB		hawkins@pbworld.com	✓	✓
Kevin Carroll	Fishermans Wharf CBD	2801 Leavenworth Street B-16 SF CA 94133	KCarroll@visitfishermanswharf.com		✓
Richard Everett	Self	185 Ellsworth St SF CA 94110	evertays@earthlink.net		✓
Jerry Goldberg	FMC	3329 21st St SE CA 94110	Jagritz@att.net		✓
Michael Addario	San Francisco Street Artist Group	180 Los Olivos Ave Daly City CA 94014	AddarioPhoto@myastounding.net		✓
Ilip Tan			w239@hotmail.com		✓
Matt Waldman	Citizen		matthew.waldman@hotmail.com		✓
Mike Messing	PROP OWNER	260 ave Bajet San Clemente CA	mmessina@sidwater.org		✓

Extension of F-Line Historic Streetcar Service Draft EIS Comment Analysis Report

Extension of F-Line Streetcar Service to Fort Mason Center

Draft Environmental Impact Statement

Golden Gate National Recreation Area
San Francisco Maritime National Historical Park



209557

OPEN HOUSE SIGN-IN SHEET

Golden Gate Room, Building A, Fort Mason Center

San Francisco, California

April 20, 2011, 7-9 PM

Name	Organization/Agency	Address	Email	Check here to be added to <u>paper</u> mailing list	Check here to be added to <u>email</u> list
Richard Tillos	RTID	1975 Filbert St-	RTILLOS@PACBELL.NET		
PAUL BIGNARDI	SFMTA	1 S. VAN NESS AVE	paul.bignardi@sfmta.com		
J WESTERN			jwestern@sfshakes.org ✓		
Maurice Fitzgerald Attorney		1427 Bay St.	M.Fitzgerald@Strazlaw.com		
Gloria Fontanelle		1435 Bay St	temy9222@doclib.net		
RON NIEWIAROWSKI SFMTA	SFMTA	1 S. VAN NESS AVE	ron.niewiarowski@sfmta.com		

Extension of F-Line Historic Streetcar Service
Draft EIS Comment Analysis Report

Extension of F-Line Streetcar Service to Fort Mason Center

Draft Environmental Impact Statement

Golden Gate National Recreation Area
San Francisco Maritime National Historical Park



209557

OPEN HOUSE SIGN-IN SHEET

Golden Gate Room, Building A, Fort Mason Center

San Francisco, California

April 20, 2011, 7-9 PM

Name	Organization/Agency	Address	Email	Check here to be added to <u>paper mailing list</u>	Check here to be added to <u>email list</u>
FRANK VALLECILLO		1978-35TH AVE. SAN FRANCISCO, CA. 94116		✓	

B-6

Extension of F-Line Historic Streetcar Service
Draft EIS Comment Analysis Report

APPENDIX C

Correspondence Received During the Draft EIS Comment Period

Please also see Appendix F for concern statements and responses, including those corresponding to the Concern IDs referenced in this section.



Making San Francisco Bay Better

May 16, 2011

National Park Service,
Golden Gate National Recreation Area
Fort Mason, Building 201
San Francisco, California 94123

ATTENTION: Mr. Rick Foster

SUBJECT: Draft Environmental Impact Statement for Extension of F-Line Streetcar Service to Fort Mason (SCH# 2011034005); BCDC Inquiry File Nos. MC.MC.0302.1; SF.NW.6903.1; and DF.FW.7315.1)

Dear Mr. Foster:

On March 23, 2011, San Francisco Bay Conservation and Development Commission staff received the Draft Environmental Impact Statement (DEIS) prepared by the National Park Service for the Extension of the F-Line Streetcar Service to Fort Mason, proposed along the northern waterfront of the City and County of San Francisco. The project proposes to improve public transportation by extending the F-Market and Wharves streetcar line from the Fisherman's neighborhood through the San Francisco Maritime National Historic Park (NHP) and into the Golden Gate National Recreation Area (GGNRA), ultimately terminating at the Fort Mason Center.

Commission Jurisdiction Pursuant to State and Federal Law

The Commission's jurisdiction in this area includes all tidal areas of the Bay up to the line of mean high tide (the inland edge of marsh vegetation in marshlands), all areas formerly subject to tidal action that have been filled since September 17, 1965, and a "shoreline band," which extends 100 feet inland from and parallel to the Bay shoreline. Further, both Fort Mason and Aquatic Park are designated as Waterfront Park/ Beach priority-use areas on Map 4 in the Commission's Bay Plan. The Commission has jurisdiction over all federal activities occurring within priority use areas.

Commission authorization is required for certain activities, including construction, changes of use, dredging, and dredged material disposal, within its area of jurisdiction. Permits are issued if the Commission finds the activities to be consistent with the McAteer-Petris Act and the policies and findings of the Bay Plan. In addition to any needed permits under its state authority, federal actions, permits, and grants that affect the Commission's jurisdiction are subject to review by the Commission, pursuant to the federal Coastal Zone Management Act (CZMA), for their consistency with the Commission's federally-approved management program for the Bay. It appears that portions of all of the proposed alternatives would require a Commission permit, since they would require work within the Commission's shoreline band

jurisdiction. Also, the project would require a consistency determination, pursuant to the requirements of the federal Coastal Zone Management Act and the Commission's federally approved Coastal Management Program.

See Concern ID 30180

The Final Environmental Impact Statement (FEIS) should include a discussion and a map that delineates the boundaries of the Commission's jurisdiction and should also discuss the relevant policies, including recreation, public access, and appearance, design, and scenic views, that address the potential impacts of the proposed project. In addition, the DEIS includes a factually erroneous statement on Page 72 of the document under the Section entitled "3.2.4 Regulations and Policies." Under the authority of the federal Coastal Zone Management Act (CZMA) (see 15 CFR, Section 930.4), The Commission can in fact impose special conditions on its federal consistency decisions and does so regularly when it issues consistency determinations to federal entities.

See Concern ID 30272

Proposed Project

San Francisco Bay Plan Map 4 includes a note that states, "San Francisco Waterfront - A scenic transit system that incorporates pedestrian and bicycle pathways could be a major waterfront attraction and could eventually operate from Golden Gate Bridge (or even Ocean Beach) to Ferry Building (or south to China Basin)." Clearly, the proposed project to extend transit along the shoreline in this area is consistent with this goal.

The Bay Plan transportation policies also state, in part that, "...transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the shoreline." Commission staff believes that the Preferred Alternative described in the DEIS (Alternative 2A), which consists of a track extension with a street-running segment along Beach Street, a transition zone between the street-running segment and the Fort Mason Tunnel, a tunnel segment and a turnaround segment in the Fort Mason parking lot (North Loop), is the alternative that is most consistent with the Commission's policies. By locating the terminus of the line within the existing paved parking area at Fort Mason instead of on the Great Lawn, this alternative would have fewer impacts to existing parkland in the area, specifically, it would avoid the loss of recreational uses and aesthetic impacts on the Great Lawn that would result if the South Loop turnaround were to be constructed. Further, Alternative 2A appears to have essentially no impact on the existing Bay Trail alignment, unlike Alternative 2B which would cross the Bay Trail. Alternative 2A appears to minimize potential conflicts between pedestrians and bicyclists and the new transit line.

See Concern ID 30292

The DEIS provides a detailed assessment of the potential impacts to parking that would result from the construction of the project. However, it would be helpful if the FEIS could further analyze the location and estimate the number of parking spaces that would be lost to shoreline visitors accessing the Bay for swimming, boating, and other water-oriented public access activities. In addition, the FEIS should provide additional information as to whether it would be feasible to provide new parking to mitigate for parking spaces that are lost as a result of the construction of the project.

See Concern ID 30105

Lastly, the FEIS should fully assess the potential impacts on waterfront users, including the number of people that the expanded service will bring to the waterfront, and the potential impacts on existing public access to the waterfront required in other BCDC permits. The Final EIR should also provide information as to whether any public access improvements would be proposed as part of the project.

See Concern ID 30209
and Concern ID 30196

Rick Foster
May 16, 2011
Page 3

Closing Remarks

Thank you for providing the Commission staff with the opportunity to comment on the DEIS. We realize that the project is still in the design stage, however, given that it will require Commission approval, we would be happy to meet with the project proponents to discuss our comments further, discuss any potential changes that may come about through the CEQA/NEPA process, the Commission's policies, permit or federal consistency procedures, etc. Please contact me with any questions at (415) 352-3668 or via email at maxd@bcdcc.ca.gov.

Sincerely,

MAX DELANEY
Permit Analyst

cc. National Park Service, Denver Service Center – Transportation Division

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



May 20, 2011

Rick Foster
National Park Service,
Golden Gate National recreation Area
Golden Gate NRA, Fort Mason, Building 201
San Francisco, Ca 94123

Re: Notice of Completion, Draft Environmental Impact Statement (DEIS)
Extension of F-Line Streetcar Service to Fort Mason Center
SCII# 2011034005

Dear Mr. Foster:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The CPUC submits the following comments:

- See Concern ID 30181

• The proposed modification or construction of track across roadways will require authorization of CPUC. CPUC needs to be identified as a permitting authority in all project documentation. The construction of a new rail transit extension requires a *Safety Certification Plan* to be approved by the CPUC as the State Safety Oversight Agency for rail transit systems.
- See Concern ID 30197

• We encourage SFMTA to approach CPUC staff early in the project development in order to discuss potential safety concerns and associated mitigation related to the track alignment, intersection design and traffic signal configuration.
- In the past there have been collisions involving streetcars and vehicles in the Fisherman's Wharf area.
- The Draft EIS for "Extension of F-Line Streetcar Service to Fort Mason Center" suggests that the determination of track alignment type will be determined during design, subsequent to an environmental analysis or traffic study that might assess the impacts of such decisions.

Rick Foster
National Park Service
SCH # 2011034005
May 20, 2011
Page 2 of 2

See Concern ID 35003

CPUC staff recommends that the side-running track alignment, while providing for the safe boarding of passengers along the side of the roadway, may present a confusing situation for motorists where a street car continues straight from a dedicated right-turn lane, or where a street car turns left from the right side of the roadway. Therefore it may be appropriate to consider a mixed-traffic alignment in some locations.

Thank you for your consideration of these comments. If you have any questions, please contact me at (415) 713-0092 or email at ms2@cpuc.ca.gov.

Sincerely,



Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
180 Promenade Circle, Suite 115
Sacramento, CA 95834-2939

Member, Board of Supervisors
District 2



City and County of San Francisco

MARK E. FARRELL

May 17, 2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
12795 W. Alameda Parkway
PO Box 25287
Denver, CO 80225-0287

Re: Draft Environmental Impact Statement (“DEIS”) for Extension of F-Line Streetcar to Fort Mason Center

To Whom It May Concern:

As the District 2 Supervisor in the City and County of San Francisco and as a Commissioner on the San Francisco County Transportation Authority, I write to you to express my concerns regarding the adequacy of the above-referenced DEIS. The project area studied includes portions of the Marina district, which is part of the district I represent.

See Concern ID 30226

I find the traffic analysis contained in Chapter 4.4 Traffic and Circulation to be incomplete and unclear. The chapter is lacking in basic transportation data about the number of trips by type that are expected in the study area. The chapter is additionally lacking in its circulation analysis. How are determinations of the level of impact made? For example, on page 224 the DEIS discusses impacts on parking in the Marina by recognizing that people could seek parking places in the Marina and then walk to reach the F-Line. The DEIS states, “*The effect could be adverse if large numbers of people search parking at the marina, creating traffic congestion at local intersections, but it is speculative to quantify. The overall impact would be long-term, minor and adverse.*”

If it is speculative to quantify, how can one possibly conclude the impact would be minor? This paragraph acknowledges that large numbers of drivers could create traffic impacts as they search for parking, creating traffic congestion at local intersections. This circling could additionally create conflicts and delays to Muni buses and other road users. A more detailed analysis of these concerns and a more comprehensive approach to project design and/or mitigations to address these issues is absolutely required.

See Concern ID 30227

In addition to my own review of the DEIS, I have heard from a number of my constituents who are concerned about the additional vehicles the project will deposit into the Marina and the ensuing traffic congestion that will result. The DEIS fails to analyze and/or

estimate the number of additional vehicles coming into the Marina should the F-Line be extended to Fort Mason. Without a thorough analysis of potential traffic congestion, it is also impossible to review and analyze the potential impacts to transit service on Lombard and Chestnut streets, as well as other MTA bus lines providing transit service in the area.

See Concern ID 30227

As a Commissioner on the San Francisco Transportation Authority, I will be calling for a thorough review of this project, including how this project should be prioritized given the numerous other transportation projects in the City and County of San Francisco. Before any Proposition K funds are allocated to this project, I will make certain that the impacts on the Marina have been fully vetted and that the project is one that is fiscally responsible and financially feasible.

If you have any questions or comments regarding my concerns, please do not hesitate to contact me.

Sincerely,



Supervisor Mark E. Farrell
District 2 Supervisor
City and County of San Francisco



Edwin M. Lee, Mayor
Philip A. Ginsburg, General Manager

May 11, 2011

National Park Service
Attention: F-Line EIS Planning Team
Denver Service Center – Transportation Division
P.O. Box 25287
Denver, CO 80225-0285

RE: Extension of F-Line Streetcar Service to Fort Mason Center Draft EIS

To Whom It May Concern:

Thank you for providing the City of San Francisco’s Recreation and Parks Department (RPD) the opportunity to review the Draft Environmental Impact Statement for the Extension of the F-Line Streetcar Service to Fort Mason Center project. As the Assessment indicates, Marina Green (owned and managed by RPD) is adjacent to the Fort Mason site, located to the west of the project. For that reason, we ask for your additional consideration of the following items.

See Concern ID 30102

1) San Francisco Marina West Harbor Renovation Project: The Draft EIS mentioned this project, but did not indicate how the proposed F-Line Extension relates to the planned West Harbor Renovation Project, which is in the pre-construction phase. Please coordinate with San Francisco Recreation and Parks Department representatives to discuss potential interactions, if any, between these projects.

See Concern ID 30103

2) Marina Boulevard Improvements: Planned renovations to Marina Boulevard between Baker Street and Scott Street will be managed by the Department of Public Works. We would be happy to provide contact information.

See Concern ID 30106

3) Public Health and Safety: Please consider protection measures (dust, etc) for park users during construction.

See Concern ID 29885

4) Biological Resources: While the potential for finding endangered species in the area is low, according to the Draft EIS, please consider bird habitat, other wildlife habitat, and plant habitat needs.

Conducting thorough community outreach on the proposed Alternatives with nearby residents, concerned stakeholders, and potential park visitors is encouraged.

Thank you for taking these comments into consideration.

Respectfully,

Karen Mauney-Brodek
Deputy Director for Park Planning
Planning and Capital Division
City of San Francisco
Recreation and Parks
Karen.Mauney-Brodek@sfgov.org
(415) 575-5601

May 17, 2011

J. Patrick Shea, Jr., FASLA – Project Manager/Transportation Technical Specialist
 National Park Service – Denver Service Center, Transportation Division
 Attention: F-Line EIS Planning Team
 P.O. Box 25287
 Denver, CO 80225

Subject: Draft Environmental Impact Statement (DEIS) for Extension of F-Line Streetcar Service to Fort Mason Center

Dear Mr. Shea:

The San Francisco County Transportation Authority (Authority) is pleased to submit comments on the subject document during the public review period. Our comments are also submitted with reference to the public outreach materials for the DEIS public review period, which were transmitted to the Technical Advisory Committee (TAC) on April 1, 2011. The Authority previously submitted written comments regarding the cost and funding aspects of the project to the National Park Service (NPS), including during DEIS Scoping, Screening, and the development of the Funding Working Paper. The following comments echo our previous comments and additionally highlight transportation impact, policy context, and design aspects of the project.



Moving the City

1. **Transportation and Circulation:** Subsection 2.2.5, *Operation*, and Section 4.4, *Transportation and Circulation*, include only a brief treatment of the projected transportation-related impacts of the alternatives. We suggest that this material be supplemented to include a more thorough treatment of transportation demand and system impacts, particularly as they relate to visitor and work trips. This discussion should focus on expected impacts to existing F-Line service and Muni system operations, including effects on historic streetcar ridership (including at high-season maximum load points along the Embarcadero) and potential delays to Muni bus lines operating in the project area resulting from traffic circulation. These transportation demand data will also help to substantiate the DEIS's assertion that Alternative 2 "would result in a long-term, moderate, beneficial impact" to transit operations. The Transportation and Circulation Appendix (Appendix B) consists of documentation relating to traffic effects. The DEIS references a technical memorandum (URS, 2009f), which covers many of the abovementioned issues in detail; we suggest that this material be included in whole or in part in the environmental document's appendices to help support local decision-making.

See Concern ID 30218

2. **Project Cost:** The DEIS public outreach materials list the Alternative project cost at \$28 to 30 million in construction costs (2010\$). Our understanding is that this figure does not include soft costs, vehicle costs, and escalation to year-of-expenditure dollars. Further, these construction costs are lower than the figures presented in the earlier Funding Working Paper, which reported construction costs of \$45 to 48 million (2008\$) including soft costs. Finally, please clarify the incremental cost of the vehicles for the project. Subsection 2.2.5, *Operation* (p. 48), mentions the need for four new historic vehicles to serve the route by 2030. The total project cost should include infrastructure and incremental vehicles costs, similar to other transit expansion projects that the City is planning.

See Concern ID 30134

3. **Funding Strategy:** There will be a need for a high level of coordination with the Authority for consideration of all funding-related issues for the Historic Streetcar Extension project. As the San Francisco Municipal Transportation Agency (SFMTA) and the NPS are aware, any future allocation of Prop K funds to support the project is

COMMISSIONERS

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José Luis Moscovich
EXECUTIVE DIRECTOR

See Concern
ID 30138

dependent upon the completion of the environmental phase and the development of a full funding plan for the project. The DEIS has been released at a time when capital funding for transit expansion projects is extremely competitive—locally, regionally, and nationally—and when transit agency operating budgets are under intense fiscal pressure. We suggest that the DEIS append the Funding Working Paper and further ask that the Van Ness and Geary Corridor Bus Rapid Transit (BRT) projects be clearly noted as the City’s adopted priorities for Federal Transit Administration (FTA) Small Starts funds.

- 4. **Transit Expansion Policy:** The Authority is currently leading the San Francisco Transportation Plan (SFTP) process, which will update San Francisco’s long-range countywide transportation plan. The SFTP will develop San Francisco’s next set of multimodal investment priorities at the citywide level, and provide input into the Bay Area’s next long-range Regional Transportation Plan (RTP) prepared by the Metropolitan Transportation Commission. The next RTP, to be adopted in 2013, will focus in particular on supporting transit-oriented growth in the Bay Area’s Priority Development Areas (PDAs) as a way to reach regional climate management and affordable housing goals.

See Concern
ID 30182

The DEIS’s public outreach materials state that transit service improvements are needed along the northern waterfront to serve a neighborhood with growing numbers of residents and jobs. Please clarify this statement, as forecast land use growth in the project vicinity is quite limited, particularly as compared to San Francisco’s PDAs, where major planning efforts have been completed or are underway.

- 5. **Programmatic and Transportation Demand Management Strategies:** Although housing and employment growth is expected to be relatively limited in the project area within the planning horizon, travel demand is forecast to grow, including through increased visitor trips along the city’s northern waterfront areas. The project and DEIS would be strengthened by a discussion of transportation demand management (TDM) strategies that could or would be deployed to help meet transportation needs in the streetcar corridor. Such TDM measures could be used to complement either Alternative 1 or Alternative 2. Potential strategies include: parking pricing and management; co-marketing strategies (e.g. bundling of transit passes with visitor hotel stays and major event tickets); and employer-based programs to encourage non-automobile travel and flex times. The concept of bundling transit passes (e.g. Clipper stored value cards) with hotel stays and venue tickets is already in practice internationally and is included in the proposed Treasure Island development plan. The Authority is also partnering with City agencies (SFMTA, Department of the Environment, and Planning Department) on other TDM strategies including parking cash-out and shuttle provision, both of which could also enhance mobility and accessibility in the area.

See Concern
ID 30219

The project and DEIS would be strengthened by a discussion of transportation demand management (TDM) strategies that could or would be deployed to help meet transportation needs in the streetcar corridor. Such TDM measures could be used to complement either Alternative 1 or Alternative 2. Potential strategies include: parking pricing and management; co-marketing strategies (e.g. bundling of transit passes with visitor hotel stays and major event tickets); and employer-based programs to encourage non-automobile travel and flex times. The concept of bundling transit passes (e.g. Clipper stored value cards) with hotel stays and venue tickets is already in practice internationally and is included in the proposed Treasure Island development plan. The Authority is also partnering with City agencies (SFMTA, Department of the Environment, and Planning Department) on other TDM strategies including parking cash-out and shuttle provision, both of which could also enhance mobility and accessibility in the area.

Thank you for the opportunity to comment on the DEIS. Please feel free to contact me at 415.522.4832 if you would like to discuss these comments.

Sincerely,


Tilly Chang
Deputy Director for Planning

cc: Com. Farrell, Chiu
R. Foster – GGNRA
T. Papandreou, D. Ito, C. Paine – SFMTA
JLM, MEL, AL, BS, LZ, JK, Chron, File: Fort Mason Historic Streetcar Extension



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

May 17, 2011

National Park Service
Denver Service Center – Transportation Division
Attention: F-Line Draft EIS Planning Team
Post Office Box 25287
Denver, Colorado 80225-0287

Subject: Draft Environmental Impact Statement for the Extension of F-Line Streetcar Service to Fort Mason Center, Golden Gate National Recreation Area, San Francisco Maritime National Historical Park, California (CEQ# 20110079)

Dear Planning Team:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement for the F-Line Streetcar Service Extension, published by the National Park Service, the San Francisco Municipal Transportation Agency, and the Federal Transit Administration. Our review is pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

The SFMTA proposes to extend the San Francisco Municipal Railway F-Market and Wharves Line (F-Line) approximately 0.85 miles west from the intersection of Jefferson and Jones Streets to the west side of Fort Mason Center. The Draft EIS analyzes the environmental impacts of the No Action Alternative 1 and two options for Action Alternative 2: Alternative 2A – North Loop Turnaround, which would locate the streetcar turnaround in the Fort Mason parking lot, and Alternative 2B – South Loop Turnaround, which would locate the turnaround in the Great Meadow. The Draft EIS also analyzes the environmental impacts of 8 to 9 station platforms and upgrades to the historic Fort Mason Tunnel.

The EPA supports improving local and regional transit service connections to National Park Service attractions. Of the two Action Alternatives analyzed, the EPA believes Alternative 2A, identified as the Preferred Alternative in the Draft EIS, will result in fewer environmental and community impacts because it is less disruptive to land and existing vegetation, has a lower rate of construction-related emissions, is less likely to conflict with bicycles, automobiles, and pedestrians, and will not increase impervious area when compared to Alternative 2B.

The EPA has rated the Draft EIS as LO, *Lack of Objections*. See attached “Summary of the EPA Rating System” for a description of this rating. The basis for this rating and our recommendations are detailed in our comments below. While we have not identified areas requiring substantive changes to the document, we have identified opportunities for further analyzing and mitigating the project’s potential environmental impacts.

Air Quality

The proposed project is located in the Bay Area Air Quality Management District, which is in non-attainment for ozone and particulate matter (PM₁₀ and PM_{2.5}). Therefore, we recommend all construction and operation emissions be mitigated to the extent feasible. The EPA commends NPS, SFMTA, and FTA for committing to best management practices recommended by BAAQMD for mitigating the impact of construction on air quality.

Extending the F-Line will improve transit access to the historic sites, restaurants, employment centers, and numerous event spaces located around Fort Mason Center, the Great Meadow, and the National Maritime Historical Park. The EPA commends the NPS, SFMTA, and FTA for proposing to increase transit modal share which would likely contribute to long-term air quality improvements in the region. As noted in the Draft EIS, this project could contribute to a decrease in local vehicle emissions, including criteria air pollutants and greenhouse gases, as people shift from using cars to using transit.

The EPA appreciates the thorough analysis of traffic flow and parking impacts in the Marina District neighborhood resulting from the project. The Draft EIS notes that the project will have short- and long-term, minor to negligible adverse impacts on transportation conditions due to its proposal to convert existing street lanes to shared streetcar lanes, reduce on-street parking spaces, and convert a portion of the Fort Mason parking lot into a streetcar station platform and turnaround. The Draft EIS notes that the beneficial effect of cumulative projects, like the Fisherman’s Wharf Public Realm Plan, which proposes to divert traffic from Jefferson Street, would likely offset the project’s impact on transportation conditions in the area. In addition, the Draft EIS proposes four mitigation measures to improve traffic flow and safety: optimizing traffic signal timing, installing wayfinding devices, reconfiguring on-street parking spaces, and implementing parking time restrictions.

Without taking these mitigating factors into account, a conservative analysis in the Draft EIS shows that the Level of Service at certain intersections of the project’s in-street segment could downgrade if it was built. Specifically, the intersection of Leavenworth and Jefferson Streets would downgrade from LOS A to D during weekday PM peak hours and from LOS B to F during weekend mid-day peak hours. LOS would also downgrade to a lesser extent at the intersections of Leavenworth and Beach Streets and Polk and Beach Streets. Based on these findings, the EPA is concerned about the project’s potential air quality impacts resulting from increased vehicle congestion.

Therefore, the EPA recommends the following:

Recommendations:

See Concern ID 29883	•	Include in the Final Environmental Impact Statement a discussion of the potential air quality impacts of increased vehicle congestion at the affected in-street segment of the project.
See Concern ID 30104	•	Provide more detail in the Final EIS on how cumulative projects could mitigate vehicle congestion in the area.
See Concern ID 30186	•	In the Final EIS and Record of Decision, commit to implementing the four mitigation measures discussed above to improve traffic flow and safety. These mitigation measures will likely have an indirect benefit to the project’s potential long-term air quality impacts.
See Concern ID 29884	•	As practicable and advantageous, identify in the Final EIS mitigation measures to directly reduce adverse air quality impacts from increased congestion.

Green Design and Operations

Infrastructure Reuse

The EPA commends the NPS, SFMTA, and FTA for proposing the F-Line Extension as an infrastructure reuse project with considerable cultural benefits. Alternative 2's proposal to rehabilitate historic streetcars and the Fort Mason Tunnel makes modern day use of materials and infrastructure that might otherwise deteriorate in disrepair. Rehabilitating existing infrastructure preserves natural resources by decreasing the demand for virgin materials and reduces greenhouse gas emissions and energy use by decreasing demand for energy intensive construction and manufacturing.

Green Infrastructure

See Concern ID 30139

The EPA encourages NPS, SFMTA, and FTA to implement "green infrastructure," such as bioretention areas, vegetated swales, porous pavement, and filter strips in any onsite storm water management features. These features can serve as both storm water treatment and visual enhancements. More detailed information on these forms of "green infrastructure" can be found at http://cfpub.epa.gov/npdes/home.cfm?program_id=298.

We appreciate the opportunity to review this Draft EIS and look forward to future coordination on the project. When the Final EIS is released for public review, please send one copy to the address above (mail code: CED-2). If you have any questions, please contact me at 415-947-4161 or dunning.connell@epa.gov.

Sincerely,



Connell Dunning, Transportation Team Leader
Environmental Review Office

Enclosure: Summary of the EPA Rating Definitions

CC via email: Frank Dean, Golden Gate National Recreation Area, National Park Service
Rick Foster, Golden Gate National Recreation Area, National Park Service
Steve Ortega, Golden Gate National Recreation Area, National Park Service
Darton Ito, San Francisco Municipal Transportation Agency
Ray Sukys, Federal Transit Administration
Alex Smith, U.S. Department of Transportation

SUMMARY OF THE EPA RATING DEFINITIONS*

This rating system was developed as a means to summarize the U.S. Environmental Protection Agency's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the Environmental Impact Statement (EIS).

ENVIRONMENTAL IMPACT OF THE ACTION

“LO” (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

“EC” (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. The EPA would like to work with the lead agency to reduce these impacts.

“EO” (Environmental Objections)

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). The EPA intends to work with the lead agency to reduce these impacts.

“EU” (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. The EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

ADEQUACY OF THE IMPACT STATEMENT

Category “1” (Adequate)

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category “2” (Insufficient Information)

The draft EIS does not contain sufficient information for the EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category “3” (Inadequate)

The EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. The EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. The EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From the EPA Manual 1640, Policy and Procedures for the Review of Federal Actions Impacting the Environment.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 49

Author Information

Keep Private: Yes
Name: K Zaccardelli
Organization: San Francisco Public Utilities Commission
Organization Type: C - County Government
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San Francisco, CA 94103
USA
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/11/2017 Date Received: 05/17/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for Extension of F-Line Streetcar Service to Fort Mason Center. The San Francisco Public Utilities Commission (SFPUC) staff has reviewed DEIS and has the following comments:

See Concern ID 30283

On page 318, Section 4.14.3, the SFPUC suggests adding the following text to Mitigation Measures: The South Loop (Alternate 2b) and Transition Segment (between Beach Street and the Ft Mason Tunnel / GGNRA land) have the potential to increase stormwater runoff entering into the combined sewer system due to the planned increase in impervious surface. These planned segments are served by the City of San Francisco combined sewer area. While these areas are under federal jurisdiction, it is encouraged that the plan implement stormwater management controls to mitigate the additional runoff and maintain a no net increases in runoff rate and volume in line with the San Francisco Stormwater Design Guidelines.

On page 192, in reality, the proposed rail extension may cross various sewer jurisdictions and boundaries between combined and separated sewer systems. For this reason, this document should carefully and accurately describe the various physical and administrative sewer zones and, preferably, depict them graphically.

See Concern ID 30288

In Section 4.14.3, the primary potential adverse impacts to the sewer system are (1) damage and loss of service due to construction activities (2) permanent loss of access due to the installation of overlying structures including rails, platforms, other utilities and overhead wires, (3) permanent reduction in service due to alteration of infrastructure, including piping and surface drainage. The language in this section addresses items 1 and 2 at least partially, but does not appear to address item 3. All three items should be addressed fully.

See Concern ID 30215

Additional global comments are outlined below. These comments apply to all sections of the document, not all sections are identified below.

1. Page 24. Please clarify which permit is intended for reference under the Water Resources bullet. The text says "National Pollutant discharge Elimination System general permit" is this a reference to the SWRCB Construction General Permit or the NPDES Individual permit (MS4 areas)?

See Concern ID 30274

2. This document should carefully and accurately describe the various physical and administrative sewer zones and, preferably, depict them graphically.

See Concern ID 30288

3. Page 192. 'Sanitary Sewer /Storm Drain System. Please ensure that all technical terms utilized are the correct term; for reference material please look at the SF Public Works code. The terms for the separate systems include 'Sanitary Sewer System and Stormwater Sewer System. Also stormwater is to be used as one word when not using the proper name of a Federal, State, or Regional Permit.

See Concern ID 30289

4. Page 294. Same reference to NPDES general permit. The term used under paragraph 2 of section 4.11.3 Impacts of Alt 2, line 12, says 'general construction permit' the correct term is 'construction general permit'. For additional information on this permit please see the following link http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml

See Concern ID 30290

5. Section 4.14.3. The primary potential adverse impacts to the sewer system are (1) damage and loss of service due to construction activities (2) permanent loss of access due to the installation of overlying structures including rails, platforms, other utilities and overhead wires, (3) permanent reduction in service due to alteration of infrastructure, including piping and surface drainage. The language in this section addresses items 1 and 2 at least partially, but does not appear to address item 3. All three items should be addressed fully.

See Concern ID 30215

6. Page 323. Under the Agency column of the table, City and County of San Francisco is NOT an agency. Permits will be required from a variety of agencies which include the Port of SF, SFPUC, and DBI (although more agencies could be involved in issuing permits i.e. the fire dept)

See Concern ID 30276

7. Page 323. Under the Agency column of the table, the RWQCB does not need the 'and'.

See Concern ID 30277

Thank you for the opportunity to provide the above comments. If you have any questions please contact Kristina Zaccardelli, SFPUC, at 415.554.3114 or kzaccardelli@sflower.org.

Thank you.



Preserving America's Heritage

May 19, 2011

Mr. Frank Dean
Superintendent
Golden Gate National Recreation Area
National Park Service
Fort Mason #201
San Francisco, CA 94123

**Ref: *Proposed Extension of F-Line Streetcar Service to Fort Mason Center
San Francisco, California
L76 (GOGA-PLAN)***

Dear Mr. Dean:

The Advisory Council on Historic Preservation (ACHP) received the supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the California SHPO and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the opportunity to review this undertaking. If you have any questions, please contact Katry Harris at 202-606-8520, or via email at kharris@achp.gov.

Sincerely,

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

April 29, 2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: DEIS Comment on Streetcar Extension to Fort Mason Center

To Whom It May Concern:

I want to offer these comments on the DEIS that has been prepared for the proposed historic streetcar extension to Fort Mason Center:

* The current streetcar operation in San Francisco is a tremendous success, serving residents and tourists, alike, and offering convenient transit to all of the northeastern waterfront. Extending this service to Fort Mason is an excellent proposal since this will allow transit access to two National Park sites and offer thousands the opportunity to have more direct walking and biking access to the GGNRA and the Presidio.

* A passenger terminus at the end of the Extension is proposed for Fort Mason Center, and it is indicated that this is the “preferred” option for the terminus. I very much agree with that preference since it will directly serve the Center, and the alternative would disrupt and supplant exceptional open space in the Great Meadow.

The Extension project will provide an important additional transit service in San Francisco and it has my full support.

Thank you.

Sincerely,



Nicole Maloney

April 27, 2011

National Park Service
Denver Service Center - Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Comments - Streetcar Extension to Fort Mason Center

Dear Sir/Madam:

The proposal to extend San Francisco's streetcar service to Fort Mason Center is worthy of and has my strong support.

Not only will this allow the streetcar to directly serve the remainder of the Fisherman's Wharf neighborhood, the National Maritime Park, and the Golden Gate National Recreation Area, it will also provide a much needed transit service improvement to Fort Mason Center and the Great Meadow, both locations that are home to many cultural, academic and arts events.

That is why the suggestion that the streetcar should terminate in what is currently open space along Laguna Street is not a good solution. The streetcar should properly end with the "Preferred Alternative," a passenger stop in Fort Mason Center, the destination of many of those who will ride the line.

Fort Mason Center has never been served well by transit. This much needed extension will allow the Center to be connected at last to many other San Francisco and regional transit services

The National Park Service is to be commended for taking on this project and encouraged to fund and implement this exciting project as soon as possible.

Thank you.

Sincerely,



John Berard
81 San Jacinto Way
San Francisco, CA 94127
johnberard@aol.com

4-11-2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Fort Mason Streetcar DEIS

On behalf of Friends of the San Francisco Public Library's Readers Café and Bookstore, a Fort Mason Center resident organization, I want to take this opportunity to offer comments on the Draft EIS that is being circulated for the Fort Mason Center streetcar project.

First, this is a much-needed project that will provide a viable public transit option for patrons, volunteers, and staff members of our café and bookstore. The Readers Café and Bookstore serve thousands of visitors a year, and many of them would welcome the opportunity to use public transportation and leave their cars at home.

Second, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot—the preferred terminus option—should attract passengers since it will be secure and easy to use.

Third, there has been a proposal around for some time to operate a streetcar line the length of the waterfront, from Mission Bay to the north. Although this DEIS suggests that this is an extension of the F Line, it also offers the opportunity to operate as the proposed E Line, and that would provide much needed continuous service along the entirety of our waterfront.

Thank you for the opportunity to comment on this important project.

Sincerely,


Byron Spooner
Literary Director

Sarah Rosedale
Manager, Readers Café and Bookstore





SAN FRANCISCO
CHAMBER OF COMMERCE *Where smart business starts.*

April 18, 2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
P.O. Box 25287
Denver, CO 80225 – 0287

RE: Draft EIS For Extension of F Line Streetcar Services to Fort Mason Center

To Whom it May Concern:

The San Francisco Chamber of Commerce, representing over 1,500 local businesses, strongly supports the extension of the City's "F Line" historic streetcar service to Fort Mason Center

The San Francisco waterfront has undergone a transformation the last 40 years, which started with the conversion of the Fort Mason from military base to a park and civic resource. Followed by the restoration of the Ferry Building, demolition of the Embarcadero freeway, construction of the AT&T Park and pending projects like the Exploratorium and Americas Cup, miles of waterfront have become a national treasure.

The extension of the "F Line" historic streetcars to Fisherman's Wharf greatly expanded transit options for residents, workers and visitors of the Northern Waterfront. The Fort Mason project will extend transit options west of the Wharf, connecting to Van Ness Avenue buses and increasing regional access to the Marina District, GGNRA and SF Maritime National Park.

This project meets every test of the City's transit first policy, restores an historic rail tunnel and extends an energy efficient transportation service. The Chamber strongly supports this project and urges approval of the draft EIS.

Sincerely

Jim Lazarus
Sr. Vice President

CC: Fort Mason Center
Fort Mason, Building A
San Francisco, CA 94123

1625 North Point Street
San Francisco, CA 94123
Tuesday, May 17, 2011

National Park Service
Denver Service Center - Transportation Division
F-Line EIS Planning Team
P.O. Box 25287
Denver, CO 80225-0287

Re: February 2011 Draft Environmental Impact Statement
for the Extension of F-Line Streetcar Service to Fort Mason Center

Dear Sir or Madam,

Below are my comments on the referenced document (the DEIS). I live in the neighborhood beyond the westerly terminus of the proposed streetcar service (the Marina). I am submitting these comments as an individual citizen and as a resident of the defined study area impacted by the proposed project. I have serious misgivings about the DEIS and about the conduct of the National Park Service (NPS) from the inception of the process.

Impact on the Marina

The DEIS does not, in any meaningful way, assess the impact the proposed project will have on the Marina. An extension of the F-Line to Fort Mason Center (FMC) will attract additional vehicles into the Marina. Those additional vehicles will have an impact. It is true that a short discussion on pages 222 & 223 of the DEIS alludes to the impact from those additional vehicles. However, instead of the objective analysis that is expected in any serious environmental impact study, the DEIS skirts the issue with a political discussion centered on San Francisco's "Transit First" policy. That is unacceptable. And, that should be embarrassing to those who are shepherding this DEIS. Does anyone believe that the absence of analysis of additional vehicles attracted into the Marina is an oversight?

Does anyone believe that an analysis of the additional vehicles is unnecessary, that it is too trivial? While not a traffic engineer, I have lived in the Marina for some time and have had occasion to study parking at the Marina Green. Also, throughout my professional career I have created and critiqued numerous forecasts made with little or no benefit from history. For these reasons - and especially given the absence of any estimate in the DEIS - I believe I am able to make an informed estimate of the number of additional vehicles that will be attracted by the proposed project. My estimate is one-thousand additional vehicles will drive into the Marina each day if the F-Line is extended to FMC. One-thousand additional vehicles will have significant impact, and the DEIS needs to address that impact. I expect my estimate will be challenged. I welcome the challenges and hope they lead to an open and frank discussion of the real impact this project will have on the Marina.

Improper conduct by NPS throughout the process

By advancing the DEIS without fair and honest consideration of alternatives, NPS is continuing on an unprincipled and possibly illegal course. This wrongheaded course was initiated in 2006 when NPS followed too unquestioningly the Presidio Trust's lead in promoting an extension of the popular historic streetcar service westward from Fisherman's Wharf. The Presidio Trust's 2004 feasibility report argued for extending the historic streetcar service to the Presidio -- in stages. Sometime in 2005, NPS became convinced that its tenants, the San Francisco Maritime National Historic Park and FMC, could benefit from better access to public transportation and decided to champion the first stage, which would bring historic streetcar service to FMC. On 29 March 2006, NPS issued a Notice of Intent (NOI) to prepare an environmental impact statement. Importantly, the NOI specified historic rail service through the tunnel under Fort Mason even though the need was for public transportation, a much broader concept. It was at this point that duplicity became difficult to avoid. I tried to point out these pitfalls to NPS during the scoping in 2006. Five years on, the DEIS shows how unsuccessful I was.

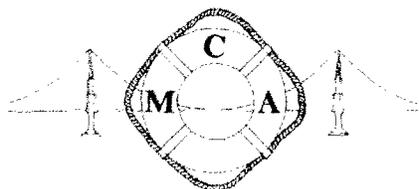
Why is NPS conduct unprincipled and possibly illegal? We place trust in an institution like NPS and have expectations of fair play. In a public process like an environmental review, it is not about what anyone *wants* (including NPS) but about what is justifiable by an objective review of the facts. However, the DEIS is constrained to historic rail so it is not an objective review of anything other than historic rail. In fact, the DEIS is partly an attempt to *justify* historic rail – albeit not a very successful attempt. NPS is ignoring all reasonable non-rail alternatives that could satisfy its tenant's need for public transportation while at the same time that it is conducting an open and 'objective' review of issues and alternatives for a project to satisfy that same need. That is unprincipled. As for the legal aspect, National Environmental Policy Act regulation #1502.14 (a) and (c) requires that an EIS process "... [r]igorously explore and objectively evaluate all reasonable alternatives, and ... [i]nclude reasonable alternatives not within the jurisdiction of the lead agency." [Underlines added, ed.] It is not clear to me if a government agency such as the NPS can act illegally, but it is evident that NPS is not living up to the spirit of that regulation. I hope NPS will recognize that by advancing the DEIS they are continuing to conduct themselves in a manner that is not proper and jeopardizes their reputation. If NPS fails to recognize this, I hope there is a review process that can call it to their attention.

Thank you for allowing me to comment.

Cordially,

Dan Clarke

cc: Mark Farrell, Supervisor
John Millar, MCA
Alan Silverman, MCA



Marina Community Association

1517 North Point #531 San Francisco, CA 94123

info@sfinca.org

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
12795 W. Alameda Parkway
PO Box 25287
Denver, CO 80225-0287

12 May 2011

Re: Draft Environmental Impact Statement (“DEIS”) for
Extension of F-Line Streetcar to Fort Mason Center

The following comments are submitted by the Marina Community Association in response to the above-referenced DEIS. The DEIS was prepared by the National Park Service (“NPS”) in accordance with the requirements of the National Environmental Policy Act (“NEPA”). It is described on page one as the culmination of cooperative efforts by the NPS with the Golden Gate National Recreation Area (“GGNRA”), the San Francisco Maritime National Historical Park (“Maritime NHP”), the City and County of San Francisco (“City”), the San Francisco Municipal Transportation Agency (“SFMTA”), and the Presidio Trust.

Alternatives Considered

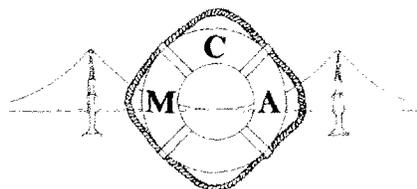
Page 27 of the DEIS contains the following contains the following startlingly honest statement:

“The mode of transportation considered for all alternatives in the Feasibility Study was streetcar, and all alternatives used the Fort Mason Tunnel. The alternatives proposed in the Feasibility Study were further developed and refined during the environmental review process for this project to generate alternatives for the Proposed Action...”

On the very same page the DEIS quotes NEPA Section 1502.14 which directs NPS to:

- (a) “Rigorously explore and objectively evaluate all reasonable alternatives...”*
- (b) “Devote substantial treatment to each alternative considered...”*

The preparers of the DEIS openly admit that they rejected any alternative that did not involve the use of the historic streetcar and did not involve the use of the Fort Mason Tunnel. By so doing they were able to arrive at the pre-determined conclusion that the preferred alternative involved the use of the historic streetcar and the Fort Mason Tunnel.



Marina Community Association

That enabled them to satisfy the clear preferences of the promoters of this project, for whom they were working, without having to deal with any inconvenient facts or comparisons.

It is the opinion of the Marina Community Association that the failure to comply with section 1502.14 of NEPA is a fatal flaw in the DEIS and must be corrected before any Final EIS is prepared.

Among the reasonable alternatives that were not evaluated in the DEIS were:

- (a) Modifying existing SFMTA bus routes to serve Fort Mason and the Maritime NHP.
- (b) Modifying the Presidigo shuttle bus routes.
- (c) Investigate water buses.
- (d) Investigate shuttle buses dedicated to Fort Mason and the Maritime NHP.
- (e) Consider an F-line extension to the Maritime NHP only, but not to Fort Mason.

Section 1502.23 of NEPA further requires that a cost-benefit analysis of these alternatives be done, and it was not done. This is another fatal flaw in the DEIS which must be corrected before any Final EIS is prepared.

Statement of Purpose and Need

The DEIS at page 3 states that the purpose of the project is to provide:

“high quality rail transit”

between Fisherman’s Wharf and Fort Mason. That phrase summarizes one of the major defects with this DEIS which was discussed above. The purpose of the DEIS was not to investigate high quality transit, but to eliminate from consideration anything but rail transit by streetcar through the Fort Mason tunnel. This is clearly a violation of Section 1502.14 of NEPA, which, as described above, requires that NPS:

- (a) *“Rigorously explore and objectively evaluate all reasonable alternatives...”*
- (b) *“Devote substantial treatment to each alternative considered...”*

Two major entities that are proposed to be served by this project are the Maritime NHP and the Fort Mason Center. On page ES-4 of the DEIS the annual attendance at the Maritime NHP is estimated at 4 million. The same page estimates the annual attendance at the Fort Mason Center at 1.6 million. Assuming those figures to be correct, over 70% of the visitors to the two entities go to the Maritime NHP.

According to Figure 1-2 of the DEIS the Maritime NHP is approximately 900 feet from the terminus of the Powell-Hyde Cable Car, and approximately 1800 feet from the current terminus of the F-line. A simple, inexpensive shuttle bus could ferry the passengers from these termini to the Maritime NHP. That would satisfy 70% of the



Marina Community Association

supposed demand for this project at a minute fraction of the proposed cost. Section 1502.23 of NEPA requires that such a cost-benefit analysis be done, and it was not done.

The estimate of 1.6 million annual visitors to the Fort Mason Center also merits some closer scrutiny. Appendix A1 of the DEIS lists major events hosted by the Fort Mason Center in 2010. It is presumably intended to support the attendance estimates and justify the supposed need. A casual review of Appendix A1 shows that it is hardly the scientific basis to justify a major project expenditure. Included in Appendix A1 are 8,000 runners in the San Francisco Marathon and 10,000 runners in the Bridge to Bridge Run. Those 18,000 people may run past the gates of the Fort Mason Center but are not likely customers for the proposed project.

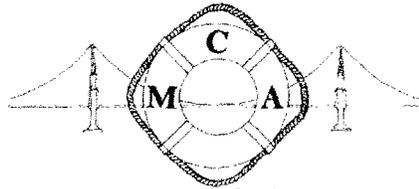
Appendix A1 also includes 3,000 per week who attend the Farmers' Market. Most of those people already live in the Marina and are unlikely to wish to go to Fisherman's Wharf to get a streetcar back to Fort Mason. That eliminates another 150,000 potential annual customers – or nearly 10% of the total estimate. The location of the Farmers' Market is also the location discussed as one alternative for the streetcar turnaround.

Page 9 of the DEIS quotes a 2007 Fort Mason Center Employee Survey and a 2007 Fort Mason Intercept Survey. The method of sampling and the scientific method for those surveys are not disclosed in the DEIS. The current Fort Mason Center web site lists a total of 27 employees, and 47% of them apparently stated that they would take the F-Line to Fort Mason if were running. That constitutes a total of 13 people.

The intercept survey got a positive response from 45% of 729 visitors – or 328 people. If we add the 13 employees to the 328 visitors we get a total of 341 people who would take the F-line out of a total of 1.6 million estimated annual visitors, which constitutes a sample of about .02%. That is hardly a sample on which to base a multi-million dollar decision that the San Francisco taxpayers will have to live with for years to come.

Of course these employees and visitors were asked if they would take the F-line, but were apparently not asked if they would take another form of transit if it served the same locations with equal convenience and at a lower cost. As is apparent throughout the DEIS the perceived need is pre-determined to be the F-line and other methods of transit were not considered.

The Fort Mason Center estimates of annual attendance are projected on page 9 of the DEIS to increase to 1.9 million if Pier One at Fort Mason were restored. There is no estimate of when or if that might occur, and it is compounding speculation with further speculation to use the higher estimate to attempt to bolster projections based on a survey sample of .02%.



Marina Community Association

Other stated needs for the project are stated as “inadequate regional access to Fort Mason Center” and “limited transportation options for transit-dependent residents”. It is pointed out that the 47 or 49 bus lines end approximately 0.6 miles from Fort Mason Center and that the 30 bus passes 0.3 miles from the Center. Nowhere in the DEIS is there a discussion of the possibility of changing or extending these routes by those short distances or of the relative cost of doing so.

Such an analysis is required by sections 1502.14 and 1502.23 of NEPA, but it was not done because the preparers of the DEIS started out with the premise that the F-line extension was the only alternative acceptable to the promoters of this project.

Impacts on the Marina District

On page 93 the DEIS briefly discusses the parking impact on the Marina District in the area bounded by Fort Mason to Fillmore Street and north of Bay Street. It states that:

“It is not uncommon for commuters and others to park and walk that distance to board transit.”

The distance referred to is apparently the same 0.3 miles to the 30 bus which is described above as being “inadequate regional access to Fort Mason Center”. So it is not inadequate for commuters from Marin County to park at the Marina Green and walk 0.3 miles to catch the 30 bus downtown, or to do the same in reverse, but it is inadequate for visitors to the Fort Mason center to do the same.

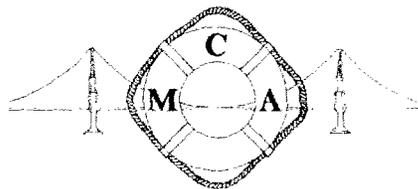
On page 224 the DEIS discusses further the impact on parking in the Marina, by recognizing that people could seek parking places in the Marina and then walk to reach the F-line. It states that:

“The effect could be adverse if large numbers of people search parking at the marina, creating traffic congestion at local intersections, but it is speculative to quantify. The overall impact would be long-term, minor and adverse.”

If it would be speculative to quantify, how do we know the impact would be minor? Also, the preparers of the DEIS were not loath to speculate on the alleged positive effect of the streetcar extension on attendance at the Fort Mason Center, but do seem loath to speculate on a potential adverse effect. Apparently their taste for speculation is very selective.

Choice of Law

It is stated on page 11 of the DEIS that the City’s Planning Department issued a certificate on 28 April 2006 exempting the project from review under the California Environmental Quality Act (“CEQA”). The finding of the Planning Department was that



Marina Community Association

the project should be exempted from CEQA under Section 21080 (b) (12) of the California Public Resources Code. That section exempts the following from CEQA:

“Facility extensions not to exceed four miles in length which are required for the transfer of passengers from or to exclusive public mass transit guideway or busway public transit services.”

The Marina Community Association asserts that the Planning Department was incorrect in deciding that the proposed extension of the historic streetcar qualifies for the exemption for the following reasons.

1. Although the extension from Fisherman’s Wharf to Fort Mason is less than four miles in length, this exemption would allow the historic streetcar to be extended to run anywhere in the City as long as the extension was done in increments of less than four miles.

On page 101 of the DEIS there is a quote from the GGNRA General Management Plan (“GMP”), which suggests:

“A shuttle connecting parklands along the northern San Francisco waterfront utilizing the beltline railroad right-of-way. This shuttle, which may utilize historic San Francisco trolley cars, will travel along the existing railroad tracks from Aquatic Park to Crissy Field and may be extended as far as Fort Point...”

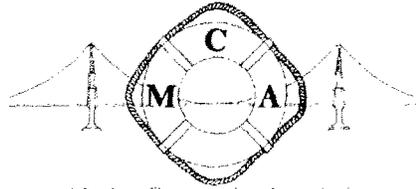
Another organization described as cooperating with NPS on this project is the Presidio Trust. The May 2002 Presidio Trust Management Plan states:

“The Trust will work with other agencies to consider the extension of the MUNI E-line streetcar...”

The December 2004 Feasibility Study for this project, which is referenced on page 16 of the DEIS, called for the construction to proceed in three phases. The first was to Fort Mason, the second to the Presidio gate, and the third within the Presidio.

Although it is well understood that the content of the current DEIS only concerns the extension of the streetcar line to Fort Mason, two of the cooperating agencies have issued formal statements making clear that their ultimate goal is to extend the streetcar through the streets of the Marina District to the Presidio. The Presidio Trust’s intention in this regard was confirmed at a recent meeting of the Neighborhood Associations for Presidio Planning.

The decision of the City Planning Department to exempt this project from CEQA will enable this piecemeal extension to occur without ever being subjected to review by the City Planning Department, the Planning Commission or the Board of Supervisors.



Marina Community Association

2. The second condition for the exemption from CEQA is that it be required for the transfer of passengers from or to an exclusive public mass transit guideway or busway public transit services. There is no mass transit service to which they could connect. The MUNI 28 bus line is the only specific bus line mentioned in the Planning Department exemption document. It is hard to believe that there is a great demand for tourists from Fisherman's Wharf to transfer to a bus which will take them across town to the Sunset and Richmond districts. If there were such a demand, the MUNI 28 bus line could be extended to Fisherman's Wharf at minimal cost.

Conversely, it is difficult to imagine that there is a great demand from residents of the Richmond and Sunset districts to transfer at Fort Mason to the historic streetcar to go downtown. There are many more convenient routes which go downtown from those areas.

3. The language of the exemption uses the word "*required*", which means mandatory or essential. The integrity of our laws depends on accurate use of the English language. This exemption from California law has been loosely interpreted by the Planning Department for a project that some may think would be nice to have, but for which there has been no evidence that it is "*required*".

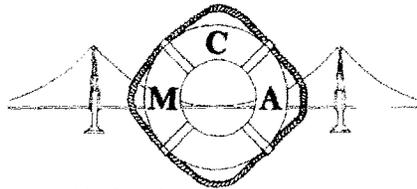
4. The December 2004 Feasibility Study for this project proposed to use the 2003 Proposition K sales tax money and the 2004 Regional Measure 2 bridge toll increase to help fund the project. On March 19, 2011 Paul Rose, a spokesman for SFMTA was quoted in the San Francisco Chronicle as saying:

"Once the environmental study is in place, we would take over. This is something we are fully on board for. SFMTA is considering all options to identify funding. It certainly would not come from our operating budget."

And so there is no doubt that the operating costs of this extension will be borne by the taxpayers of San Francisco and possibly some of the construction costs too.

5. Chapter 29 of the City Administrative Code covers City projects proceeding under CEQA where the implementation cost is more than \$25 million, and in which a portion of the construction costs in excess of \$1 million will be paid from public monies. Such projects must be subjected to a review by the Board of Supervisors to determine that the project is fiscally feasible and responsible. This fiscal review must be conducted before the EIR is undertaken.

By exempting this current project from CEQA the City Planning Department has effectively circumvented a law that was intended to protect San Francisco taxpayers from the unwise expenditure of their money.



Marina Community Association

6. By granting an exemption from CEQA, the Planning Department has removed the City of San Francisco from the review and approval process. The EIS process is being managed by the NPS and prepared under NEPA. It will not be reviewed by the San Francisco Planning Department, the San Francisco Planning Commission or the Board of Supervisors - even though it will run on City streets, use City tax money, be operated by SFMTA and have serious environmental impacts on City neighborhoods. There will be no mechanism to insure that the project complies with City Planning Codes.

Because the EIS is being prepared by the National Park Service under NEPA, if the Marina Community Association wishes to appeal the conclusions of the EIS, we will probably have to go to the NPS, EPA and Federal Court to present our appeal. That will add great expense and inconvenience to our members. The decision by the Planning Department to grant an exemption from CEQA will have the practical impact of disenfranchising our community. It will deny us the normal avenues of appeal that we would have to our elected and appointed officials. We believe that the current DEIS process for the extension to Fort Mason does not allow our concerns to be heard in a forum before our elected local representatives and thus denies us our basic rights as taxpayers of San Francisco.

Submitted on behalf of the

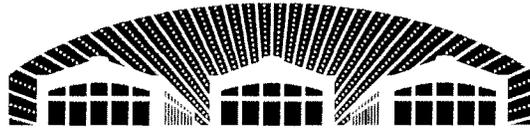
Marina Community Association

Alan Silverman, Director

Telephone: 415-346-4164

12 May 2011

e-mail: alansilverman185@comcast.net



FORT MASON CENTER

SAN FRANCISCO

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May 12, 2011

National Park Service
Denver Service Center – Transportation Division
F-Line DEIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Fort Mason Streetcar DEIS

On behalf of the Board of Trustees of Fort Mason Center (FMC), I want to take this opportunity to offer comments on the Draft EIS that is being circulated for the proposed Fort Mason Center streetcar extension project.

While FMC has eagerly anticipated this project for many years, we are proponents as much for the benefits to the entire neighborhood as to FMC itself. This is a much needed project that will complete streetcar service to the important underserved destinations along the City's northern waterfront. FMC alone receives over 1.7 million visitors a year, and millions more visit the west part of Fisherman's Wharf, the National Maritime Park, and the Golden Gate National Parks. In the absence of quality transit service, particularly serving FMC, many of these visitors must rely on the automobile.

In our view, there is no question that the streetcar extension represents a major transit improvement for FMC employees and visitors alike. As the current streetcar ridership reflects, San Francisco residents and visitors are inclined to take transit if it is convenient and enjoyable. Visitors who might be staying in hotel accommodations east of Fort Mason Center could avail themselves of public transportation to attend events and meetings at FMC. Moreover, the extension will result in connections to major regional transit providers—BART, Caltrain, and Bay ferry providers—thus improving access to our regional cultural center for Bay Area residents. Moreover, the passenger terminus on the FMC campus will mean enhanced access for those wishing to visit areas of the Golden Gate National Parks and the Presidio.

This proposed extension will do its part in saving energy and reducing environmental impacts by removing automobiles from our streets. The impacts on the neighborhood

will be positive, with a noted reduction in traffic, congestion, and emissions from cars attempting to park in the adjacent neighborhood when FMC's lot is full.

We believe that the added visitor capacity represented by the streetcar extension is essential to FMC's ability to support programs than in turn will allow FMC to fully restore and reuse its building assets. FMC is proud to host multiple events annually that attract more people than the Center's parking lot can accommodate. However, FMC knows that many organizations planning events of various kinds do not consider us for their venue due to the lack of access by public transportation. The revenues provided by our venue rentals are a key source of funds to meet the building rehabilitation obligations contained in our lease with the National Park Service (NPS).

The preferred passenger terminus site for the proposed extension is identified in the DEIS as a location in FMC's parking lot. We support this conclusion since it will offer those traveling to FMC a safe and convenient location that is quite proximate to the Center's facilities for visitors, and which also efficiently serves FMC employees. For student groups and classes visiting FMC, this location offers a much more efficient passenger site than the Great Meadow option, which is not only distant from FMC's campus, but also immediately adjacent to a busy traffic arterial, and which would mean the loss of valuable open space. The terminus within Fort Mason Center will also provide a safe and secure location for passengers coming and going from nearby residential neighborhoods and for those visiting park sites further to the west.

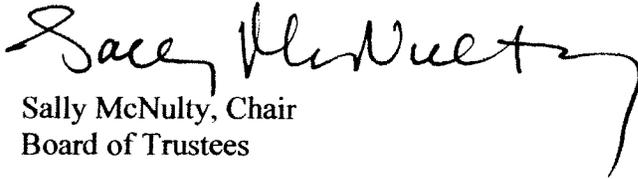
While the DEIS indicates that some parking spots may be lost due to the streetcar turning around in FMC, FMC is not concerned about the potential for losing spaces permanently in order to accommodate the extension turnaround in our lot. However, it is not a foregone conclusion that spaces would necessarily be lost. It is the intention of FMC to undertake a comprehensive site design and transportation study with a key objective of integrating the streetcar turnaround efficiently and effectively into FMC. FMC wants to ensure that all modes of transportation, including pedestrians and bicyclists, are considered in the planning for the streetcar extension, and that the needs of streetcar circulation and passenger amenities, auto circulation and parking, bicycle paths and amenities, and pedestrian movements are planned for optimum safety and efficiency.

We would like to comment additionally that there has been a proposal around for some time to operate a streetcar line the length of the waterfront, from Mission Bay to the north. Although this DEIS suggests that this is an extension of the F Line, it also offers the opportunity to operate as the proposed E Line. That option would provide much needed continuous service along the entirety of our waterfront.

The DEIS concludes that there are virtually no long-term environmental impacts that cannot be mitigated. The streetcar extension project appears to provide only benefits to the citizens of San Francisco in terms of improved transportation, waterfront linkages not now available, a cleaner environment, and reduced energy use.

Thank you for the opportunity to comment on this important project that will help fulfill a vision of a recreation and cultural corridor on the City's northern waterfront, and which will provide critical support to Fort Mason Center's efforts to complete the transition and reuse of this important National Historic Landmark.

Sincerely,



Sally McNulty, Chair
Board of Trustees



CIVIC CENTER CAMPUS

750 EDDY STREET • SAN FRANCISCO, CA 94109 • 415.561.1875 FAX 415.561.1882

April 5, 2011

National Park Service
Denver Service Center- Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Fort Mason Street Draft Environmental Impact Statement

The proposal to extend San Francisco's streetcar service to Fort Mason Center has our strong support. City College of San Francisco's Art Center serves 2,000 students annually, many of whom depend on public transit to attend classes. An extension of streetcar service to Fort Mason will increase student and employee access to the Fort Mason Center, and connect the northeast quadrant of the city to the established network of streetcar service.

The turn-around option in the parking area at Fort Mason Center is preferable to the alternative at the Great Meadow which is currently designated as open space. The benefits of direct and affordable public transit far outweigh the displacement of a limited number of parking spaces.

The National Park Service is to be commended for taking on this project.

Sincerely,

Carl Jew
Fort Mason Art Center
Dean of Civic Center Campus
City College of San Francisco

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National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Fort Mason Streetcar DEIS

On behalf of the San Francisco Planning and Urban Research Association (SPUR), I want to take this opportunity to offer comments on the Draft EIS that is being circulated for the Fort Mason Center streetcar project.

SPUR is a broad-based public policy organization that works to support good planning and good government. We represent more than 4,000 individuals and businesses in the Bay Area who share our objectives for transportation, economic development, sustainability and community planning. SPUR supports the Fort Mason streetcar project. We believe the Fort Mason extension will improve the city's walkability and support increased activity by accommodating more transit riders.

The Fort Mason extension will complete streetcar service to important destinations along the city's northern waterfront. Each year, millions of people visit Fisherman's Wharf, the National Maritime Park, and the Golden Gate National Recreation Area. The streetcar will serve all these destinations, providing citizens and tourists with an alternative to relying on the automobile. The current streetcar ridership numbers prove that San Francisco residents and visitors prefer transit if it is convenient and enjoyable.

Major events at Fort Mason Center attract more people than the Center's parking lot can accommodate. Providing an alternative mode of travel will reduce congestion and impacts on the nearby residential neighborhood and will make a visit to Fort Mason Center more convenient, safe and enjoyable

This DEIS is an extension of the F Line, but it also includes the capacity to operate as the proposed E Line that would provide much needed continuous service along the entirety of our waterfront.

Thank you for the opportunity to comment on this important project.

Sincerely,

Gabriel Metcalf
Executive Director, SPUR

BLUE BEAR SCHOOL OF MUSIC

April 7, 2011

Received

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DSC - T

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National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Comments—Streetcar Extension to Fort Mason Center

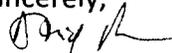
Blue Bear School of Music has been a resident organization at Fort Mason Center since 1978. We annually service more than 40,000 visits to our school site annually. As Executive Director, I would like to take this opportunity to comment on the DEIS for the extension of the historic streetcar into Fort Mason Center and its potential impact on our nonprofit school.

- The streetcar extension would provide a viable public transit option for our students and staff many of whom live in the East Bay and parts of the city less accessible to Fort Mason but on the proposed route via the transportation hub at the Embarcadero.
- We believe that many of our students and staff would take advantage of this option and leave their cars at home.
- We also believe that a streetcar would encourage more tourists and local residents to visit Fort Mason Center and the rest of the GGNRA traversing from Fisherman's Wharf out to the Golden Gate Bridge and back .
- We think the streetcar should make the turnaround into the parking area at Fort Mason Center and not into the open field at the Great Meadow. Keeping the Meadow "green" is extremely important to the adjacent neighborhoods and to the city given the volume of children's sports activities held there, for one. Fort Mason Center has never been served well by transit and this much-needed extension will allow the Center to be connected at last to many other San Francisco and regional transit services.

The National Park Service is to be commended for taking on this project.

Thank you.

Sincerely,



David Roche, Executive Director
Blue Bear School of Music
Fort Mason Center
Landmark Building D
San Francisco, CA 94123



April 19, 2011

National Park Service
Denver Service Center—Transportation Division
F-Line EIS Planning Team
12795 W. Alameda Parkway
P.O. Box 25287
Denver, CO 80225-0287

Subject: DEIS for Extension of F-Line Streetcar Service to Fort Mason Center

Dear NPS:

Thank you for the opportunity to comment on the above-referenced document. The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay, located as close to the shoreline as possible. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. More than 300 miles of the Bay Trail have been developed and are in use today.

The Bay Trail on the northern waterfront of San Francisco is one of the most heavily used segments of Bay Trail in the entire 500-mile region-wide system. The proposed extension of the MUNI F-line introduces a new challenge into an already constrained area. However, it is clear that the NPS recognizes the importance of the Bay Trail in this area and has given careful consideration to the proposed project's impacts on this important regional amenity.

Future Planned Projects Within the Study Area

While the DEIS makes several references to both the *Fisherman's Wharf Public Realm Plan* and the *Fort Mason Bay Trail at Laguna Street and Marina Boulevard Project*, it is unclear what exactly is being referenced with these project titles. The *Fort Mason Bay Trail at Laguna Street and Marina Boulevard Project* is alternately referenced as both a future project and a past project. To clarify, in 2009, the National Park Service in

coordination with the Golden Gate National Parks Conservancy completed a Bay Trail grant-funded construction project at the intersection of the Fort Mason Bay Trail at Laguna and Marina (a.k.a "the squeeze"). This is a completed project and should be referenced as such.

In early 2011, the Bay Trail Project awarded a grant to the City of San Francisco Public Works Department for design and construction of bicycle and pedestrian facilities on the sidewalk area separating Marina Boulevard from the East Harbor Parking lot. These improvements pick up where the "squeeze" project left off and will run approximately 800 feet from the Fort Mason gate north to the Fort Mason parking lot entrance (see attached map entitled "Active Bay Trail Projects in the F-Line Study Area"). For the sake of clarity, please refer to this upcoming construction project as "Marina Green Zone H Bay Trail"—it is part of the City's larger Marina Green Bike/Ped Improvements Project that should also be referenced as an upcoming project.

Also in early 2011, the Bay Trail Project awarded a grant to the City of San Francisco Planning Department for work on "Jefferson Street Redesign" which will implement portions of the Fisherman's Wharf Public Realm Plan. Construction of these improvements is anticipated prior to the America's Cup sailing race in 2013. Please coordinate closely with the City of San Francisco and the Bay Trail Project to ensure that F Line extension plans between Jones and Leavenworth meticulously incorporate the City's design for addressing significant bicycle and pedestrian circulation issues on the Bay Trail through Fisherman's Wharf. For the sake of clarity, please refer to this upcoming project as "Jefferson Street Redesign" (see attached map).

Turnaround Options

We are pleased to see that the north loop turnaround is the preferred alternative. This option is significantly less disruptive to the San Francisco Bay Trail than the south loop option, which the Bay Trail Project opposes. While we appreciate that mitigation measures to reduce or eliminate conflicts between Bay Trail users and MUNI F-line patrons would be implemented, as referenced above, the Bay Trail recently provided grant funds for trail improvements at the mouth of the train tunnel which would be eliminated were the south loop selected. Additionally, the Bay Trail route through this area would become more circuitous and move further away from the shoreline, contrary to our core mission.

Temporary re-routes

The Bay Trail Project appreciates the inclusion of the "REC-2" mitigation measure that would post signage to direct trail users to temporarily re-routes, and "REC-3" directing NPS to coordinate temporary and permanent re-routes with ABAG's Bay Trail Project.

Conclusion

As a general comment, please note that the term "Class I" refers to a multi-use (bicycle, pedestrian, wheelchair) facility and is not limited to use by bicycles. The Bay Trail Project is pleased to see the Historic F-Line project moving forward. Increasing transit

opportunities to and around our waterfront and National Park are important goals. Please contact Neil Hrushowy (415-558-6471) at San Francisco's Planning Department for detailed information regarding the Jefferson Street Redesign, and Mary Muszynski at DPW (415-558-4004) regarding the Marina Green Bicycle and Pedestrian Improvements Project.

If you have any questions regarding the Bay Trail in San Francisco, please do not hesitate to contact me at (510) 464-7909 or by e-mail at maureeng@abag.ca.gov.

Sincerely,



Maureen Gaffney
Bay Trail Planner

Cc: Mary Muszynski, Great Streets Program, SF DPW
Neil Hrushowy, SF Planning Department

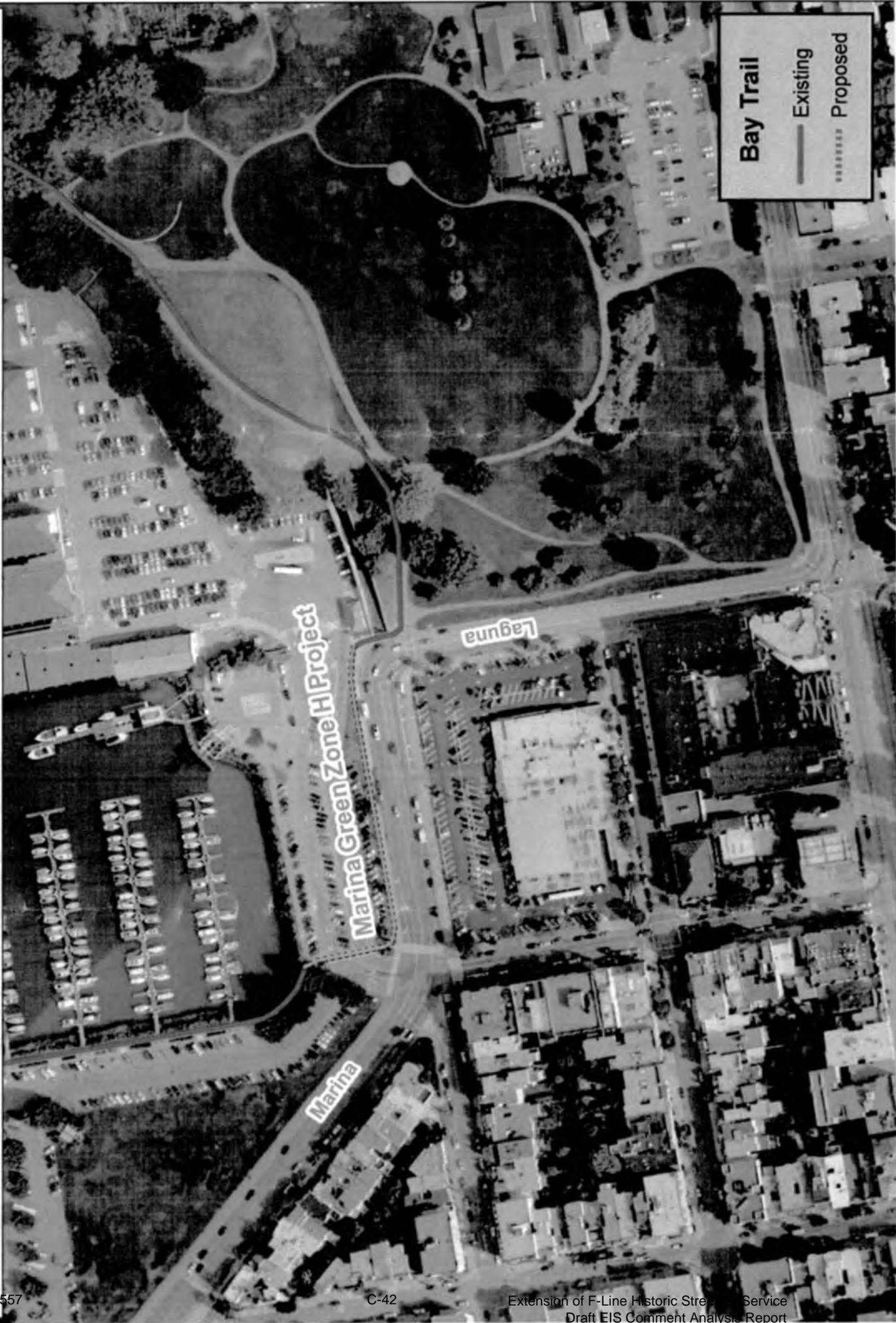
Enc: 2

Active Bay Trail Projects in the F-Line Study Area





Active Bay Trail Projects in the F-Line Study Area



Bay Trail

— Existing

- - - - - Proposed



Fort Mason Center, Building C • San Francisco, CA 94123 • (415) 673-2200 • FAX (415) 673-2292

April 28, 2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Fort Mason Streetcar DEIS

On behalf of the Museo Italo Americano, a Fort Mason Center resident organization, I want to take this opportunity to offer comments on the Draft EIS that is being circulated for the Fort Mason Center streetcar project.

This is a much-needed project that will provide a viable public transit option for visitors to our museum, programs, lectures, and classes. The Museo Italo Americano serves 12,000 to 15,000 visitors per year, and many of them would welcome the opportunity to use public transportation and leave their cars at home.

Also, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot—the preferred terminus option—should attract passengers since it will be secure and easy to use.

Thank you for the opportunity to comment on this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Paola Bagnatori".

Paola Bagnatori,
Managing Director

March 19, 2011

National Park Service
F-line DEIS Planning Team
Denver, CO

Extending the San Francisco MUNI F-line through the railroad tunnel to at least Fort Mason is a great idea way overdue. I would ride it and use Fort Mason more than I do now. For residents, it would relieve the parking problem by the piers. Any popular day program at Ft. Mason way overstrains the parking lot.

However, this extension mandates more streetcars, and bigger ones, too. The F-line is already usually overcrowded as it serves Fisherman's Wharf. The schedule should be doubled in summer. Tell MUNI !!

Thank you for this opportunity to comment.

Sincerely,
Margaret Gwathmey

M Margaret Gwathmey
273 Green St Apt 9
San Francisco CA 94133-4169

To:

National Park Service
Denver Service Center
Transportation Division
F-Line DEIS
Planning Team
P.O. Box 25287
Denver, Co. 80225-0287



March 20, 2011
From: Hugo & Gail
Buchholz
82 Rice Way
San Francisco,
California 94123



Dear Sirs:

We need a new Street Car and track coming to the Marina. What a practical and inspired idea. Finally, we will get that Tunnel cleaned up, painted, lit up, and used the way it should be used. What could be the objection? We will have less car and truck Traffic, less exhaust and pollution, much more friendly to pedestrians, & fun for families and tourists.

Please do it soon, I have a house in the Marina since 1972! The automobile situation is out of hand, now; Before we had parking spaces & we were never so crowded.

Yours Sincerely,

Gail Buchholz



Thomas C. Escher
President and CEO

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Fort Mason Streetcar DEIS

We want to take this opportunity to offer comments on the Draft EIS that is being circulated for the Fort Mason Center streetcar project.

First, this is a much needed project that will complete streetcar service to the important destinations along the City's north waterfront. The millions of people who each year seek to visit the west part of Fisherman's Wharf, the National Maritime Park, and the GGNRA areas that the streetcar will serve will have a wonderful option to relying on the automobile. As the current streetcar ridership reflects, San Francisco residents and visitors are inclined to take transit if it is convenient and enjoyable, and this proposed extension will do its part in saving energy and reducing environmental impacts by removing automobiles from our streets.

Second, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot – the preferred terminus option – should attract passengers since it will be secure and easy to use with Fort Mason Center.

Third, there has been a proposal around for some time to operate a streetcar line the length of the waterfront, from Mission Bay to the north. Although this DEIS suggests that this is an extension of the F Line, it also offers the opportunity to operate as the proposed E Line, and that would provide much needed continuous service along the entirety of our waterfront.

Thank you for the opportunity to comment on this important project.

Sincerely,

Pier 43 ½, Fisherman's Wharf, San Francisco, CA 94133
telephone direct: 415.901.5249 cellular: 415.341.2782
tescher@redandwhite.com



April 28, 2011
National Park Service
Denver Service Center
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287
To Whom It May Concern.

My name is Elmer George and I reside in The Heritage, a retirement Home that overlooks the Marina District including Fort Mason at Laguna Street. In a recent newspaper article there was mention of a possible re-opening of an existing tunnel, and extension of public transit by streetcar, to the west side of Fort Mason.

In my opinion, and looking down on the problems that the thousands of pedestrians are having, I am certain that this would benefit several sections of San Francisco. A recent Oyster Fair was just one example.

1 THE RESIDENTS of THE MARINA: After one of the frequent special programs in Ft. Mason, viewers and tourists tramped through the residential section. A streetcar would transport them from the Marina Green and along the Embarcadero (Fisherman's Wharf, etc..) to proceed along the Bay, to all parts of the City..

2 Mention was made of using "two-ended street cars". I believe that, as formerly used on Divisadero and McAllister streets, at the end the motorman would carry the cash box to the other end, while moving the seat-backs to face in the opposite direction. Of course, this required very little construction of a "turn-about" area, preserving the green space, and the cost of tracks!

Thank you.,

209657

Elmer George

415

C-4259-0230

Extension of E-Line Historic Streetcar Service
Draft EIS Comment Analysis Report

elmer@marinaheritage.com

April 29, 2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: DEIS Comment on Streetcar Extension to Fort Mason Center

To Whom It May Concern:

I want to offer these comments on the DEIS that has been prepared for the proposed historic streetcar extension to Fort Mason Center:

* The current streetcar operation in San Francisco is a tremendous success, serving residents and tourists, alike, and offering convenient transit to all of the northeastern waterfront. Extending this service to Fort Mason is an excellent proposal since this will allow transit access to two National Park sites and offer thousands the opportunity to have more direct walking and biking access to the GGNRA and the Presidio.

* A passenger terminus at the end of the Extension is proposed for Fort Mason Center, and it is indicated that this is the “preferred” option for the terminus. I very much agree with that preference since it will directly serve the Center, and the alternative would disrupt and supplant exceptional open space in the Great Meadow.

The Extension project will provide an important additional transit service in San Francisco and it has my full support.

Thank you.

Sincerely,



Nicole Maloney

April 27, 2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Comments - Streetcar Extension to Fort Mason Center

Dear Sir/Madam:

The proposal to extend San Francisco's streetcar service to Fort Mason Center is worthy of and has my strong support.

Not only will this allow the streetcar to directly serve the remainder of the Fisherman's Wharf neighborhood, the National Maritime Park, and the Golden Gate National Recreation Area, it will also provide a much needed transit service improvement to Fort Mason Center and the Great Meadow, both locations that are home to many cultural, academic and arts events.

That is why the suggestion that the streetcar should terminate in what is currently open space along Laguna Street is not a good solution. The streetcar should properly end with the "Preferred Alternative," a passenger stop in Fort Mason Center, the destination of many of those who will ride the line.

Fort Mason Center has never been served well by transit. This much needed extension will allow the Center to be connected at last to many other San Francisco and regional transit services

The National Park Service is to be commended for taking on this project and encouraged to fund and implement this exciting project as soon as possible.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "John Berard", with a long horizontal flourish extending to the right.

John Berard
81 San Jacinto Way
San Francisco, CA 94127
johnberard@aol.com

4-11-2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Fort Mason Streetcar DEIS

On behalf of Friends of the San Francisco Public Library's Readers Café and Bookstore, a Fort Mason Center resident organization, I want to take this opportunity to offer comments on the Draft EIS that is being circulated for the Fort Mason Center streetcar project.

First, this is a much-needed project that will provide a viable public transit option for patrons, volunteers, and staff members of our café and bookstore. The Readers Café and Bookstore serve thousands of visitors a year, and many of them would welcome the opportunity to use public transportation and leave their cars at home.

Second, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot—the preferred terminus option—should attract passengers since it will be secure and easy to use.

Third, there has been a proposal around for some time to operate a streetcar line the length of the waterfront, from Mission Bay to the north. Although this DEIS suggests that this is an extension of the F Line, it also offers the opportunity to operate as the proposed E Line, and that would provide much needed continuous service along the entirety of our waterfront.

Thank you for the opportunity to comment on this important project.

Sincerely,


Byron Spooner
Literary Director

Sarah Rosedale
Manager, Readers Café and Bookstore



RICK SWIG

April 13, 2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: DEIS Comment on Streetcar Extension to Fort Mason Center

To Whom It May Concern:

I want to offer these comments on the DEIS that has been prepared for the proposed historic streetcar extension to Fort Mason Center.

- The current streetcar operation in San Francisco is a tremendous success, serving residents and tourists, alike, and offering convenient transit to all of the northeastern waterfront. Extending this service to Fort Mason is an excellent proposal since this will allow transit access to two National Park sites and offer thousands the opportunity to have more direct walking and biking access to the GGNRA and the Presidio.
- A passenger terminus at the end of the Extension is proposed for Fort Mason Center, and it is indicated that this is the “preferred” option for the terminus. I very much agree with that preference since it will directly serve the Center, and the alternative would disrupt and supplant exceptional open space in the Great Meadow.

The Extension project will provide an important additional transit service in San Francisco and it has my full support.

Thank you.

Sincerely,



400 Spear Street ■ Suite 106 ■ San Francisco ■ California 94105

Phone: (415) 541-7722 ■ Fax: (415) 541-5333 ■ rickswig@rsbaswig.com

Dean L. Macris

1907 Leavenworth Street
San Francisco, CA 94133

Phone: 415-749-1787
Fax: 415-749-1797

May 13, 2011

National Park Service
Denver Service Center – Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Comments - Streetcar Extension to Fort Mason Center

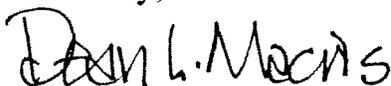
To Whom It May Concern:

As the former San Francisco Planning Director, I am writing to offer my enthusiastic support for the proposal to extend the City's streetcar service to Fort Mason Center. Not only will this streetcar extension provide direct service to the remainder of the Fisherman's Wharf neighborhood, the National Maritime Park, and the Golden Gate National Recreation Area, it will also vastly improve transit to both Fort Mason Center and the Great Meadow where many cultural and arts events are held.

The suggestion however that the streetcar should terminate in what is currently open space along Laguna Street is not a good solution. The streetcar should end properly with a passenger stop in Fort Mason Center, the Preferred Location, and the destination for many who will ride the line. Fort Mason Center has never been served well by transit. So this much needed extension will at last connect Center to many other San Francisco and regional transit services.

The National Park Service should be commended for taking on this project and hopefully, funding will be found soon to implement this exciting project. Thank you.

Sincerely,



Dean L. Macris

Comment Form

Park: Golden Gate National Recreation Area
Project: Extension of F-Line Streetcar Service to Fort Mason Center (ID: 15547)
Document: Draft EIS for Extension of F-Line Streetcar Service to Fort Mason Center (ID: 39713)

* indicates required fields

City: * SAN FRANCISCO State/Province: * CA
Postal Code: * 94123
First Name: DAN Middle Initial:
Last Name: CLARKE
Organization: _____

Member Official Representative

Address 1: 1625 North Point St
Address 2:
Country: USA
E-mail: clarkedan@yahoo

Keep my contact information private

Comments or Requests:

Dear Sir or Madam

I tried to submit this letter electronically at 11:30 PM ^{5/17/2011}
Pacific time. The auto reply said the comment
period closed at 11:59 PM Mountain time. Please
excuse my mistake (the project is in CA, where it live).
If you would prefer an electronic copy, I will be
happy to forward it to you.

Thank you
Dan Clarke

We welcome your comments on this project. The comment period closes on 05/17/2011. Your comments must be postmarked no later than 05/17/2011.

Please note: The preferred method for commenting is to use the electronic form located at: <http://parkplanning.nps.gov>. Click on the link 'Plans/Documents Open for Comment', then select the document on which you wish to comment.

If you cannot use the electronic form, you may send this hard copy form and/or your letter to:

Before including your address, telephone number, electronic mail address, or other personal identifying information in your comments, you should be aware that your entire comment (including your personal identifying information) may be made publicly available at any time. While you can ask us to withhold your personal identifying information from public review by checking the box "**keep my contact information private,**" we cannot guarantee that we will be able to do so.

1625 North Point Street
San Francisco, CA 94123
Tuesday, May 17, 2011

National Park Service
Denver Service Center - Transportation Division
F-Line EIS Planning Team
P.O. Box 25287
Denver, CO 80225-0287

Re: February 2011 Draft Environmental Impact Statement
for the Extension of F-Line Streetcar Service to Fort Mason Center

Dear Sir or Madam,

Below are my comments on the referenced document (the DEIS). I live in the neighborhood beyond the westerly terminus of the proposed streetcar service (the Marina). I am submitting these comments as an individual citizen and as a resident of the defined study area impacted by the proposed project. I have serious misgivings about the DEIS and about the conduct of the National Park Service (NPS) from the inception of the process.

Impact on the Marina

The DEIS does not, in any meaningful way, assess the impact the proposed project will have on the Marina. An extension of the F-Line to Fort Mason Center (FMC) will attract additional vehicles into the Marina. Those additional vehicles will have an impact. It is true that a short discussion on pages 222 & 223 of the DEIS alludes to the impact from those additional vehicles. However, instead of the objective analysis that is expected in any serious environmental impact study, the DEIS skirts the issue with a political discussion centered on San Francisco's "Transit First" policy. That is unacceptable. And, that should be embarrassing to those who are shepherding this DEIS. Does anyone believe that the absence of analysis of additional vehicles attracted into the Marina is an oversight?

Does anyone believe that an analysis of the additional vehicles is unnecessary, that it is too trivial? While not a traffic engineer, I have lived in the Marina for some time and have had occasion to study parking at the Marina Green. Also, throughout my professional career I have created and critiqued numerous forecasts made with little or no benefit from history. For these reasons - and especially given the absence of any estimate in the DEIS - I believe I am able to make an informed estimate of the number of additional vehicles that will be attracted by the proposed project. My estimate is one-thousand additional vehicles will drive into the Marina each day if the F-Line is extended to FMC. One-thousand additional vehicles will have significant impact, and the DEIS needs to address that impact. I expect my estimate will be challenged. I welcome the challenges and hope they lead to an open and frank discussion of the real impact this project will have on the Marina.

Improper conduct by NPS throughout the process

By advancing the DEIS without fair and honest consideration of alternatives, NPS is continuing on an unprincipled and possibly illegal course. This wrongheaded course was initiated in 2006 when NPS followed too unquestioningly the Presidio Trust's lead in promoting an extension of the popular historic streetcar service westward from Fisherman's Wharf. The Presidio Trust's 2004 feasibility report argued for extending the historic streetcar service to the Presidio -- in stages. Sometime in 2005, NPS became convinced that its tenants, the San Francisco Maritime National Historic Park and FMC, could benefit from better access to public transportation and decided to champion the first stage, which would bring historic streetcar service to FMC. On 29 March 2006, NPS issued a Notice of Intent (NOI) to prepare an environmental impact statement. Importantly, the NOI specified historic rail service through the tunnel under Fort Mason even though the need was for public transportation, a much broader concept. It was at this point that duplicity became difficult to avoid. I tried to point out these pitfalls to NPS during the scoping in 2006. Five years on, the DEIS shows how unsuccessful I was.

Why is NPS conduct unprincipled and possibly illegal? We place trust in an institution like NPS and have expectations of fair play. In a public process like an environmental review, it is not about what anyone *wants* (including NPS) but about what is justifiable by an objective review of the facts. However, the DEIS is constrained to historic rail so it is not an objective review of anything other than historic rail. In fact, the DEIS is partly an attempt to *justify* historic rail – albeit not a very successful attempt. NPS is ignoring all reasonable non-rail alternatives that could satisfy its tenant's need for public transportation while at the same time that it is conducting an open and 'objective' review of issues and alternatives for a project to satisfy that same need. That is unprincipled. As for the legal aspect, National Environmental Policy Act regulation #1502.14 (a) and (c) requires that an EIS process "... [r]igorously explore and objectively evaluate all reasonable alternatives, and ... [i]nclude reasonable alternatives not within the jurisdiction of the lead agency." [Underlines added, ed.] It is not clear to me if a government agency such as the NPS can act illegally, but it is evident that NPS is not living up to the spirit of that regulation. I hope NPS will recognize that by advancing the DEIS they are continuing to conduct themselves in a manner that is not proper and jeopardizes their reputation. If NPS fails to recognize this, I hope there is a review process that can call it to their attention.

Thank you for allowing me to comment.

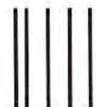
Cordially,



Dan Clarke

cc: Mark Farrell, Supervisor
John Millar, MCA
Alan Silverman, MCA

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
DENVER SERVICE CENTER - CULVER, TRANSPORTATION DIVISION
12795 WEST ALAMEDA PARKWAY
PO BOX 25287
DENVER CO 80225-0287



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NATIONAL PARK SERVICE
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12795 WEST ALAMEDA PARKWAY
P.O. BOX 25287
DENVER CO 80225-0287



To mail this form, fold on the dashed line so the address is visible, tape closed (no staples please), and drop in the mail.
No postage is necessary. Please print your name and address below, then check any boxes that apply.

Name: FRANK VALLECILLO

Address: 1978-35TH AVE.

City/State/Zip: SAN FRANCISCO, CA. 94116

E-mail address: _____

Note: Before including your address, phone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. Although you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.



Extension of F-Line Streetcar Service to Fort Mason Center

Draft Environmental Impact Statement

Public Open House – April 2011

Comment Form

The National Park Service and the project team value your feedback regarding the proposed extension of the F-Line Streetcar Service to Fort Mason Center. Please provide your comments and questions below.

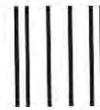
I think, that, the geographical study and logistics of this project for the extension of the F-Line Streetcar Service to Fort Mason Center, ^{does not} need to have great unanimous community approval from the local residents & citizens, that live and work in San Francisco.

The Fort Mason Tunnel has been closed since 1977, which was unknown to me since for the past 34 years.

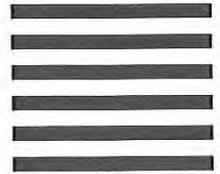
~~To me~~ The idea of this project would be great, despite, feeling indifferent about the F-Line Streetcar Service extension to Fort Mason ~~Center~~ Center.

Thank you for your interest.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
DENVER SERVICE CENTER - CULVER, TRANSPORTATION DIVISION
12795 WEST ALAMEDA PARKWAY
PO BOX 25287
DENVER CO 80225-0287



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NATIONAL PARK SERVICE
DENVER SERVICE CENTER-TRANSPORTATION DIVISION
F-LINE EIS PLANNING TEAM
12795 WEST ALAMEDA PARKWAY
P.O. BOX 25287
DENVER CO 80225-0287



To mail this form, fold on the dashed line so the address is visible, tape closed (no staples please), and drop in the mail.
No postage is necessary. Please print your name and address below, then check any boxes that apply.

Name: GRIF FARIELLO

Address: 1700 NORTH POINT #104

City/State/Zip: SF CA 94123

E-mail address: grif@att.net

Note: Before including your address, phone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. Although you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.



Extension of F-Line Streetcar Service to Fort Mason Center

Draft Environmental Impact Statement

Public Open House - April 2011

Comment Form

The National Park Service and the project team value your feedback regarding the proposed extension of the F-Line Streetcar Service to Fort Mason Center. Please provide your comments and questions below.

I am opposed to this project. The EIS IN NO WAY measures the impact to the Marina Neighborhood, NOT in additional noise or in ~~vibration~~ vibration damage to the 50 yr old mural just 200ft away.

Most importantly, NO where does it consider the impact of this project's main purpose - carrying ~~and~~ more people into Ft. Mason.

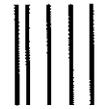
We in the Marina are already impacted by the many events at Ft. Mason, many negative impacts. Nowhere does this study even approach the present impact, much less ~~bring~~ bringing in an additional half-million a year.

AND while the park service claims the line will go no further, your EIS makes clear the plans to push it all the way to the Presidio. This is merely the first step.

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Thank you for your interest.

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Name: Corinne Woods
Address: 300 Channel #10
City/State/Zip: SF 94158
E-mail address: corinnewoods@cs.com

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Extension of F-Line Streetcar Service to Fort Mason Center

Draft Environmental Impact Statement

Public Open House - April 2011

Comment Form

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It is critically important to move forward to extend the F line (and ultimately the E line) to Fort Mason.

There is NO transit service between Mission Bay or other SE neighborhoods to Ft. Mason and no alternative to driving.

When hundreds of thousands of visitors come to SF for the America's Cup, the F (and E) line will be a critical link.

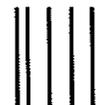
We can't drive and park our way out of gridlock for AC34.

It took 45 minutes to drive from AT+T Park to Fort Mason and that's without any special events.

Please move this project forward as soon as possible

Thank you for your interest.

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Name: John Racanelli

Address: 16 Los Robles Dr

City/State/Zip: San Rafael CA 94901

E-mail address: john@racanellipartners.com

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I have just two questions:

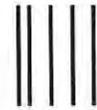
1. Does the Fort Mason Center/Foundation fully support the Preferred Alternative, and in particular the North Loop Turnaround option? Is it necessary to mitigate the loss of parking that the loop and platforms will cause?

2. Will allowance be made for special event usage of the trolley? For example, privately chartered cars to run from downtown hotels to events at FMC? (I understand this may be outside the purview of the EIS.)

Again, thank you for a well-presented concept and assessment. John Raccanelli

Thank you for your interest.

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Name: C Woods

Address: 300 Channel

City/State/Zip: DF 94158

E-mail address: _____

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Northern Loop preferred

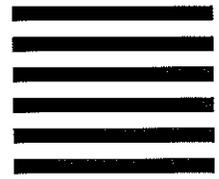
Keep line where it is (Opres) + extend
if changing to Serrano would slow
it down.

Thank you for your interest.

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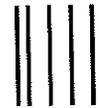
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Paul C. Murphy Long Time Resident of Fontana East
Sally Murphy

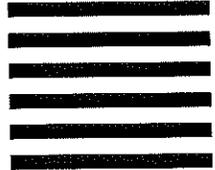
We are very much in favor of this project

Thank you for your interest.

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No postage is necessary. Please print your name and address below, then check any boxes that apply.

Name: Jan Blum
Address: 2160 Leavenworth St #201
City/State/Zip: San Francisco CA 94133
E-mail address: Janblum@sbcglobal.net

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No street music vendors please!

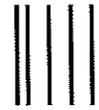
I wholeheartedly support this much needed transportation link to the bay front and our national park lands.

I support the North Loop plan. To have a turn-around adjacent to a busy street will generate dangerous conditions for riders and people waiting to get aboard. Additionally, moving a train line next to a passive recreation area (Blunt Meadow) will encroach on that area by adding noise from many waiting people, train tracks, from all noise associated with train & passengers boarding, alighting & milling around.

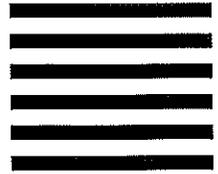
Re North Loop - would vastly prefer visual appearance of trail plan behind Aquatic Park than huge loop in Fort Mason Center. The North Loop needs to be inviting for users - add seating, native plants and if possible "green rails" to soften the total appearance. One of the goals should be to increase the exploration & visitation of Ft Mason Center. The North Loop as pictured is hard, uninviting and says to a first time visitor - don't linger here. Entice visitors to stay by and explore the shores, the bay front by

thank you for your interest. making this a beautiful transfer station.

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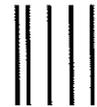
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Already, there is limited parking at Fort Mason and the F line will get people out of their cars.

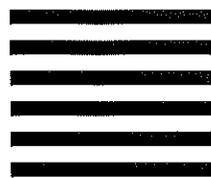
Good luck and thanks for all the hard work that has gone into this project.

Thank you for your interest.

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Public Open House – April 2011

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I'm in strong support of the extension.
There are a few other direct lines to this area from Embarcadero, except for line 30, which goes through a very congested area of Chinatown.

Provide greater use of Fort Mason & areas west of Fort Mason (ease traffic & parking on the weekends esp.)

Should move as fast as possible.
Would prefer loop to the parking lot & not touch the park.

Thank you for your interest.

Public Open House – April 2011

Transcribed Comment Forms

Name: Jan Blum

Address: 2160 Leavenworth Street, #201, San Francisco, CA 94133

Email: 1janblum@sbcglobal.net

Comment:

I wholeheartedly support this much needed transportation link to the Bay front and our National Park lands. I support the North Loop plan. To have a turnaround adjacent to a busy street will generate dangerous conditions for riders and people waiting to get aboard. Additionally, moving a train line next to a passive recreation area (Great Meadow) will encroach on that area by adding noise from many waiting people, train tracks, from all noise associated with train and passengers boarding, alighting and milling around (no street music vendors please!).

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Good luck and thanks for all the hard work that has gone into this project.

Name: none

Comment:

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Paul C. Murphy – long time residents of Fontana East

Patty Murphy – long time resident of Fontana East

We are very much in favor of this project.

Name: C Woods

Address: 300 Channel, San Francisco, CA 94158

Comment:

North Loop preferred

Keep line where it is (Jones) and...if changing to Leavenworth would slow it down.

Name: John Racanelli

Address: 16 Los Robles Drive, San Rafael, CA 94901

Email: john@racanellipartners.com

Public Open House – April 2011

Transcribed Comment Forms

Comment:

As an environmental consultant and board member for several conservation organizations, I commend the Park Service and their consultants on a solid, well-thought EIS. It successfully addresses all significant potential impacts clearly and fairly.

I have just two questions:

1. Does the Fort Mason Center/Foundation fully support the Preferred Alternative, and in particular, the North Loop Turnaround option? Is it necessary to mitigate the loss of parking that the loop and platforms will cause?
2. Will allowance be made for special event usage of the trolley? For example, privately chartered cars to run from downtown hotels to events at FMC? (I understand this may be outside the purview of the EIS.)

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Name: Corinne Woods

Address: 300 Channel, #10, San Francisco, CA 94158

Email: corinnewoods@cs.com

Comment:

It is critically important to move forward to extend the F line (and ultimately the E line) to Fort Mason.

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When hundreds or thousands of visitors come to SF for the America's Cup, the F (and E) line will be a critical link.

We can't drive and park our way out of gridlock for AC34.

It took 45 minutes to arrive from AT&T Park to Fort Mason and that's without any special events.

Please move this project forward as soon as possible.

Public Open House – April 2011

Transcribed Comment Forms

Name: Grif Fariello

Address: 1700 North Point #104, San Francisco, CA 94123

Email: grif@att.net

Comment:

I am opposed to this project. The EIS in no way measures the impact to the Marina neighborhood, not in additional noise or in vibration damage to the 50 year old mural just 200 ft away.

Most importantly nowhere does it consider the impact of this project's main purpose – carrying more people into Fort Mason. We in the Marina are already impacted by the many events at Fort Mason, many negative impacts. Nowhere does this study even approach the present impact, much less bringing in an additional half-million a year.

And while the Park Service claims the line will go no further, your EIS makes clear the plans to push it all the way to the Presidios. This is merely the first step.

This project is estimated at \$50 million plus, yet merely extending the coming 11 Muni line down Bay on event nights will accomplish the same goals. This is not cost effective, will negatively affect the Marina, and open the door to a ruinous extension to the Presidio, wrecking the quiet of a neighborhood and dragging Fisherman's Wharf along with it. No thanks.

Name: Frank Vallecillo

Address: 1978 35th Ave., San Francisco, CA 94116

Comment:

I think that the geographical study and logistics of this project for the extension of the F-Line Streetcar Service to Fort Mason Center does not need to have great unanimous community approval from the local residents and citizens that live and work in San Francisco.

The Fort Mason Tunnel has been closed since 1977, which was unknown to me for the past 34 years.

The idea of this project would be great, despite feeling indifferent about the F-Line Streetcar Service Extension to Fort Mason Center.

Poster Comments from Open House:

Extension of F-Line Streetcar Service to Fort Mason DEIS

Public Open House – April 2011

Transcribed Comment Forms

- Yes, build a new F-Line old trolley into Fort Mason with the North Loop. Great for renewing Aquatic Park, Muni Pier (which should be torn down and rebuilt).
- Prefer North Loop
- Instead of big loop in lower Fort Mason, use same concept shown at Aquatic Park (smaller and more attractive). If North Loop is selected, must soften look with benches, native plants. Vastly prefer “green track”.
- Keep F-line east of Fort Mason. No extension.
- No loop, just a stop at FMC en route to the Presidio
- North Loop, protect an open space!
- Has consideration been given to extending the line to the Presidio?
- Ditto that comment

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 1

Author Information

Keep Private: No
Name: Keith R. Sagers
Organization: SF Bicycle Coalition
Organization Type: O - Civic Groups
Address: San Francisco, CA 94133
USA
E-mail: keithspedicabs@dslextreme.com

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/18/2011 Date Received: 03/18/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Please endeavor to preserve the magnificent pine tree at the east entrance of the Fort Mason Tunnel. It has a unique structure that makes it worth saving. Please endeavor to build a new boardwalk for pedestrians and cyclists connecting the foot of Van Ness Avenue to Fort Mason Piers around Black Point.

Thank you for your consideration of these issues.

Sincerely,
Keith Sagers

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 2

Author Information

Keep Private: Yes
Name: Kept Private
Organization:
Organization Type: I - Unaffiliated Individual
Address: 1633 California St APT 302
San Francisco, CA 94109
San Francisco, CA 94109
USA
E-mail: Kept Private

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/19/2011 Date Received: 03/19/2011
Number of Signatures: 1 Form Letter: No

Contains Request(s): No

Type: Web Form

Notes:

Correspondence Text

As an area resident and frequent swimmer and visitor to Aquatic Park and Fort Mason, I very much like this proposal. I have reviewed your draft environmental impact statement, and believe your choice of alignment at Aquatic Park, behind the Bath House on Beach Street, is a wise and reasonable choice. I strongly support moving this project forward, it will bring San Franciscians and visitors a better waterfront, more transportation options, and better connect two wonderful National Parks.

SF, CA

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 3

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
Address: San Francisco, CA 94133
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/19/2011 Date Received: 03/19/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I much prefer the north loop option for the turning area. I think the south loop would be too disruptive of the green space.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 4

Author Information

Keep Private: Yes
Name: Kept Private
Organization:
Organization Type: I - Unaffiliated Individual
Address: HALF MOON BAY, CA 94019
USA
E-mail: Kept Private

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/19/2011 Date Received: 03/19/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I THINK THIS IS A WONDERFUL IDEA! I AM A NATIVE SAN FRANCISCAN WHO LIVES OUT OF THE AREA BUT STILL LOVES TO COME TO THESE AREAS OF THE CITY, AND LOVE HOW THE EMBARCADERO HAS TRANSFORMED EVER SINCE THE REMOVAL OF THE EMBARCADERO FREEWAY. TO ME EXTENDING THE LINE TO FORT MASON IS A GREAT ENHANCEMENT TO THE VISITOR OR RESIDENTS OF OUR CITY, BUT FROM MY OBSERVATIONS YOU MUST ADD MORE STREETCARS OR RUN THEM MORE FREQUENTLY AS THEY ALWAYS APPEAR TO BE PACKED LIKE SARDINE CANS! BEST OF LUCK WITH YOUR PROJECT, I THINK IT'S A GREAT IDEA, HALF MOON BAY CA.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 5

Author Information

Keep Private: Yes
Name: Kept Private
Organization: retired resident of SF
Organization Type: I - Unaffiliated Individual
Address: san francisco, CA 94121
 USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
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Notes:

Correspondence Text

The F line and proposed Extension along with the proposed E line do provide needed public transit. If you think that, on a sunny sunday afternoon, you could arrive with your mate somewhere near the ferry building and take one to the aquatic park guess again, they are all full. High quality transport? Amusement, more the case, if you do catch one, not if you don't. start by adding service at peak hours and on saturday and sunday (instead of reducing service). This could be done immediately and get the service for the existing line improved by the time the AC starts. Shuttle busses could link the F line to the marina green until the extension is working.

Now, the big improvement would be to extend the central subway from chinatown to the presidio, stopping at washington square, near f. wharf, near ft. mason, and so on to several stops in the presidio maybe even ending at the gg bridge toll plaza. Think big, world class, and high quality. If plans such as this were even on the drawing board when the AC crowds are here that would impress the world travelers some.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 6

Author Information

Keep Private: No
Name: N/A N/A
Organization:
Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/19/2011 Date Received: 03/19/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

This plan is wonderful. As a property owner and landlord along with being a long time resident of the marina. I support this project 100!

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 7

Author Information

Keep Private: Yes
Name: Kept Private
Organization:
Organization Type: I - Unaffiliated Individual
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San Francisco, CA 94105
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/19/2011 Date Received: 03/19/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The proposed extension is an excellent idea and, quite frankly should have been implemented years ago. For a City that professes a "transit first" policy to have not made reuse of the Fort Mason tunnel long ago is not excusable. It has been a

resource that could have enhanced public transit to one of the more inaccessible corners of our City

However, the proposed terminus still falls short of where it should be. The F-Line should be extended to the far West end of Chrissy Field. The old right-of-way along the marina should be readopted for public use of the F-Line and a jogging path paralleling it could still be utilized. Getting a rail system into the presidio should be a top priority of any considered extension of the system.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 8

Author Information

Keep Private: No
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/19/2011 Date Received: 03/19/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support public transportation, but not this plan. I don't think this plan brings any value to the residents of this city and very, very small value to tourists.

a) Street cars are noisy and very slow. It's unlikely residents would use this extension. I think San Francisco needs better public transportation - a system that is fast, reliable, clean and unified. Currently there are four different kind of rail systems (+ cable car that has historic value) within the city! And they are not connected!

b) Why does transportation (private or public) need to be just feet from the Bay?! Aquatic Park & Fort Mason are the only quiet areas by the Bay east from Van Ness. If the rail system is extended, it should go along Bay St. (or North Point), where it would also be closer to people.

If the point of all this is to use the old tunnel, make it a bicycle path. Otherwise, just save the money to something more useful.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 9

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/19/2011 Date Received: 03/19/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I strongly support this initiative to extend the F-line Streetcar to Fort Mason Center. Aquatic Park is one of my favorite places in the City and I frequent Fort Mason for recreation as well. Improving access to these destinations using existing infrastructure (tunnel and cars) is an ingenious idea and should be approved.

The extension would be hugely popular with tourists as well as a welcome service to City residents for decades to come.

Sincerely,
T.E. Barthell
San Francisco, CA

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 10

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/19/2011 Date Received: 03/19/2011
Number of Signatures: 1 Form Letter: No

Contains Request(s): No

Type: Web Form

Notes:

Correspondence Text

This is a terrible idea for San Francisco transportation. The RESIDENTS are in DIRE NEED of efficient and well running public transportation (MUNI). MUNI is a mess - we do not need to extend a tourist shuttle (the F line), which goes at best 8 miles an hour - any further than the current line. Put this money into MUNI and help the residents who live here get to and from work. Seriously, the F line (Fisherman's wharf-Embarcadero section) is too slow to be an efficient form of transportation for LOCAL RESIDENTS to get to work. This plan is for tourist transportation only, will slow Marina Blvd vehicle traffic that is already a mess, will add pedestrian safety issues, and WON'T BENEFIT LOCAL RESIDENTS at all!!! FIX MUNI, then there will be no need to extend the F line.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 11

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/20/2011 Date Received: 03/20/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support the project but it would be better if the streetcar extension fixed up and re-used the old State Belt tracks that pass the Maritime Museum at Aquatic Park. This alternative should be brought back for consideration instead of being dismissed out of hand.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 12

Author Information

Keep Private: No
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/22/2011 Date Received: 03/22/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I currently commute from Alameda to Ft Mason via the BART and walking from the Embarcadero station. Although I greatly enjoy this commute as is, I am incredibly excited at the opportunity to have this new street car option! I have only briefly looked over the EIS, and feel I agree with the alternatives proposed, especially the one that prefers the North loop option ending at lower Ft Mason. I am curious if there will be a noise issue in the offices and residences of Ft Mason where the street car will be going through the tunnel. I hope I can see this project come to fruition while I still work at Ft Mason!

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 13

Author Information

Keep Private: No
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 03/24/2011 Date Received: 03/24/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As Executive Director for the SF Senior Centers, an NPS tenant and partner in the Maritime Museum building, I would like to point out an issue that will need to be addressed in your planning. In reviewing your muni flow proposal that you used, you cited the TEP study that recommended that the Polk 19 bus be re-routed to stop up the hill on the corner of Northpoint and Polk. The bus currently stops in front of the senior center on Beach st and provides handicap access to many older adults from around the City who come to the Center for programs and services. Last year when the TEP study was first published, I and my colleagues from the Mayors Office on Disability pointed out the barrier to access that this proposed change created given the slope of Polk between Northpoint and Beach st. It would be impossible to navigate for many individuals both senior and especially disabled. The staff immediately saw the problem and promised to change that recommendation. I suspect that change did not get in the version you are using for your planning purposes. The muni Polk 19 is a lifeline for many City residents who come to the Center and the Park. It is not a tourist line. Moving the stop to Northpoint will create a significant barrier to access and will not pass ADA muster.

We have lived thru the reconstruction of the museum in a cooperative spirit based on our shared purpose and the parks vision. We can endure , Im sure, the construction of the F line. But suggesting that City residents' only access to the Park and the Center be an antic tourist trolley is quaint but, i suspect, be not acceptable to many residents....you need to find a way to maintain the Polk 19 stop on Beach st. for the folks who actually live in San Francisco

PEPC Project ID: 15547, DocumentID: 39713 Correspondence: 14

Author Information

Keep Private: No
Name: Larry P. Berling
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Organization Type: I - Unaffiliated Individual
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/01/2011 Date Received: 04/01/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Thank you for the opportunity to comment on the DEIS. This is a great project that should be built.

However as a frequent rider of the streetcar I can attest that the track configuration as proposed is problematic because it would cause major delay to the streetcar. The DEIS fails to identify two impacts to the streetcar:

1. Increased delay and unreliability for streetcars on Beach Street due to congestion:

As proposed, there are two alignments being considered: the streetcar tracks on Beach Street would operate in "shared" car/streetcar lane in the westbound direction, and the eastbound direction would be either "shared" or a "semi-exclusive" streetcar lane, where cars would still be able to enter and stop in the lane.

Why is there no alternative that would provide protected streetcar lanes in both directions on Beach Street? Protected lanes exist elsewhere in SF like the Embarcadero and Third St, and successfully protect streetcars from congestion. Beach Street needs dedicated streetcar lanes if the streetcar extension is to be successful.

There is plenty of room on Beach Street for protected transit lanes if parking was removed and/or the street was one-way for cars. The city is Transit First and therefore an alternative with dedicated streetcar lanes must be included in the DEIS.

Without dedicated lanes, the streetcar will get stuck in traffic on busy weekends, which will delay the streetcar and reduce its reliability. This would be a significant impact to streetcars, but this impact is not mentioned in the DEIS.

2. Trucks will illegally park in streetcar lane on Leavenworth Street:

Page 223 of the DEIS discusses loss of truck loading spaces. The streetcar tracks would eliminate ALL of the truck loading

spaces on the west side of Leavenworth, and most of the spaces on the east side. This block is completely painted as truck loading spaces because the Cannery and the Anchorage do not have loading docks, and these truck spaces are very well utilized. Already there are not enough truck loading spaces, and trucks have to double-park.

Without any analysis or discussion, the DEIS concludes that the removal of all of these truck loading spaces is not problematic because other general parking spaces could be converted into loading spaces. But where would that be? The streetcar tracks would also remove all the on-street parking, on Leavenworth, Beach and Jefferson Streets. There are no other streets where truck loading spaces could be painted. Thus, an entire block of active truck loading spaces would be removed and would not be replaced.

Also the DEIS fails to mention that the streetcar tracks on the south side of Beach between Leavenworth and Jones would remove another entire block of on-street truck loading. Together with Leavenworth these are the major truck loading areas of Fishermans Wharf. Thus the two blocks that are now active truck loading spaces would be eliminated and could not be replaced.

What would be the result of eliminating all these truck loading spaces and not providing anywhere for trucks to load? Trucks would illegally park, because they would have no alternative to access the Cannery and the Anchorage. They would park in the streetcar lanes and block the streetcars. This would be an impact on the streetcars, but the DEIS does not mention this.

The two issues described above are not accounted for in the DEIS. As proposed, the streetcar extension would cause more delay to streetcars, due to congestion and double-parked trucks in the streetcar lane. These would unacceptably impact the streetcar speeds and reliability.

The DEIS must include an alternative that protects the streetcar from congestion and delay.

Larry Berling
Resident, Fisherman's Wharf

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 15

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/02/2011 Date Received: 04/02/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The extension of the F-Line streetcar service to Fort Mason is an outstanding idea. I used to live in Foster City and worked in downtown San Francisco. In addition, I have visited the city many times since then. And, in mid-February, I was in San Francisco and walked the entire proposed route to Fort Mason. This is a terrific plan. It will increase access to all the areas around Fisherman's Wharf, including Ghirardelli Square, the Hyde Street Cable Car, the Maritime Museum, NPS Visitors Center, parks, the beach, etc. In addition, it will meet another primary objective of vastly increasing access to Fort Mason, including all the shops and meeting facilities there. And finally, it will provide linear access to all the destinations in the area, by allowing people to use the streetcar to get from place to place WITHIN the lengthy Fisherman's Wharf attractions. (However, MUNI will have to change their fare structure and collection system for this to be advantageous to the public and MUNI, but that is a separate issue).

The only item I question, is the idea of having one of the two potential lines, E or F, terminate at the existing terminal on Jones and the other at Fort Mason. I think this would take away the benefits just mentioned above.

And lastly, I would favor the North Loop option to terminate in the existing Fort Mason parking lot. It would not destroy park land and it would drop people off in the same place as someone who arrived by auto--immediately adjacent to the Fort Mason buildings.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 16

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/03/2011 Date Received: 04/03/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Dear NPS,

I live about three blocks from the proposed Ft. Mason terminus, and would be absolutely thrilled to have the streetcar line extended to Ft. Mason. I think it is highly likely I would use it. I also think it is highly likely I would visit the Northeastern waterfront if the streetcar line was extended to Ft. Mason.

Very Truly Yours,

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 17

Author Information

Keep Private: Yes
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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/03/2011 Date Received: 04/03/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I have lived in the Marina for 20 years. There is a lack of public transit options north of Chestnut Street. Furthermore, on Sundays the 30 Stockton has limited service west of Van Ness Avenue. For these reasons, the proposed F-Line extension is a wonderful idea for residents and tourists.

My wife and I also commute taking the 30X bus to the financial district. The bus is often crowded and slow. We look forward to the day where we can relax on the morning commute along the waterfront. The proposed change also makes the Ferry Plaza Farmer's Market more accessible to us, and gives us a new alternative to see many items along the waterfront.

Thank you.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 18

Author Information

Keep Private: Yes
Name: Kept Private
Organization: General Public
Organization Type: I - Unaffiliated Individual
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San Francisco, CA 94109
USA

E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/05/2011 Date Received: 04/05/2011

Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I would like to keep my comments concise here.

On the one hand, myself and those who share my interests and activities will benefit greatly from the proposed extension: I live in the area, and frequently use not only the F-line, but the Cable Car to which this proposed extension would connect; I attend 5-6 events per year at Fort Mason center, visit Off The Grid once a month, and fly my kite on the green every second weekend - which is all to say that I'm an above average user of the area. The extension would cut the time it would take for me to get to this area.

On the other hand, and to state quickly facts that I'm sure others will make much more passionately and succinctly: a clear tourist connection to Fort Mason and the marina would have significant implications in terms of the continued commercial viability of shops at the southern end of the tourist areas (including Ghiradelli Square), it would create new opportunities for Fort Mason, and it could lead to transit oriented re-development of the very large surface parking lots that line the Laguna intersection.

Thanks for doing this good work!

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 19

Author Information

Keep Private: Yes
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Organization Type: O - Civic Groups
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E-mail:

Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/11/2011 Date Received: 04/11/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I am opposed to the extension of the F-Line Streetcar to Fort Mason. I have serious concerns about the feasibility of the project, particularly since the project will utilize the existing single track tunnel underneath Fort Mason. This limitation in service makes this an extremely impractical streetcar line, which will not meet the needs of the community or visitors. Furthermore, the extension of the F-Line is an unnecessary expense; a simpler, more cost-effective solution would be to move the existing MUNI bus stops closer to Fort Mason. The area is serviced by no fewer than four MUNI bus lines: 28, 47, 49 and 30. I have been a frequent visitor to Fort Mason and Aquatic Park my entire life and have never had any difficulty reaching either destination by public transportation.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 21

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/25/2011 Date Received: 04/25/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

i am very much in support of the extension of the F line. it will actually cut down on traffic. I would love to see it extended although through to the Cliff House at lands end. that way tourists and people out for a pleasant day would not be using geary, etc. it would help lessen traffic on those days for the residents of city to do their errands and shopping.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 22

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/25/2011 Date Received: 04/25/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I read the EIS Summary and attended the Open House on April 20.

I strongly support the project and hope that it can be implemented very soon. I believe it will greatly improve the visibility and viability of NPS' investment at Fort Mason. Currently, City visitors probably have no idea of the treasures west of Aquatic Park and Ghirardelli Square. This extension will open up the area for tourists and also provide much better access to Ghirardelli Square.

It will also provide an alternate way for Marina residents to get downtown - especially those living in the northeastern section of the Marina, who currently have a long walk to the #30 bus.

I greatly prefer the northern turnaround option and, given that it is a viable alternative to taking open space in the Great Meadow, has to be the one chosen.

Thank you for the opportunity to comment on this important project.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 23

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/26/2011 Date Received: 04/26/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I would like to strongly encourage the construction of the F-Line streetcar extension. As a designer with experience in public transit and space planning, I see this project as a tremendous benefit to the area, creating greater access without requiring more parking or placing other burdens upon the marina space. In addition, the nature of the historic vehicles to be used will enhance the overall environment.

My major criticism of the project is the placement of the proposed turnaround just outside the western portal of the tunnel. Both alternatives will be very impacted in terms of space requirements, but the larger issue is the inability to extend the line any farther along Marina toward Marina Green, Crissy Field and the Presidio. This is, to me, a glaring fault in the plan.

Has an extension farther down Marina Blvd., following the original right of way of the State Belt Railway? A platform could be placed at Marina and Laguna Street to serve the western side of Fort Mason, then the tracks extended, as double track and along the north side of Marina Blvd., 1/4 mile to Scott Street. At this point, platforms could be placed aligned with Marina Blvd. and a turnaround track could be built along Scott, Marina Green Drive and looping back to the alignment along Marina Blvd.

This turnaround could later be removed if / when the line is extended farther west without disturbing the platforms. This would also create a lower impact to the parking area at Fort Mason and / or the Meadow Area, as opposed to the turnaround options outlined in the Draft EIR.

At one time, the State Belt Railway tracks extended all the way to Fort Point. The historic trolley line could easily reach to within 1/2 mile of the foot of the Golden Gate Bridge and, with some careful planning and design, even reach the bridge itself. This would bring rail mass transit to one of the largest and most traffic impacted attractions in San Francisco, helping lessen the travel burden on the Doyle Drive approach and increasing the effectiveness of the F and E line historic trolleys.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 24

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 04/28/2011 Date Received: 04/28/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I think extending the F line to Fort Mason Center would enhance the city to visitors and to residents, and support the proposal to do this.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 25

Author Information

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Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: 04/28/2011	Date Received: 04/28/2011
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

PLEASE let this idea come to fruition! Relying on the 30 or 30X to try to get to the Marina from downtown is a challenge on the best day, and downright annoying on most days. Having another muni option to get to this side of town would be fantastic! I know all the people who have garages & big cars don't want it to happen, but for those of us who use public transit on a daily basis, this would provide a much needed option.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 26

Author Information

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Correspondence Information

Status: Reviewed	Park Correspondence Log:
Date Sent: 04/28/2011	Date Received: 04/28/2011
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

I strongly recommend adopting Alternative 1.

I object to Alternative 2 because is not adequately supported by the EIS because it will degrade the Marina and GGNRA neighborhoods, create unnecessary congestion and require unwarranted government expenditures that will not be offset in any real savings or benefits. The distance between San Francisco's Fisherman's Wharf area and Fort Mason is very short. There is no need for it. The cost to resurrect an ancient rail system and reconstruct an ancient tunnel far outweighs the proposed benefit. Ft. Mason is readily accessible now by foot, bicycle, vehicle and public transport. The Ft. Mason end of the tunnel is at the juncture of a very busy Safeway supermarket (the only one in the Marina) and in the middle of a busy commute and local access traffic artery. Both turnaround alternatives interfere with public access. Alt. 2A removes a significant portion of Ft. Mason parking and usable area already heavily used. The Sunday Farmer's market location and profile would be significantly eliminated, a real detriment to the City. Alt. 2B would impede an extremely popular and heavily-used access point for the Great Meadow and trail to Aquatic Park by pedestrians and bicycles. The train turnaround would be a distraction to drivers on Laguna St./Marina Blvd. and create a hazard to pedestrians and bicyclists. In a time when the government budgets are hemorrhaging real taxpayer money this project is not only unnecessary but an environmentally unsound proposal.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 27

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/02/2011 Date Received: 05/02/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

I support fully and enthusiastically the extension of F-line streetcar service to Fort Mason. It's about time!

I want particularly to approve the use of full cutoff light fixtures throughout. I would like to see more use of such fixtures and less light escaping into the night sky, to reduce light pollution as much as possible.

Thank you.

Martha Benioff

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 28

Author Information

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Correspondence Information

Status: Reviewed Park Correspondence Log:
Date Sent: 05/05/2011 Date Received: 05/05/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The 'F' Line Historical Extension will be a useful transit extension for workers, park visitors and tourists.

This study should consider traffic impacts on transit with each alternative transit configurations as well as transit's impacts on traffic. Even though, relative to this project, the traffic was there first, San Francisco is a Transit First City.

Reducing the cost of construction will make the extension more feasible and more probable. Here are some suggestions to reduce capital cost along with a request to study the environmental impacts of the suggestions:

Stations: The EIR shows stations about 1,200 feet apart on Beach Street. It should be considered that: the street is perfectly flat; that most of the riders will be there for recreational purposes and that parking near Fisherman's Wharf is expensive. The project should consider eliminating the station near the tunnel entrance and relocate the Beach Street station closer to the Maritime Museum, to be about 1,800 feet from the existing Jones Street Station. This will save some construction cost and reduce view impacts. The EIR also shows two stations on the Fort Mason loop when one should be sufficient, same as shown for southern loop. This will be another small construction saving and also save a few parking spaces. Benches should be provided for riders who may need to rest before they complete their walk of one extra block.

Reducing the number of stops is also essential to allow the consideration of single track. Unfortunately, for phase 1, to Fort Mason, single track will not work with five stops. In the future when the tracks are extended to the Presidio additional and closer spaced stops may be possible.

Single Track: The extension is already mainly single track from the east side entrance to the tunnel; around the terminal loop and back through the tunnel. Single track should be studied for the entire extension starting just west of Jones Street. Thus the entire extension would be a dedicated Right-of-Way. Prorating from 'F' route speeds on Market Street with conflicting auto, bus and pedestrian traffic the slightly more than one mile extension with: three stops, a tight loop and a dedicated ROW should be completed in less than six minutes putting the returning east bound 'F' right on schedule and allowing the new west bound 'F' to start the extension run. This may also be a small operating cost reduction for Muni because instead of dealing with parking cars. the single track could run in the parking lane on the north side of Beach Street. The east bound station would be in the west bound traffic lane requiring both east and west bound traffic to slow down and loop around. The west bound traffic loop could use a few south side parking spaces and other parking spaces could remain. The single track combined with the elimination of the station near the tunnel might preserve the location of the bocce ball court for another capital savings and cultural preservation. This arrangement may also preserve some street vendor spaces.

The single track will also make the future extension of the 'F' to the Presidio more financially feasible as the track runs westward in a dedicated right of way with a by pass stop as required. In the future the full extension can operate at ten or twelve minute headway during peak periods, to match the actual ridership, with half of the trolleys turning back at Jones. In the future this will save Muni operating cost.

Thank you for your consideration, Howard Strassner 415-661-8786

PEPC Project ID: 15547, DocumentID: 39713

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Correspondence Text

Dear Project Reviewer:

I attended the open session at Ft. Mason on the evening of 20 April 2011. After reviewing the EIS for this project, the north loop option appears to have the least impact for pedestrians, cost, and traffic flow by allowing the loop to be within the boundary of Ft. Mason. Also it is justified to remove of the parking to allow the loop to be constructed in its place since there will be additional transit capacity provided by the new F-line extension.

I would assume that the north side of the retaining wall on the western side of the tunnel will be raze to allow the street car to enter the north loop; however, I do have a concern when cars and pedestrians entering the Ft. Mason. Will there be traffic management or a signal to direct traffic? I could envision a bottle neck where the current vehicle gates are located not allowing proper pedestrian access from the park heading north cutting across to Building B and C.

On the eastern side of the tunnel the Fisherman's Wharf Public Realm Plan is also in review and I hope there is some coordination with the other committee to manage the transit hand off either SFMTA or the Planning Department of San Francisco. If the improvements are made on Jefferson Street, rail and other amenities should be in place to minimize disruptions for both planning organizations. Also the public should be informed of these improvements on the waterfront. There are a lot of locals and tourists use the right a ways from the Hyde Street Cable Car turnaround to Aquatic Park and up to the Ft. Mason hill.

I hope my opinion and suggestions are taken to account. I would love to see this project go through and the possibility of extending the F-line out to Presidio in the near future.

PEPC Project ID: 15547, DocumentID: 39713

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My husband, Paul Murphy, and I are very excited about the possibility of the "F" line being extended to Fort Mason. We live in the Fontana East high rise, and some of the residents here are opposed to the idea because they are worried about the noise. We are not that concerned about the noise as we feel that extending the line would be a great service to the people of San Francisco, including ourselves. From the minute the "F" line started it was a huge success and many locals use it as well as tourists. We have often used it to get to the Ferry Building and downtown. The extension will make it possible for many more people to enjoy all the things that are going on at Fort Mason - Farmers' market, plays, exhibits, etc. . It is not an easy place to get to by bus from many parts of the city so this will make all the Fort Mason offers much more accessible.

Many thanks for all the hard work you have put into this project. It can't happen soon enough as far as we're concerned!

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 31

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Correspondence Text

Comments on Draft Environmental Impact Statement for F-Line Street Car Service to Fort Mason Center

My comments are confined to the unaddressed impacts of the proposed project on the historic water-dependent resources located in Aquatic Park on Jefferson Street west of Hyde Street. These water-dependent resources are the historic Dolphin Swimming and Boating Club (DSBC) and the South End Rowing Club (SERC). Dating back to 1877 and 1873 respectively, DSBC and SERC are the sole remaining Bay swimming and boating facilities of over 20 that once dotted the SF Bay waterfront. Relocated from other waterfront locations, both facilities have been in continuous operation in Aquatic Park since the early 1900s, serving the public through membership (dues approx \$1.20 per day) and day use programs (\$6.50/day) as the only facilities in San Francisco that offer both Bay swimming and boating opportunities under the same roof. DSBC and SERC continue to carry out the purposes for which Aquatic Park was built and predate any and all of the nearby buildings and businesses, all of which are newcomers by comparison (e.g. the Cannery was built in 1907, the Haslett warehouse built in 1909.)

The project will result in substantial loss of critically important free 4 hour parking-particularly along the north side of Beach west of Polk and on lower Van Ness Avenue. This project, coupled with the proposed Fisherman's Wharf Public Realm Plan (Public Realm Plan), will eliminate nearly all affordable parking within a reasonable distance of Aquatic Park.

DSBC and SERC users depend on this parking to support their water-dependent uses. Public transportation is inadequate for the transport of the kayaks, paddles, wet suits, etc. necessary to these water-dependent uses.

This project and the Public Realm Plan both fail to address or mitigate the project-caused vehicle parking loss for water-dependent users in Aquatic Park. In short, both plans fail to plan for the survival of DSBC and SERC. Without nearby affordable vehicle parking neither DSBC nor SERC can continue to operate. NPS needs to provide free 4 hour designated parking for DSBC and SERC users. The free parking on the south side of Jefferson west of Hyde, currently being use by NPS staff, would be ideal. Since NPS has alternative parking in Fort Mason and has existing vehicle transport capability between Fort Mason and SFMNH, the Jefferson St. parking is not critical to NPS function, while it is critical to DSBC and SERC survival. Since DSBC and SERC both have memberships of approximately 1,000 and host hundreds of day users, additional designated parking on lower Van Ness may be needed. The four hour time limit is needed because it takes that long to row/kayak to and from the Golden Gate and/or Bay bridges and to swim from Alcatraz or across the Golden Gate Bridge. These are the activities that no other facilities on San Francisco Bay foster. To keep DSBC and SERC use affordable, designated parking must be free or low cost (\$0.25/hr).

Finally, I take issue with the premise upon which the "need" for the F-line extension rests-that distance from existing public transit to Fort Mason is too great. The EIS correctly describes existing transit connections as follows:

The 28 bus line provides the closest connection to Fort Mason Center with a station at Marina Boulevard and Laguna Street; however this bus line originates in Daly City and only services the western and northern parts of San Francisco.4 Passengers arriving near Upper Fort Mason via the 47 or 49 bus lines, disembark at Van Ness Avenue and North Point Street and then walk approximately 0.6 miles along streets or a path through the Great Meadow to reach Fort Mason Center. Passengers arriving via the 30 would disembark at Chestnut Street and Laguna Street and then walk approximately 0.3 miles along Laguna Street to the Fort Mason Center entrance. Visitors coming from Fisherman's Wharf take the existing F-line to Jones Street and then walk approximately 1 mile to reach the Fort Mason Center.

The existing F line service schedule is so slow that it is useful transit for only tourists and those who have hours to spend riding the slowest form of public transit in San Francisco-the F-Line. Extending the F-Line will do nothing to change that. In fact, it will only slow overall service on the F-Line. In other words, the F-Line fails to serve local resident needs for rapid transit now, and an F-Line extension will not improve that.

More information on DSBC and SERC can be found at www.dolphinclub.org and www.southend.org

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PEPC Project ID: 15547, DocumentID: 39713

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May 12, 2011
Mr. Nicolas Figone
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National Park Service
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Denver, CO 80225-0287

RE: Public Comment Letter on Draft Environmental Impact Statement for Extension of F-Line Streetcar Service to Fort Mason Center

Mr. Rick Foster:

I hereby submit this comment letter in support of the F-Line Streetcar Extension to Fort Mason, specifically Alternative 2 with Alternative 2A: North Loop.

The EIS correctly identifies the project purpose and need citing the following issues:

-Inadequate Regional Transit Access to Fort Mason:

As a native San Franciscan and current District 2 resident, I can attest to the lack of transit access to Fort Mason. The current Muni service is inadequate, requires a transfer for almost all routes, and suffers from reduced runs on weekends when Fort Mason usage is high.

-Limited Connectivity to Northwestern Waterfront Cultural and Recreational Corridor:

I worked on Fisherman's Wharf for seven years including stints before and after the F-Line extension to its current terminus on Jones Street. The transit access for visitors and residents alike improved dramatically, not to mention the ease of use and iconic attraction rivaling the Cable Car system itself. However, I observed that visitors seemingly stopped at Jones Street and were less inclined to venture to the Hyde Street Pier, Victorian Park, Maritime Museum, and attractions beyond such as Fort Mason. The access to these world-class attractions is limited to pedestrian and bicycle traffic, which greatly reduces the usage and revenue potential for the corridor. The Fort Mason extension would solve this problem.

-Limited Transportation Options for Transit-Dependent Residents:

Due to the poor transit access to Fort Mason, I always drive and park in the parking lot. If the lot is full, I look for street parking. If no street parking is available, and I do not have the appetite to risk a tow from the Safeway parking lot, I simply return home. Those without a car do not have this luxury of choice (assuming you consider circling for parking a luxury) and therefore are significantly limited in their options for Fort Mason access.

-Insufficient Transportation Infrastructure to Accommodate Existing and Projected Visitor Demand:

The Fort Mason extension would provide a public transit option to the throngs of visitors that frequent the multiple, and often concurrent, events offered at Fort Mason. The F-Line extension would particularly help with the traffic and congestion generated by the larger events held at Fort Mason including Oktober Fest, Wine Festival, and Oyster & Beer Festival. The F-Line extension would also improve safety as fewer drunk drivers would be on the road after the three events mentioned.

I suggest that the Final EIS be completed and certified swiftly, with a Record of Decision issued as soon as possible to

ensure that this important project is initiated in time to service attendees of the America's Cup.

Sincerely,
Nicolas Figone

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 33

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By 1980, a few years after the Golden Gate National Recreation Area (GGNRA) allocated space and gave permits for Fort Mason Center to use the deteriorating piers and warehouses of Fort Mason, it became clear that if the project were successful one of the sites most significant limitations would be access to the property. Surrounding streets bore the impact of big events when large numbers of cars came to the neighborhood. Today, if there are just two events??? say the Sunday Farmers Market and a major exhibition or performance, nearby parking is quickly used up and people are turned away from the park, even though there is room for these people within the buildings and grounds. When the piers are fully restored, the transit situation will hamper the effective use of the buildings. I have had to park blocks away to attend a Merola opera performance or go to Off the Grid on a Friday night. Fort Mason Center sorely needs effective public transit. There is very little transit serving it today.

San Francisco Maritime National Historical Park (SAFR) is our country's outstanding public resource for maritime history. The park extends from the Hyde Street Pier and the Visitor Center in the historic Haslett Warehouse building (which it shares with the Argonaut Hotel) to its offices and library at Fort Mason Center. SAFR also is severely affected by the shortage of transit options to its long, narrow site and the entire park would benefit from access to the "F" line. Parking at the east end of the park is limited and expensive, and the offices and library at the western end share the problems of Fort Mason Center. People may want to make a lengthy visit to the park, or visit different parts, and for those visitors public transit would be far superior to the automobile.

The maritime park and Fort Mason Center now serve some 8 million visitors a year. Other visitors come to this mile-long corridor for other recreational purposes. Even if only a fraction of these visitors come by the "F" line at the beginning, it will make a big difference in the traffic and parking congestion in the area. The trolleys will allow people in downtown hotels and businesses to reach the parks easily, The patronage will grow as people learn about this special transit, as it has along the immensely popular streetcar line that already exists today.

Other riders would benefit from the extension of the streetcar line. Marina residents will have the advantage of a line that brings them to the heart of downtown San Francisco. The line would also connect them to other public transportation in the downtown area such as BART.

The historic streetcars are a pleasure to ride and a fitting form of transportation for the corridor they serve and for the extended area they would serve under this proposal. It is also part of the General Management Plan for the GGNRA that the historic tunnel under Fort Mason should be re-opened and used for such public transportation.

I warmly endorse extension of the "F" line.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 34

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Correspondence Text

To Whom It May Concern:

I live in the Marina area and am strongly in favor of the Extension of the F-Line Streetcar Service. I believe tourists and locals alike will find the line of huge benefit.

Thank you.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 36

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The Pacific Heights Residents Association (PHRA, www.phra-sf.org) represents residents of the Pacific Heights area of San Francisco. We wish to raise two areas where the "Draft Environmental Impact Statement - Extension of F-Line Streetcar Service to Fort Mason Center" (DEIS) fails to adequately address impacts.

First, the DEIS fails to address in adequate detail the possible unintended consequences of the Marina and Marina Green area becoming a more attractive parking area for both North Bay commuters and, more significantly, a parking area for visitors to Ghirardelli Square and Fisherman's Wharf areas.

There are two significant adverse affects of this unintended use:

A) There will be an increase in traffic along Bay Street and Marina Boulevard, as well as the residential streets in the Marina east of Fillmore. This potential has not been evaluated adequately: The issue of tourist parking has not been discussed in the DEIS, and peak impacts for the tourist use are not in the peak am/peak pm periods that the DEIS considered when evaluating traffic impact. In addition, the DEIS fails to use appropriate traffic metrics to assess the impact on residential, as opposed to commute, streets. Level of Service (LOS) is widely recognized as inadequate for residential streets; various methodologies (e.g. TIRE, Impact Threshold Curve) may be better than LOS at assessing this issue. San Francisco's combination of residential areas adjacent high use areas with significant pedestrian activity introduces significant complexities that the LOS analysis is incapable of evaluating.

B) Use of this area for Fisherman's Wharf parking means that visitor access to the Marina Green will be restricted due to lack of parking. As many families currently use the Marina Green as parking while visiting the Marina Green for recreation, this will reduce access for those families would like to use the Marina Green area for recreation. Inadvertently reducing access to green space for recreation is an adverse effect.

Second, the DEIS proposed mitigation to address the potential parking impact from North Bay commuters, TRANS-4, is inadequate. TRANS-4 states "Implement Parking Time Restrictions. Implementation of time limitations on the parking spaces in the marina lot in proximity to the Fort Mason Center would reduce the potential adverse effects of North Bay-based motorists driving across the Golden Gate Bridge to park in the area to use the F-Line to continue on to downtown destinations."

This proposed solution is deficient in two areas: First, it fails to consider the potential impact of this solution on other users of the area. Second, it fails to indicate any coordination with San Francisco's MTA and its SFPark Program strategies and evaluations. Since any tactics to address parking and related traffic impacts would require action by San Francisco agencies, failure to clearly indicate how this will be managed means that mitigation TRANS-4 is inadequate.

We urge that these issues be addressed in the EIS.

Sincerely yours,
Paul Wermer
For the Pacific Heights Residents Association

PEPC Project ID: 15547, DocumentID: 39713

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Correspondence Text

I am writing in support of the project to extend historic streetcar service between Fisherman's Wharf and lower Fort Mason via the existing rail tunnel. This extension will provide a sorely needed transit connection between the center of San Francisco, BART, CalTrain, Muni Metro and regional ferry service and increasingly popular lower Fort Mason area. The run away success of the existing F Line has proven that it is an attractive magnet for riders and strongly suggests that the proposed extension will be very well used. This opportunity to convert the disused rail tunnel into a vital and popular transit link cries out to be taken advantage of.

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Correspondence Text

I have lived in the Marina, two blocks from Ft. Mason, for 20 years. So I am very much aware of its present-day impact on my neighborhood. Much is good, but over the years there has been a growing negative aspect that the proposed project, I fear, will only aggravate.

1) The EIS is inadequate. It appears less as a candid and objective appraisal and more as a clumsy attempt to satisfy a client for it omits more than it reveals while purporting to quantify the impacts of the proposed extension on the Marina District. It delineates an impact zone within the "project study area" that extends from Ft. Mason Gate at Laguna and Marina Blvd. to Fillmore and Bay and lists various impacts that might affect the area (noise and vibration mainly, both operational and construction) but the results of any actual tests are only revealed for one building in the entire area, the Laguna Condos at Laguna and Bay, which lay at an oblique angle 400 to 600 away. No vibration results are presented for the historic wall mural on the east side of Safeway just 230 feet away, nor is there any notion of the impact on the condos at Buchanan and Beach in a direct line 560 feet away. To consider only one building out of the entire 9 block area is not acceptable. When at the Ft. Mason presentation of the EIS I presented this objection to a woman (whose name I forget) associated with producing the EIS. She informed me they had all such information all the way out to Fillmore but as the results fell within the legally allowable limits they were not required to reveal them!

"Not required" is not good enough. Does the NPS wish to appear as though it is deliberately hiding unfavorable results? Considering that the EIS's own charts considers the level of noise created by the historic trolleys to be comparable to that of an air hammer at 15 to 20 feet it is essential for all those living in the impact zone to know exactly how much noise we are being asked to tolerate every 6 to 8 minutes all day until the wee hours.

If you do not clearly report all results for the entire area the NPS itself designated as a study area then the inevitable conclusion will be that you are dishonest.

2) The primary function of this project is to transport people. While I find the argument for more public transport serving the Marina to be labored (The 30 lets off 4 blocks from the entrance to lower Ft. Mason, hardly a hardship), it is startling to see the EIS flatly ignoring any potential impacts stemming from the project's entire reason for existence ? transporting people. This, despite the EIS's own estimate of more than 1600 extra visitors on average per-day in years to come.

We already cope with multiple impacts of the thousands who attend Ft. Mason's many events. Ft. Mason's far-too-many

beer and wine events are remarkable for the number of stumbling belligerent loudmouths they spill onto our otherwise fairly pleasant streets. Littering, shouting, and senseless hollering one can count on, brawls and vandalism are not unheard of, nor is the need to hose vomit and urine off sidewalks the next morning. So the thought of a yearly half-million more at our doorstep (literally) is not necessarily a welcome one.

An additional impact and a sure one despite the EIS's sanguine dismissal would be the influx of additional commuters in from Marin taking advantage of free parking in the Marina District to catch the trolley downtown to work where the parking is anything but free. The EIS admits this is already occurring: "It is not uncommon for commuters and others to park and walk that distance to board transit."

(p. 93). Presumably the transit they are walking to is the same 30 Chestnut the EIS finds so onerous for access to Ft. Mason. But more to the point, on page 224 the EIS states: "The effect could be adverse if large numbers of people search parking at the marina, creating traffic congestion at local intersections, but it is speculative to quantify. The overall impact would be long-term, minor and adverse."

If it is indeed "speculative to quantify" then how is the conclusion reached that the impact would be minor? The EIS speculates freely on what it perceives as the positive aspects of the project (i.e. attendance at Ft. Mason) but airily waves off potential adverse affects. This is just one more example of a disingenuous document.

3) The projected cost of this project runs upwards of \$50 million. The alternative of working with MUNI to provide more bus service when needed or shuttle service would cost a small fraction of that. Yet that alternative was never investigated, nor was any other alternative other than running the trolleys through Ft. Mason tunnel. This despite the clear requirement otherwise under NEPA Section 1502.14. In fact, the authors of the EIS admit they rejected outright any alternative that did not entail the trolleys and the tunnel. Thus the race was fixed from the start ? only the preferred candidate was allowed to run.

4) As the EIS inadvertently makes clear the F-Line to Ft. Mason is only the first step to running the line all the way to the Presidio. To pretend otherwise with such wide-eyed innocence as that exhibited at the Ft. Mason meeting is just plain silly. The EIS quotes one city and park document after another to that effect, and more are readily available on the net. Holding to that pretense is not going to take the topic off the table, nor will it lessen opposition to the project.

In a nut shell: Extending the F-Line to Ft. Mason will impact my neighborhood with a degree of added noise and vibration the EIS declines to report while hiding behind the childish rationale that as they are not required to, then they won't. It will also impact my neighborhood in ways the EIS refuses to consider ? the impact of many thousands of additional visitors and additional parking problems from Marin commuters, plus the impact of additional pressure to further the line to the Presidio, with all its attendant problems.

Until the EIS reports all impacts of noise, vibration, etc., out to Bay and Fillmore and, if needed, beyond; and considers the impact of the additional visitors it claims will be coming, the influx of Marin county commuters on parking; fulfills its mandate to investigate "all reasonable alternatives," and deals openly with F-Line to the Presidio issue then it cannot be considered an honest document. I will actively oppose it and work against the project until a more candid appraisal convinces me otherwise.

PEPC Project ID: 15547, DocumentID: 39713

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Correspondence Text

This project is misguided. There are only two alternatives - a no action alternative and a preferred alternative. Given the impacts to the two parks, both their resources natural and cultural as well as recreational, plus the current city, state and federal budget problems, this appears to be a very costly project to ask taxpayers to fund - a great deal of parkland is being sacrificed at great expense to extend the line a few blocks. I believe the project objectives could be met through an enhancement of the MUNI system in the area - utilizing buses or trolleys on surface streets and abandoning the idea of using the Fort Mason Tunnel. A shuttle service to Fort Mason Center could have been explored as well. What about a water taxi? The Fort Mason Tunnel would make an excellent bicycle route to provide a level path for the many thousands of bicyclists who now labor over the hill on McDowell Road annually.

Under Need for Project:

"Inadequate Regional Transit Access to Fort Mason Center": For people willing or able to walk a few blocks, there are a number of options for transit access - has Fort Mason Center or GGNRA ever looked into a shuttle service? Would well-heeled people who currently drive to events really leave their cars at home to hang out with tourists on a historic streetcar?

"Limited Transportation Options for Transit-Dependent Residents": Looking at the project study area map it is clear there are many transit options.

"Limited Connectivity to the Northeaster Waterfront Cultural and Recreation Corridor": Why does it have to be a rail link? What about a shuttle or a water taxi? I work in the area and see people biking, riding "Ducks", motorized "cable cars", and buses of all types all the time. I think it is a false assumption that people taking the F Line will find it difficult to transfer to a different kind of transit (bus, shuttle) to get to Fort Mason Center.

"Insufficient Transportation Infrastructure to Accommodate Existing and Projected Visitor Demand": The proposed F line extension is limited to how many rail cars the city has and is also limited by how many can run on the line at one time. Even with near constant service this idea has nowhere to grow - unlike a solution using routes on existing surface streets and buses, shuttles or trolleys, which can be modified and added to with far less infrastructure disruption.

"Infrastructure Constraints Impacting Effectiveness and Operations of Fort Mason Center": Again, why is a rail line the best alternative? Why not shuttles during major events?

And the 500 pound gorilla in the room - many of the arguments make much more sense, and would be more cost effective, if the proposal was to extend the streetcar to the Presidio, but that is not a stated future goal because everyone knows the residents of the Marina will not have it; so it is an extension of the line for a few blocks at great cost.

Project Objectives: The objectives all seem generally reasonable, however, the preferred alternative appears to be in direct conflict with the objectives to "Avoid or minimize adverse effects to the NHLDs and NRHP-listed or eligible properties, and maintain the integrity of related cultural and historic resources." and "Maintain the natural, scenic, and recreational values of SF Maritime NHP and GGNRA." I will address the latter first. The preferred alternative (which is the only alternative both in the document and in reality if the project is about sending historic streetcars through the historic Fort Mason Tunnel), will destroy forever the natural, scenic and recreational values of west Aquatic Park, a good portion of the National Historic Landmark District. Currently, this area of the park, bordering Fort Mason and away from the cacophony of Fisherman's Wharf, is a great place to sit on a bench or the lawn and enjoy the sounds of waves lapping on the shore, birds crying overhead and children laughing on the beach, while gazing at the historic ships. High school kids from Galileo are often seen running through the park during gym class. A game of Bocce Ball may be enjoyed in this area. This will all be gone as historic streetcars rumble through every few minutes with the clack, clack and screech as the cars make the curve from Beach Street through Aquatic Park across Van Ness Avenue to the tunnel. Add to that the incessant ring of the bell as the streetcar crosses 4 (four) sidewalks in western Aquatic Park. Bicycles will all be forced to take the waterfront Promenade route or, cross the tracks to get to North Point Street. This could be a disaster waiting to happen as the document does not adequately (in my opinion) address potential safety problems related to the many thousands of recreational and commuter bicyclists who now use the area, as well as pedestrians, many of them Seniors who come to the SF Senior Center.

Now, to address the first statement, "minimize adverse effects to NHLDs and NRHP-listed or eligible properties, and maintain the integrity of related cultural and historic resources." Historic fabric will be lost, primarily historic retaining walls, but the tracks and trains and related infrastructure will also be non-historic additions in two NHL districts. The magnificent Aquatic Park Bathhouse Building houses the Maritime Museum and the SF Senior Center. It appears from the discussion in the environmental impacts section that the streetcar line will negatively impact activities within the building. The document notes that impacts to that building in terms of vibrations and noise will be adverse - not adverse enough to be dangerous - but needing mitigation. How will it be assured that the mitigation will happen? What if mitigation measures are too costly during tight budget times? Doesn't that defeat a main purpose of the project, to increase visitors to the park (and one assumes their enjoyment?). If the Aquatic Park Bathhouse Building and the Maritime Museum and SF Senior Center becomes less appealing due to the noise and vibration from the streetcar line, fewer people will visit.

The north loop in Fort Mason Center is ludicrous given the activity that currently happens in the parking lot - you would add a train to that? Why would an unsafe, historic area be preferred to using a non-historic, man-made meadow where a loop could be more designed to be safer. Arguments about noise to residents on Laguna should be contrasted with what is said about impacts to residents along Beach (not so bad for Beach but bad for Laguna?) The best way to protect the National Historic Landmark Districts, both Aquatic Park and the Port of Embarkation, would be to abandon the historic streetcar through the tunnel alternative and look at using surface streets with buses, trolleys or shuttles, which, unlike the historic streetcar line, can be modified easily to address demand with little impact to infrastructure.

Under the Purpose of the project the statement is made that "The streetcar service would have connections to the regional transit rail services, while respecting the settings, context, and resources of these two national park destinations and avoiding or minimizing adverse effects to Nation Historic Landmark and National Register of Historic Places (NRHP) listed or eligible properties." I disagree.

Thank you for the opportunity to comment.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 40

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Correspondence Text

May 14, 2011

National Park Service
Denver Service Center ? Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: Fort Mason Streetcar DEIS

On behalf of Market Street Railway, the non-profit preservation partner of the San Francisco Municipal Railway and a member of the Technical Advisory Committee (TAC) for this project, I want to take this opportunity to offer comments on the Draft Environmental Impact Statement for the Fort Mason Center streetcar project.

We strongly agree with the Purpose and Need section of this document. This is a much-needed project that will complete streetcar service to important historic and recreational destinations along San Francisco's northeastern waterfront. As a 1000-member organization deeply interested in our city's history, we believe that the San Francisco Maritime National Historical Park and Fort Mason have been underserved by attractive public transit.

These National Park units are an integral part of our community, providing both educational and recreational opportunities. We support the improved accessibility to them that the streetcar extension will bring, especially for urban adults and youth who lack the means to reach these opportunities otherwise. We believe it is a matter of simple justice that they be afforded an attractive means of public transit to access these parts of our American legacy.

We believe that routing the extension along Beach Street as proposed will increase the vitality of that street and its businesses. We believe that both alternatives considered for Beach Street, semi-exclusive right-of-way and shared lanes ? can be workable. It is our observation over many years that a considerable of automobile traffic "migrates" westward along Beach Street in search of virtually non-existent free street parking. Signage programs already planned by others should, if implemented properly, reduce this misdirected automobile traffic, allowing adequate street capacity for efficient streetcar operation.

We are aware of the San Francisco City Planning Department's new Fisherman's Wharf Public Realm Plan. We believe the operation of F-line streetcars through the Wharf is compatible with this plan and support a collaborative process to implement both the Extension project and the Public Realm plan.

We support the proposed alignment of the tracks through western Aquatic Park and note approvingly that the alignment appears to allow retention of the bocce ball canopy and covered courts at their current location.

We express a strong preference for the North Loop alternative for the Fort Mason terminal. Market Street Railway opposes the taking of open space in the Great Meadow for this purpose and considers the North Loop alternative superior operationally and in passenger convenience as well.

We believe that the impacts identified in the DEIS are generally characterized accurately and are assessed generally appropriately. We would note that in the section on noise, the specific streetcar identified as making the most noise, No. 952, is not owned by SFMTA (Muni) and is likely to be returned to its owner, New Orleans Regional Transit Authority, before the extension is open, making this measurement moot in all likelihood.

We do note an apparent error on p. 363, listing Fort Mason terminal options that were dismissed. The text under the heading "Turnaround Option 2: Fort Mason Short Loop" does not conform to the image of that option shown on the facing page and indeed describes an alternative that extends beyond the boundaries of NPS property.

For 35 years, our organization has advocated the use of historic transit vehicles in daily passenger service, not as tourist attractions but as an integral part of the Muni system. This extension must be useful ? and desirable ? to San Franciscans as well as visitors. We believe it will be, providing attractive transit alternatives for residents of the northeastern quadrant of the Marina District, residents of Fort Mason, and residents of the north slope of lower Russian Hill and Fisherman's Wharf. The Extension will offer direct access for these residents to regional transit and popular work, shopping, and recreational destinations in the northeastern quadrant of San Francisco, as well as providing access for residents and visitors to western Fisherman's Wharf, Aquatic Park, and Fort Mason Center.

In summary, we believe this is an exceptional project. We are not aware of any other urban projects, present or past, that would, in the course of less than one mile, serve two National Park units, three National Historic Landmark districts, one of America's most popular visitor attractions, and two urban residential neighborhoods, all while extending this nation's most popular traditional streetcar line that provides more regional transit connections than any other single transit line in the Bay Area.

We support the earliest possible adoption of a Record of Decision for this project, followed by its immediate design and construction.

Thank you for the opportunity to comment on this important project.

Sincerely,

Rick Laubscher
Board Chair and President
Market Street Railway

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 41

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
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Correspondence Text

i think the project is a gra=eat idea. I am all in favor

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 42

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Notes:

Correspondence Text

16 May 2011

National Park Service

Denver Service Center ? Transportation Division
F-Line EIS Planning Team
PO Box 25287
Denver, CO 80225-0287

Re: DEIS Fort Mason Streetcar

We are taking this opportunity to offer our comments on the Draft EIS that is being circulated for the above project.

This is a much needed project that will complete the City's streetcar service to the important destinations along the north waterfront. There are millions of people who annually visit the west part of Fisherman's Wharf, the National Maritime Park, and the GGNRA areas that the streetcar will serve. This proposed extension will do its part in saving energy and reducing environmental impacts by removing automobiles from our streets.

The big events at Fort Mason Center attract more people than the Center's parking lot can accommodate. Arriving and departing on the streetcar from a passenger stop in the Fort Mason Center's parking lot will attract passengers since it would be secure and easy to use.

We feel that there is a much needed continuous service along the entire waterfront from Mission Bay to the north. This DEIS suggests that this is an extension of the F Line, it also offers the opportunity to operate as the proposed E Line, and that would provide much needed continuous service along the entirety of our waterfront.

This is an important project and if you have any questions for us feel free to contact me directly at 415.901.5249.

Sincerely,

Thomas C. Escher
President

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 44

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Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

May 16, 2011

Re: Draft Environmental Impact Statement for Extension of F-Line Streetcar Service to Fort Mason Center Comments

To Whom It May Concern:

Golden Gate Bridge, Highway and Transportation District (District) staff has reviewed the F-Line Extension Draft EIS and offers the following comments.

As described under "Transit Operations" in Section 3.4.2, please note that as of February 2011 Golden Gate Transit operates 14 bus routes along Beach and North Point streets in the project area.

It does not appear that Golden Gate Transit service will be adversely affected by this project. The District looks forward to continuing to operate commute bus service on Beach Street and continuing to serve the bus stop at Hyde Street.

Thank you for providing the District with the opportunity to submit comments on the F-Line Extension Draft EIS. You may contact David Davenport, Associate Planner, at (415) 257-4546 if you have any questions regarding these comments.

Sincerely,

Ron Downing
Director of Planning

c: David Davenport, GGBHTD
Maurice Palumbo, GGBHTD
Coach Stop 1152 File

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 45

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Contains Request(s): No Type: Web Form
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Correspondence Text

As a member of the Market Street Railway and supporter of the SF Railway Museum, I greatly support the Ft. Mason Extension. The benefits to The City are great and worth the cost to the government and the environment. Please expedite this process so that work is finished before the 2013 America's Cup Races in San Francisco. Thank you for your attention.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 46

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Correspondence Text

I feel that the F streetcar extension cons outweigh the pros.

1. The annihilation of the WPA created Aquatic Park greenspaces and features at the western end.
2. The disruption it will cause to the congested VanNess parking lot including loss of Parking, and subsequently water access for swimmers, boaters, kayakers -user groups that are growing annually in number. This is the kind of use Aquatic Park was intended for originally and encroachment by the city transit lines passing through it is what the park was created to be a sanctuary to escape from!
3. The exponentially increasing number of bicycles will be impacted by the general congestion of having mass transit train cars traversing the lower VanNess area. Flow disruption, increased congestion, and negative impact to cycling here.
4. Allow cyclists and so to pedestrians to use the tunnel with modifications. This would greatly increase access to the FT Mason area.
5. There are driverless shuttles at the airports of the usa including SFO. Perhaps one of these could shuttle bikes and people from one end to the other.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 47

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Correspondence Text

The planned project has too many flaws and inadequacies. The Plan ignores or does not take into consideration or address mitigation on impacts to the San Francisco Maritime National Historical Park's National Historic Landmark resources, both natural and cultural. The property managed by the San Francisco Maritime National Historical Park is in the direct path of the projected route and all alternatives. The plan also does not adequately address or mitigate the safety issues that it creates. The cost of the Plan is not addressed, nor are there costs associated with any alternative. One of the hidden facts about the project is that there are already well established and well used public transportation routes to Fort Mason Center. All of these comments are part of the negative impacts that are not justified by the Plan or alternates.

The Plan as written states unequivocally the Organic Act of 1916 in that it inhibits the impairment of park resources and values. This project does the exact opposite! The statement quotes the 2006 NPS Management Policies use of the terms "resources and values" to mean the full spectrum of tangible and intangible attributes for which the park is established and managed, including the Organic Act's fundamental purpose and any additional purposes as stated in the park's establishing legislation.

If stated as a natural resource, the quiet zone which the San Francisco Maritime National Historical Park provides at the water's edge of the Aquatic Park to include the Promenade around to the Municipal Pier are one of the last vestiges of the city of San Francisco's real places where humans can enjoy a natural communal area. The waves lap at the beach there, and create a natural setting that is not provided elsewhere in the city. Any plan that includes a streetcar clanging and banging, bells ringing and people chattering while enjoying themselves along the beautiful ride would complicate the area with noise pollution that would ruin the original and subsequent result of that space whether it was intended to mimic a natural viewscape or noisecape or not.

If stated as a cultural resource, the area near the Maritime Museum is already impacted by the success of the Fisherman's Wharf tourism and sightseeing industry. The present situation is that the City's Municipal Transit Authority buses (MUNI) uses an area near the front of the Maritime Museum Building at the 900 Beach Street address as a terminus. The buses are necessary for the city's senior citizens who regularly visit the Senior Center (the country's oldest Senior Center) within the Maritime Museum's structure. The tourism industry that has created a blossoming sightseeing industry near the Fisherman's Wharf. The added traffic along the Beach Street Corridor has added an unplanned and unwanted element to the Maritime Museum's presence. That is the noise created by MUNI's and the sightseeing industry's diesel powered buses. This is exacerbated by the delivery trucks that service the restaurants, building services and retail outlets during normal business hours. The traffic adds an additional unwanted element of seismic effects on the foundation of the Maritime Museum.

The San Francisco Maritime National Historical Park will need to address the noise issues that presently threaten the Museum's capability to capture it's visitor's imagination without the help of local politicians who must appreciate the

Museum Ethos to solve this dilemma. Conversations should include limiting all of the traffic to hours before the Museum opens and after it closes. The success of the Fisherman's Wharf phenomenon is itself an issue that has similar internal struggles within the business community. A "pedestrian only" area should be created during open hours.

If this project is allowed to proceed, the route described in the Environmental Impact study, would impact the San Francisco Maritime National Historical Park's resources as described above if a Natural Resource or above as a Cultural Resource.

If the streetcar is allowed to pass within the Maritime Museum's structural support system it will severely impact the museum's ability to operate as a Museum whether the route is at the North or the South of the Museum. The structure was built in 1937 and was built on fill. Beach Street was never planned as a heavy traffic corridor and the city is flirting with a dangerous situation allowing the buses, public and commercial as well as the delivery trucks to operate there without seismic upgrades to the street. A similar situation was found when the city decided that the Embarcadero needed to be upgraded. There was never a plan to make the street compliant or structurally sound until the upgrades were needed on this corridor.

The foundation at the North side of the building's structure Promenade which includes the now deteriorating Belt Railroad tracks and roadbed, needs serious upgrades for a paving project which it sorely needs now, even without the Plan's approval. Electrifying the overhead connector system has not been addressed in the Plan and the lighting infrastructure as well as the pavement upgrades and the project are not addressed to upgrade the current historic Promenade. The recent rebuild of the Aquatic Park's bleachers revealed that the Promenade's surface meet with the bleachers footings and foundations. If the project were to proceed the Promenade's surface would need to be seismically engineered to isolate itself from the bleachers, as well as the Maritime Museum Building. The Plan and its alternatives do not address this or even mention the adverse effects upon this National Historic Landmark structure.

The foundation at the South side of the building's structure needs serious upgrades that include a paving project which it needs now! The sewer system that removes the rainfall from the Polk Street hill to the South is not adequate and has been identified as such. A Project to divert the sewer flow through or around the park was near agreement when some political entity ended the sewer project. It still needs to be done as it erodes the building and impacts the resource. Adding the F-Line project through that corridor would seismically impact the building in nearly the same way structurally and destroy the soundscape there as well. Museum's need quiet space so that their visitors can enjoy the purpose of the theme. By the very name San Francisco Maritime National Historical Park is a museum, all parts of it, all intent and all organics. The idea of running a train through a museum could only be thought of by a person who didn't understand the intent, who was jealous of the park's success, or a person who was the incarnation of evil, to destroy or impair this National Historic Landmark. The South alternative includes cutting through an area that needs engineering to be isolated from the Museum Building and West Bleachers. This alternative also impacts the regular quiet soundscape and the all alternatives to the Plan have no mention of the soundscape.

Public Safety is an issue that has not been addressed within this Environmental Impact Study. Any published alternative is fraught with public safety hazards. Anytime the public must interface with traffic the chances for injury accelerate dramatically. In a Promenade alternative the public interfaces with the streetcar on a five foot basis for more than two hundred yards, then crosses a public street, before it enters the tunnel. This area now serves as a mixed use path where thousands of bicyclists, pedestrians and an occasional service vehicle are constantly at interface, but manageable. The city of San Francisco is facing what could be \$100 million deficit in the next five years. If this Plan were to be approved, the cost might be a hundred million dollars. The city's transportation agency couldn't possibly ever think that this is going to make up the cost of the project or pay the city's budget deficit. I see this as a way to get the City to repair a tunnel that belongs to GGNRA. The planners would deny the real purpose of the extension, but a further extension would always be on the eye for the Presidio.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 48

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Status: Reviewed Park Correspondence Log:
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Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

To whom it concerns: Established some 25 years ago, the Rincon Point-South Beach Citizens Advisory Committee (CAC) of the San Francisco Redevelopment Agency has overseen the development of the San Francisco's South Beach and Rincon Point neighborhood from an abandoned waterfront industrial zone to a residential area of some 5,000 housing units and a population of nearly 20,000 people in the larger area. The CAC has long been concerned about providing adequate public transit for the area. To that end, in the 1990s when the Embarcadero Roadway and Muni Metro were being planned, we succeeded in having connecting trackage built between the Metro and the historic streetcar service being developed on Market Street and the northern Embarcadero. Since then we have continuously lobbied for the operation of a second historic streetcar line along the Embarcadero from Caltrain on the south to Fisherman's Wharf on the north, the so called "E-Line". We are hopeful that regular daily service on the E-Line will become operational in mid-2012.

We have long been aware of the proposal to extend the historic streetcar service further north to Fort Mason. Currently, it is extremely inconvenient if not impossible to take transit from the South Beach area to Fort Mason and thus we can safely say that few residents visit the facilities at Fort Mason on a regular basis. If historic streetcar service was developed along the whole Embarcadero to Fort mason, we feel confident that our residents would actively use it. Furthermore with the connection at the Caltrain station, visitors from the Peninsula would also be able to take the train and the historic streetcars to Fort Mason and thus avoid driving. The extension to Fort Mason would greatly benefit South Beach, Rincon Point, Fort Mason itself and the Golden Gate National Recreation Area in general and also provide a significant positive effect on the City's environment.

At our May 16, 2011 meeting, the CAC discussed the draft Environmental Report for the Extension Project as part of the America's Cup People Plan. Since we did not have a quorum at the meeting, we were unable to take action to vote on an official position for the the CAC to support the findings in the draft Environmental Report for the Extension Project and endorse and support the Project. However, all of the CAC members present at the meeting expressed support for the Extension Project and EIR and requested that we submitting a letter expressing the unofficial, general sentiment of the CAC, as represented at the May 16th meeting.

Thank you for your consideration of our comments.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 49

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Date Sent: 05/17/2011 Date Received: 05/17/2011
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Correspondence Text

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for Extension of F-Line Streetcar Service to Fort Mason Center. The San Francisco Public Utilities Commission (SFPUC) staff has reviewed DEIS and has the following comments:

On page 318, Section 4.14.3, the SFPUC suggests adding the following text to Mitigation Measures: The South Loop (Alternate 2b) and Transition Segment (between Beach Street and the Ft Mason Tunnel / GGNRA land) have the potential to increase stormwater runoff entering into the combined sewer system due to the planned increase in impervious surface. These planned segments are served by the City of San Francisco combined sewer area. While these areas are under federal jurisdiction, it is encouraged that the plan implement stormwater management controls to mitigate the additional runoff and maintain a no net increases in runoff rate and volume in line with the San Francisco Stormwater Design Guidelines.

On page 192, in reality, the proposed rail extension may cross various sewer jurisdictions and boundaries between combined and separated sewer systems. For this reason, this document should carefully and accurately describe the various physical and administrative sewer zones and, preferably, depict them graphically.

In Section 4.14.3, the primary potential adverse impacts to the sewer system are (1) damage and loss of service due to construction activities (2) permanent loss of access due to the installation of overlying structures including rails, platforms, other utilities and overhead wires, (3) permanent reduction in service due to alteration of infrastructure, including piping and surface drainage. The language in this section addresses items 1 and 2 at least partially, but does not appear to address item 3. All three items should be addressed fully.

Additional global comments are outlined below. These comments apply to all sections of the document, not all sections are identified below.

1. Page 24. Please clarify which permit is intended for reference under the Water Resources bullet. The text says "National Pollutant discharge Elimination System general permit" is this a reference to the SWRCB Construction General Permit or the NPDES Individual permit (MS4 areas)?
2. This document should carefully and accurately describe the various physical and administrative sewer zones and, preferably, depict them graphically.
3. Page 192. 'Sanitary Sewer /Storm Drain System. Please ensure that all technical terms utilized are the correct term; for reference material please look at the SF Public Works code. The terms for the separate systems include 'Sanitary Sewer

System and Stormwater Sewer System. Also stormwater is to be used as one word when not using the proper name of a Federal, State, or Regional Permit.

4. Page 294. Same reference to NPDES general permit. The term used under paragraph 2 of section 4.11.3 Impacts of Alt 2, line 12, says 'general construction permit' the correct term is 'construction general permit'. For additional information on this permit please see the following link http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml

5. Section 4.14.3. The primary potential adverse impacts to the sewer system are (1) damage and loss of service due to construction activities (2) permanent loss of access due to the installation of overlying structures including rails, platforms, other utilities and overhead wires, (3) permanent reduction in service due to alteration of infrastructure, including piping and surface drainage. The language in this section addresses items 1 and 2 at least partially, but does not appear to address item 3. All three items should be addressed fully.

6. Page 323. Under the Agency column of the table, City and County of San Francisco is NOT an agency. Permits will be required from a variety of agencies which include the Port of SF, SFPUC, and DBI (although more agencies could be involved in issuing permits i.e. the fire dept)

7. Page 323. Under the Agency column of the table, the RWQCB does not need the 'and'.

Thank you for the opportunity to provide the above comments. If you have any questions please contact.

Thank you.

PEPC Project ID: 15547, DocumentID: 39713

Correspondence: 55

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Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: E-mail
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Correspondence Text

Dear Patrick Shea and Rick Foster,

I am writing to follow up on the telephone conversations that I had with Rick Foster on June 13th, and my phone conversation with Steve Ortega of May 31st. During those phone calls to both Steve and Rick, I disclosed that I had discovered some severe errors in your calculations concerning the negative impact to the spaces that the San Francisco Street Artists use on Beach Street. Though your official deadline for public comments has recently passed, it was disclosed that you will have until fall to prepare the Final EIS, and that your organization would want to have as accurate a document as possible.

As Rick and Steve may recall, I am an occasional Street Artists' representative/organizer who is concerned by some of the errors in the Draft EIS for the F-Line Extension. Let me please direct you to blatant errors, omissions, and possibly make some suggestions as to your text. Feel free to contact me via e-mail (creativdetectors@yahoo.com) or telephone (707 994-4067 Tuesday through Friday) with your thoughts.

As you read the corrections you will see that if the WESTWARD streetcar platform is to be located on Beach Street between Hyde and Larkin, it would significantly reduce the number of 'viable' wharf street artist selling spaces by 55% (see calculations below).

BLATANT ERRORS:

1) On page 209 the draft EIS states that "Proposed construction of a transit platform on Beach Street near Hyde Street would require the removal of approximately 12 parking spaces." But then in the same

paragraph on page 210 the EIS incorrectly states that the removal of the 12 parking spaces would result in the removal of 12 vendor (street artist) spaces: "However, conservatively assuming that the street vendors spaces located directly next to the platform might not be permitted to operate (and could not be accommodated without encroaching on Victorian Park) then up to 12 vendor spaces could be removed."

This is incorrect because a street artist space is 9 feet in length and a parking space is about 22 feet in length. So if we do the basic math we can see that a removal of 12 parking spaces would cause the loss of at least 30 spaces. [22 feet x 12 spaces = 264 feet; 264 feet / 9 feet = 29.3 vendor spaces, rounds up to 30 in application]

2) Also on pp 209 the EIS incorrectly states: "It is expected that the platform structure would be predominantly located within the parking space and therefore continued operation of the existing street artist vendors may be permitted."

This statement is also incorrect when it says that "street artist could continue their operations" in front of the platform, because the Street Artist Ordinance (Article 24) says that a display can NOT be more than 4.5 feet from the curb line of a sidewalk (Section 2405 c, part 1). You can also view this section of the Ordinance on page 151 of the Street Artist Blue Book at http://www.sfartscommission.org/street_artists_program/Street_Artist_Bluebook.pdf. Since the platform is to be "bubble-out" and filled with waiting transit riders, our displays would likely have to be more than 4.5 feet from the curb to allow the functions of the Bubble-out area of the platform, and thus would be forbidden by the 4.5 foot rule.

The statement, "In which case, their use would continue and would not be expected to adversely impacted", should also be removed since having selling spaces in front of the bubbled-out is not a legal option.

And the erroneous statements, "It is expected that the platform structure would be predominantly located within the parking space and therefore continued operation of the existing street artist vendors may be permitted. In which case, their use would continue and would not be expected to adversely impacted. However, conservatively assuming that the street vendors spaces located directly next to the platform might not be permitted to operate (and could not be accommodated without encroaching on Victorian Park) then up to 12 vendor spaces could be removed. In which case, these sidewalk vendor spaces would be permanently lost and the street artist vendors displaced to other locations." should probably be replaced by something like: "It is expected that if the westbound platform structure were located between Hyde and Larkin and within 12 removed parking spaces, it would by local ordinance cause the permanent loss of 30 street artist selling spaces that have been in the Street Artists Program for 40 years. The loss of these 30 selling spaces represents a 55% decrease in the number of viable selling spaces for street artists at the wharf. Since other street artist selling areas, like Justin Herman Plaza, are now filled to capacity and can not reasonable accept more displaced artists, many of the hundreds of street artists would suffer an extreme impact to their incomes and some would have to leave the Street Artist Program in search of other income. However if a westbound platform on Beach were located on a block other than between Hyde and Larkin, then the averse impact to street artists could possibly be negligible."

3) On page 210 the EIS incorrectly states: "Although the potential loss of these spaces would result in a net reduction in vendor spaces, there would nonetheless remain approximately 33 neighboring vendor spaces on the Beach Street block with another existing 10 spaces west of Larkin Street."

As explained above in #1 that it would actually be 30 selling spaces, out of the 45 viable Beach street spots,

that would be lost. Therefore it would be "15 neighboring vendor spaces" that remain on that block, and not "33 neighboring vendor spaces on the Beach Street block".

Please note that the "10 spaces west of Larkin Street" are NOT deemed 'viable' and are never used. This is because the likely traffic flow of the sidewalk takes the pedestrians over crosswalks at Larkin to Ghirardelli, and few continue walking past the crosswalks to 10 spaces west of Larkin Street.

This is not all likely to change in the future, and disqualifies the statements: "However, removal of the sites nearest to the Larkin Street corner could result in a shift of the business further west down Beach Street. Although not as immediately close to current Cable Car turnaround, the sites are still in relatively close proximity and could continue to attract visitors to their stands thereby reducing the adverse impact to street artist vendor sales within Fisherman's Wharf." Please considering omitting these erroneous statements.

4) This other statement on page 210 is also very inaccurate, and should be omitted:

"Since there are existing nearby vendor spaces that currently are only used during peak weekends, this suggests that an actual reduction of operating vendor spaces would only occur during peak weekends and holidays. At other times, any vendors displaced by the project could be accommodated at other existing nearby sites which currently are typically unused. Furthermore, since specific locations are assigned by a daily lottery system, consequently the displacement of vendors would be distributed widely amongst all the licensed street artists."

The simple fact is that there are not many other viable selling spaces in the program where displaced artists can go. While Justin Herman Plaza is a favorite place of viable street artists selling locations, its popularity causes its lotteries of hopeful artists to be much larger than the number of its viable selling spaces. As a result on most viable work days, there are scores of street artists who having gotten a bad lottery number, must leave without acquiring a viable selling space for that day. Thus the concept that Justin Herman Plaza might absorb street artist who are displaced by deleted spaces on Beach is just not true -- Justin Herman Plaza lotteries are already filled to more than capacity, and can not realistically accept new and displaced artists from the wharf. The downtown area also has a limited number of viable selling spaces which are already under high demand at the lotteries for downtown spaces.

5) From what I read in the document, a westbound station is planned for Leavenworth near Jefferson (pp 35, Table 2-1, Station Platforms). However Figure 2-2 (Alternative 2 Action Alignment) on page 37 incorrectly shows that westbound platform to be on Jefferson, and not Leavenworth. (note: A platform on Jefferson would take away some of our most valuable selling spaces, but a platform on Leavenworth would have drastically less impact on the Street Artists program)

OMISSIONS in the EIS:

1) This concerns the Table 2-6 (Summary of Impacts and Mitigation) on page 59, under "Socioeconomics". Currently there is no mention of the devastating effect that a westbound platform would make in taking away 30 street artist selling spaces." While the EIS sees fit to mention the loss of Bocce Courts in Table 2-5, it seems only reasonable that this averse impact to incomes of hundreds of street artists income should also be stated in the table.

Suggested text for Table 2-6 ("Socioeconomics" and column "Alternative 2 Action Alternative"), to also include: "Location of a westbound platform on Beach Street between Hyde and Larkin would take away 55% of the viable street artists selling spaces from the wharf area, and would greatly impact the incomes of hundreds of street artists."

Some Background:

The Street Artist Program was a ballot initiative that the voters of San Francisco approved in 1972. The street artist selling spaces on Beach Street have been active since the start of the Street Artist Program back in 1972, nearly a half a century ago when the country was still at war with Vietnam.

Though there are hundreds of street artist spaces across San Francisco, not all of them are deemed 'viable' by the street artists themselves. A 'viable' space is one where a street artist may make an average daily income, and an 'un-viable' space would be one where they would probably make less than 20% of a day's wage. Because working for one fifth of a day's wage is seen as wasteful of their time, most of the un-viable spaces remain empty for most of the year.

When street artists count the number of 'viable' selling spaces at the wharf, the number usually comes out to be about 54 (45 viable spaces on Beach St and 9 viable spaces on Jefferson St). So when the EIS declares that 30 viable spaces on Beach Street are to be lost, it means that the street artists who typically sell at the wharf all year round would see their workplace of spaces be reduced by 55% (30 spaces / 54 spaces = 55%). The loss of these 30 spaces would have a devastating effect upon the hundreds of street artists who depend on the wharf selling spaces to support themselves and their families.

It is for this reason that the street artists will very much need you to locate a westbound platform on a block other than the one on Beach Street between Hyde and Larkin streets.

* * *

In conclusion, I speak with decades of experience within the Street Artist Program when I say that if the westbound station is to be located on Beach Street between Larkin and Hyde, it would take away over 55% of the viable Street Artists selling spaces at the wharf, and have a devastating effect upon the incomes of hundreds of artists. These spaces have been in operation for nearly a half-century, and represent a historic and cultural precedent.

If you can not select a better block on Beach for this platform, you will be motivating hundreds of street artists to oppose this project during its later approval stages within the San Francisco government. But if you move the westward platform to a block other than between Hyde and Larkin, then it is likely that you would conversely receive the support of hundreds of street artists.

Please call me and we could discuss alternative blocks on Beach Street where westward platform could be located that would not impact the incomes of hundreds of artists (my feeling is that if the westward platform on Beach were to be located between Larkin and Polk streets, opposite Ghirardelli, there would be no negative impact to the Street Artists, and it would allow you to remove the redundant double platforms that threaten the Bocce Courts and its grassy park).

I look forward to speaking with you over the phone so that we can possibly find a compromise that can encourage this project to go forward.

thank you,
James Millard
creativetectors@yahoo.com
(707) 994-4067 (Tuesday through Friday)

APPENDIX D

Correspondence by Author and Organization Report

Correspondence by Author and Organization

Corr. ID	Org Type	Organization	Name
23	Business	Driven Innovation	Vicknair, Eugene J
20	Business	Red and White Fleet	Escher, Thomas C
42	Business	Red and White Fleet	Escher, Thomas C
78	Business	Red and White Fleet	Escher, Thomas C
76	Civic Groups	Marina Community Association	Silverman, Alan
19	Civic Groups	Marina Neighborhood Association	Kept Private
36	Civic Groups	Pacific Heights Residents Association	Wermer, Paul H
48	Civic Groups	Rincon Point-South Beach CAC	Kept Private
1	Civic Groups	SF Bicycle Coalition	Saggers, Keith R
13	Civic Groups	SF Senior Centers	Trrevorrow, Robert a
55	Civic Groups	Street Artist Program	Millard, James
37	Conservation/Preservation	Market Street Railway	Kept Private
45	Conservation/Preservation	Market Street Railway	Kept Private
40	Conservation/Preservation	Market Street Railway	Laubscher, Rick
15	Conservation/Preservation	Market Street Railway	Opferman, Dennis C
33	Conservation/Preservation	People For a GGNRA	Meyer, Amy W
80	County Government	San Francisco County Transportation Authority	Chang, Tilly
50	Federal Government	Advisory Council on Historic Preservation	Wallace, Raymond V
57	Federal Government	Environmental Protection Agency - Region 9	Dunning, Connell
44	Federal Government	Golden Gate Bridge, Highway and Transportation District	Downing, Ron
52	Non-Governmental	Blue Bear School of Music	Roche, David
26	Non-Governmental	Ft. Mason Center	Borcherding, Randall P
58	Non-Governmental	Fort Mason Center Board of Trustees	McNulty, Sally
35	Non-Governmental	Fort Mason Center Board of Trustees	McNulty, Sally
77	Non-Governmental	Museo Italo Americano	Bagnatori, Paola
82	Non-Governmental	Readers Cafe and Bookstore	Spooner, Byron
79	Non-Governmental	San Francisco Bay Trail	Gaffney, Maureen
53	Non-Governmental	San Francisco Chamber of Commerce	Lazarus, Jim
83	Non-Governmental	San Francisco Planning and Urban Research Association (SPUR)	Metcalf, Gabriel
31	Recreational Groups	Dolphin Swimming and Boating Club	Kept Private
51	State Government	Bay Conservation and Development	Delaney, Max
56	State Government	California Public Utilities Commission	Stites, Moses
84	Town or City Government	District 2 Supervisor	Farrell, Mark E
49	Town or City Government	San Francisco Public Utilities Commission	Kept Private
81	Town or City Government	San Francisco Recreation and Parks	Mauney-Brodek, Karen
54	University/Professional Society	City College of San Francisco - Civic Center Campus	Jew, Carl
96	Unaffiliated Individual		Alcayaga, Janice L
92	Unaffiliated Individual		Bacigabupi, June
9	Unaffiliated Individual		Barthell, Todd
27	Unaffiliated Individual		Benioff, Martha
59	Unaffiliated Individual		Berard, John
14	Unaffiliated Individual		Berling, Larry P
60	Unaffiliated Individual		Blum, Jan
61	Unaffiliated Individual		Buchholz, Gail
62	Unaffiliated Individual		Clarke, Dan
63	Unaffiliated Individual		Fariello, Grif
32	Unaffiliated Individual		Figone, Nicolas R
64	Unaffiliated Individual		George, Elmer
65	Unaffiliated Individual		Gwathmey, Margaret

Corr. ID	Org Type	Organization	Name
95	Unaffiliated Individual		Hastings, G.L.
98	Unaffiliated Individual		Janeff, Barbara
2	Unaffiliated Individual		Kept Private
4	Unaffiliated Individual		Kept Private
7	Unaffiliated Individual		Kept Private
16	Unaffiliated Individual		Kept Private
17	Unaffiliated Individual		Kept Private
21	Unaffiliated Individual		Kept Private
24	Unaffiliated Individual		Kept Private
30	Unaffiliated Individual		Kept Private
38	Unaffiliated Individual		Kept Private
39	Unaffiliated Individual		Kept Private
41	Unaffiliated Individual		Kept Private
34	Unaffiliated Individual		Lee, Rebecca
11	Unaffiliated Individual		Ly, Steve
66	Unaffiliated Individual		Macris, Dean L
67	Unaffiliated Individual		Maloney, Nicole
97	Unaffiliated Individual		Messina, Michael T
68	Unaffiliated Individual		Murphy, Paul
3	Unaffiliated Individual		N/A, N/A
6	Unaffiliated Individual		N/A, N/A
8	Unaffiliated Individual		N/A, N/A
10	Unaffiliated Individual		N/A, N/A
29	Unaffiliated Individual		N/A, N/A
69	Unaffiliated Individual		N/A, N/A
70	Unaffiliated Individual		N/A, N/A
85	Unaffiliated Individual		Open House, Public
86	Unaffiliated Individual		Open House, Public
87	Unaffiliated Individual		Open House, Public
88	Unaffiliated Individual		Open House, Public
89	Unaffiliated Individual		Open House, Public
90	Unaffiliated Individual		Open House, Public
47	Unaffiliated Individual		PRZYGOCKI, TIMOTHY
71	Unaffiliated Individual		Racanelli, John
25	Unaffiliated Individual		ruhne, susan b
28	Unaffiliated Individual		Strassner, Howard
72	Unaffiliated Individual		Swig, Rick
22	Unaffiliated Individual		Tilles, Richard
93	Unaffiliated Individual		Tsiu, Sharon
12	Unaffiliated Individual		V, A N
73	Unaffiliated Individual		Vallecillo, Frank
91	Unaffiliated Individual		White, Ellison
94	Unaffiliated Individual		White, Emily
74	Unaffiliated Individual		Woods, C
75	Unaffiliated Individual		Woods, Corinne
18	Unaffiliated Individual		Kept Private
46	Unaffiliated Individual		everett, richard
5	Unaffiliated Individual		Kept Private

APPENDIX E

Substantive Comments Report

**Extension of F-Line Streetcar Service to Fort Mason Center
Substantive Issues Report**

(10/24/2011)

AL100 Alternatives Screening (Substantive)

Correspondence Id: 76 **Comment Id:** 218171 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The preparers of the DEIS openly admit that they rejected any alternative that did not involve the use of the historic streetcar and did not involve the use of the Fort Mason Tunnel. By so doing they were able to arrive at the pre-determined conclusion that the preferred alternative involved the use of the historic streetcar and the Fort Mason Tunnel.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 216573 **Coder's Initials:** ANDREA_THORPE

Comment Text: Alternatives Considered Page 27 of the DEIS contains the following contains the following startlingly honest statement: "The mode of transportation considered for all alternatives in the Feasibility Study was streetcar, and all alternatives used the Fort Mason Tunnel. The alternatives proposed in the Feasibility Study were further developed and refined during the environmental review process for this project to generate alternatives for the Proposed Action?" On the very same page the DEIS quotes NEPA Section 1502.14 which directs NPS to: (a) "Rigorously explore and objectively evaluate all reasonable alternatives ..." (b) "Devote substantial treatment to each alternative considered?" The preparers of the DEIS openly admit that they rejected any alternative that did not involve the use of the historic streetcar and did not involve the use of the Fort Mason Tunnel. By so doing they were able to arrive at the pre-determined conclusion that the preferred alternative involved the use of the historic streetcar and the Fort Mason Tunnel. That enabled them to satisfy the clear preferences of the promoters of this project, for whom they were working, without having to deal with any inconvenient facts or comparisons. It is the opinion of the Marina Community Association that the failure to comply with section 1502.14 of NEPA is a fatal flaw in the DEIS and must be corrected before any Final EIS is prepared. Among the reasonable alternatives that were not evaluated in the DEIS were: (a) Modifying existing SFMTA bus routes to serve Fort Mason and the Maritime NHP. (b) Modifying the Presidigo shuttle bus routes. (c) Investigate water buses. (d) Investigate shuttle buses dedicated to Fort Mason and the Maritime NHP. (e) Consider an F-line extension to the Maritime NHP only, but not to Fort Mason. Section 1502.23 of NEPA further requires that a cost-benefit analysis of these alternatives be done, and it was not done. This is another fatal flaw in the DETS which must be corrected before any Final EIS is prepared.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 62 **Comment Id:** 216769 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: By advancing the DEIS without fair and honest consideration of alternatives, NPS is continuing on an unprincipled and possibly illegal course. This wrongheaded course was initiated in 2006 when NPS followed too unquestioningly the Presidio Trust's lead in promoting an

extension of the popular historic streetcar service westward from Fisherman's Wharf. The Presidio Trust's 2004 feasibility report argued for extending the historic streetcar service to the Presidio -- in stages. Sometime in 2005, NPS became convinced that its tenants, the San Francisco Maritime National Historic Park and FMC, could benefit from better access to public transportation and decided to champion the first stage, which would bring historic streetcar service to FMC. On 29 March 2006, NPS issued a Notice of Intent (NOI) to prepare an environmental impact statement. Importantly, the NOI specified historic rail service through the tunnel under Fort Mason even though the need was for public transportation, a much broader concept. It was at this point that duplicity became difficult to avoid. I tried to point out these pitfalls to NPS during the scoping in 2006. Five years on, the DEIS shows how unsuccessful I was. Why is NPS conduct unprincipled and possibly illegal? We place trust in an institution like NPS and have expectations of fair play. In a public process like an environmental review, it is not about what anyone wants (including NPS) but about what is justifiable by an objective review of the facts. However, the DEIS is constrained to historic rail so it is not an objective review of anything other than historic rail. In fact, the DEIS is partly an attempt to justify historic rail- albeit not a very successful attempt. NPS is ignoring all reasonable non-rail alternatives that could satisfy its tenant's need for public transportation while at the same time that it is conducting an open and 'objective' review of issues and alternatives for a project to satisfy that same need. That is unprincipled. As for the legal aspect, National Environmental Policy Act regulation #1502.14 (a) and (c) requires that an EIS process " ... [r]igorously explore and objectively evaluate all reasonable alternatives, and ... [i]nclude reasonable alternatives not within the jurisdiction of the lead agency." [Underlines added, ed.] It is not clear to me if a government agency such as the NPS can act illegally, but it is evident that NPS is not living up to the spirit of that regulation. I hope NPS will

Organization:

Commenter: Dan Clarke **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 38 **Comment Id:** 217032 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The projected cost of this project runs upwards of \$50 million. The alternative of working with MUNI to provide more bus service when needed or shuttle service would cost a small fraction of that. Yet that alternative was never investigated, nor was any other alternative other than running the trolleys through Ft. Mason tunnel. This despite the clear requirement otherwise under NEPA Section 1502.14. In fact, the authors of the EIS admit they rejected outright any alternative that did not entail the trolleys and the tunnel. Thus the race was fixed from the start ? only the preferred candidate was allowed to run.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217083 **Coder's Initials:** ANDREA_THORPE

Comment Text: Project Objectives: The objectives all seem generally reasonable, however, the preferred alternative appears to be in direct conflict with the objectives to "Avoid or minimize adverse effects to the NHLDs and NRHP-listed or eligible properties, and maintain the integrity of related cultural and historic resources." and "Maintain the natural, scenic, and recreational values of SF Maritime NHP and GGNRA."

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217088 **Coder's Initials:** ANDREA_THORPE

Comment Text: The best way to protect the National Historic Landmark Districts, both Aquatic Park and the Port of Embarkation, would be to abandon the historic streetcar through the tunnel alternative and look at using surface streets with buses, trolleys or shuttles, which, unlike the historic streetcar line, can be modified easily to address demand with little impact to infrastructure.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

AL110 Support Alternative 1 - No Action (Non-Substantive)

Correspondence Id: 26 **Comment Id:** 216813 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I strongly recommend adopting Alternative 1.

Organization: Ft. Mason Center

Commenter: Randall P Borcharding **Page:** **Paragraph:**

Kept Private: No

AL200 Turnaround Options: New Alternatives Or Elements (Substantive)

Correspondence Id: 23 **Comment Id:** 216787 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Has an extension farther down Marina Blvd., following the original right of way of the State Belt Railway? A platform could be placed at Marina and Laguna Street to serve the western side of Fort Mason, then the tracks extended, as double track and along the north side of Marina Blvd., 1/4 mile to Scott Street. At this point, platforms could be placed aligned with Marina Blvd. and a turnaround track could be built along Scott, Marina Green Drive and looping back to the alignment along Marina Blvd. This turnaround could later be removed if / when the line is extended farther west without disturbing the platforms. This would also create a lower impact to the parking area at Fort Mason and / or the Meadow Area, as opposed to the turnaround options outlined in the Draft EIR. At one time, the State Belt Railway tracks extended all the way to Fort Point. The historic trolley line could easily reach to within 1/2 mile of the foot of the Golden Gate Bridge and, with some careful planning and design, even reach the bridge itself. This would bring rail mass transit to one of the largest and most traffic impacted attractions in San Francisco, helping lessen the travel burden on the Doyle Drive approach and increasing the effectiveness of the F and E line historic trolleys.

Organization: Driven Innovation

Commenter: Eugene J Vicknair **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 87 **Comment Id:** 216669 **Coder's Initials:** ANDREA_THORPE

Comment Text: Instead of big loop in lower Fort Mason, use same concept shown at Aquatic Park (smaller and more attractive). If North Loop is selected, must soften look with benches, native plants. Vastly prefer "green track".

Organization:

Commenter: Public Open House **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 93 **Comment Id:** 216686 **Coder's Initials:** ANDREA_THORPE

Comment Text: To minimize disruption to the NHLD and NRHP, I would prefer a different method of turning the streetcars around such as a turntable or parallel tracking. These would be more compact methods that would more easily lend themselves to extending the F-line service to the Presidio and be less costly as well.

Organization:

Commenter: Sharon Tsiu **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 23 **Comment Id:** 216786 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: My major criticism of the project is the placement of the proposed turnaround just outside the western portal of the tunnel. Both alternatives will be very impacted in terms of space requirements, but the larger issue is the inability to extend the line any farther along Marina toward Marina Green, Crissy Field and the Presidio. This is, to me, a glaring fault in the plan.

Organization: Driven Innovation

Commenter: Eugene J Vicknair **Page:** **Paragraph:**

Kept Private: No

AL210 Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A) (Non-Substantive)

Correspondence Id: 40 **Comment Id:** 217142 **Coder's Initials:** ANDREA_THORPE

Comment Text: We express a strong preference for the North Loop alternative for the Fort Mason terminal. Market Street Railway opposes the taking of open space in the Great Meadow for this purpose and considers the North Loop alternative superior operationally and in passenger convenience as well.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 3 **Comment Id:** 216417 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I much prefer the north loop option for the turning area.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 216460 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I have only briefly looked over the EIS, and feel I agree with the alternatives proposed, especially the one that prefers the North loop option ending at lower Ft Mason.

Organization:

Commenter: A N V **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 216476 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: And lastly, I would favor the North Loop option to terminate in the existing Fort Mason parking lot. It would not destroy park land and it would drop people off in the same place as someone who arrived by auto--immediatley adjacent to the Fort Mason buildings.

Organization: Market Street Railway

Commenter: Dennis C Opferman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 51 **Comment Id:** 216567 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The Bay Plan transportation policies also state, in part that, " ... transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the shoreline." Commission staff believes that the Preferred Alternative described in the DEIS (Alternative 2A), which consists of a track extension with a street-running segment along Beach Street, a transition zone between the street-running segment and the Fort Mason Tunnel, a tunnel segment and a turnaround segment in the Fort Mason parking lot (North Loop) is the alternative that is most consistent with the Commission's policies. By locating the terminus of the line within the existing paved parking area at Fort Mason instead of on the Great Lawn, this alternative would have fewer impacts to existing parkland in the area, specifically, it would avoid the loss of recreational uses and aesthetic impacts on the Great Lawn that would result if the South Loop turnaround were to be constructed. Further, Alternative 2A appears to have essentially no impact on the existing Bay Trail alignment, unlike Alternative 2B which would cross the Bay Trail. Alternative 2A appears to minimize potential conflicts between pedestrians and bicyclists and the new transit line.

Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 22 **Comment Id:** 216596 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I greatly prefer the northern turnaround option and, given that it is a viable alternative to taking open space in the Great Meadow, has to be the one chosen.

Organization:

Commenter: Richard Tilles **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216604 **Coder's Initials:** ANDREA_THORPE

Comment Text: We are pleased to see that the north loop turnaround is the preferred alternative.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 52 **Comment Id:** 216610 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: We think the streetcar should make the turnaround into the parking area at Fort Mason Center and not into the open field at the Great Meadow. Keeping the Meadow "green" is extremely important to the adjacent neighborhoods and to the city given the volume of children's sports activities held there, for one. Fort Mason Center has never been served well by transit and this much-needed extension will allow the Center to be connected at last to many other San Francisco and regional transit services.

Organization: Blue Bear School of Music

Commenter: David Roche **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 54 **Comment Id:** 216615 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The turn-around option in the parking area at Fort Mason Center is preferable to the alternative at the Great Meadow which is currently designated as open space. The benefits of direct and affordable public transit for outweigh the displacement of a limited number of parking spaces.

Organization: City College of San Francisco - Civic Center Campus

Commenter: Carl Jew **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216634 **Coder's Initials:** ANDREA_THORPE

Comment Text: The EPA supports improving local and regional transit service connections to National Park Service attractions. Of the two Action Alternatives analyzed, the EPA believes Alternative 2A, identified as the Preferred Alternative in the Draft EIS, will result in fewer environmental and community impacts because it is less disruptive to land and existing vegetation, has a lower rate of construction-related emissions, is less likely to conflict with bicycles, automobiles, and pedestrians, and will not increase impervious area when compared to Alternative 2B.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 85 **Comment Id:** 216666 **Coder's Initials:** ANDREA_THORPE

Comment Text: Yes, build a new F-Line old trolley into Fort Mason with the North Loop. Great for renewing Aquatic Park, Muni Pier (which should be torn down and rebuilt).

Organization:

Commenter: Public Open House **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 86 **Comment Id:** 216667 **Coder's Initials:** ANDREA_THORPE

Comment Text: Prefer North Loop

Organization:

Commenter: Public Open House **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 95 **Comment Id:** 216693 **Coder's Initials:** ANDREA_THORPE

Comment Text: I do strongly encourage the F-line to continue onwards to Fort Mason and go the "North loop" design. I am also a member of M.S.R. (Market Street Railway) too! I also believe that Aquatic Park among other areas will be renewed by this action!

Organization:

Commenter: G.L. Hastings **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 98 **Comment Id:** 216699 **Coder's Initials:** ANDREA_THORPE

Comment Text: I think the F-line to Fort Mason is a good idea if there is a commitment not to extend it through the Marina and if the northern turn-around is used.

Organization:

Commenter: Barbara Janeff **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 58 **Comment Id:** 216719 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The preferred passenger terminus site for the proposed extension is identified in the DEIS as a location in FMC's parking lot We support this conclusion since it will offer those traveling to FMC a safe and convenient location that is quite proximate to the Center's facilities for visitors, and which also efficiently serves FMC employees. For student groups and classes visiting FMC, this location offers a much more efficient passenger site than the Great Meadow option, which is not only distant from FMC's campus, but also immediately adjacent to a busy traffic arterial, and which would mean the loss of valuable open space. The terminus within Fort Mason Center will also provide a safe and secure location for passengers coming and going from nearby residential neighborhoods and for those visiting park sites further to the west.

Organization: Fort Mason Center Board of Trustees

Commenter: Sally McNulty **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 59 **Comment Id:** 216726 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: That is why the suggestion that the streetcar should terminate in what is currently open space along Laguna Street is not a good solution. The streetcar should properly end with the "Preferred Alternative," a passenger stop In Fort Mason Center, the destination of many of those who will ride the line.

Organization:

Commenter: John Berard **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 66 **Comment Id:** 216740 **Coder's Initials:** ANDREA_THORPE

Comment Text: The suggestion however that the streetcar should terminate in what is currently open space along Laguna Street is not a good solution. The streetcar should end properly with a passenger stop in Fort Mason Center, the Preferred Location, and the destination for many who will ride the line. Fort Mason Center has never been served well by transit. So this much needed extension will at last connect Center to many other San Francisco and regional transit services.

Organization:

Commenter: Dean L Macris **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 67 **Comment Id:** 216742 **Coder's Initials:** ANDREA_THORPE

Comment Text: * A passenger terminus at the end of the Extension is proposed for Fort Mason Center, and it is indicated that this is the "preferred" option for the terminus. I very much agree with that preference since it will directly serve the Center, and the alternative would disrupt and supplant exceptional open space in the Great Meadow.

Organization:

Commenter: Nicole Maloney **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 72 **Comment Id:** 216773 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: - A passenger terminus at the end of the Extension is proposed for Fort Mason Center, and it is indicated that this is the "preferred" option for the terminus. I very much agree with that preference since it will directly serve the Center, and the alternative would disrupt and supplant exceptional open space in the Great Meadow.

Organization:

Commenter: Rick Swig **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 32 **Comment Id:** 216987 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: I hereby submit this comment letter in support of the F-Line Streetcar Extension to Fort Mason, specifically Alternative 2 with Alternative 2A: North Loop.

Organization:

Commenter: Nicolas R Figone **Page:** **Paragraph:**

Kept Private: No

AL220 Turnaround Options: Oppose Turnaround Option 1 (North Loop - Alternative 2A) (Non-Substantive)

Correspondence Id: 39 **Comment Id:** 217086 **Coder's Initials:** ANDREA_THORPE

Comment Text: The north loop in Fort Mason Center is ludicrous given the activity that currently happens in the parking lot - you would add a train to that? Why would an unsafe, historic area be preferred to using a non-historic, man-made meadow where a loop could be more designed to be safer.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

AL250 Turnaround Options: Oppose Turnaround Option 2 (South Loop - Alternative 2B) (Non-Substantive)

Correspondence Id: 66 **Comment Id:** 216740 **Coder's Initials:** ANDREA_THORPE

Comment Text: The suggestion however that the streetcar should terminate in what is currently open space along Laguna Street is not a good solution. The streetcar should end properly with a passenger stop in Fort Mason Center, the Preferred Location, and the destination for many who will ride the line. Fort Mason Center has never been served well by transit. So this much needed extension will at last connect Center to many other San Francisco and regional transit services.

Organization:

Commenter: Dean L Macris **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 3 **Comment Id:** 216419 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I think the south loop would be too disruptive of the green space.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216605 **Coder's Initials:** ANDREA_THORPE

Comment Text: This option is significantly less disruptive to the San Francisco Bay Trail than the south loop option, which the Bay Trail Project opposes.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216606 **Coder's Initials:** ANDREA_THORPE

Comment Text: While we appreciate that mitigation measures to reduce or eliminate conflicts between Bay Trail users and MUNI F-line patrons would be implemented, as referenced above, the Bay Trail recently provided grant funds for trail improvements at the mouth of the train tunnel which would be eliminated were the south loop selected. Additionally, the Bay Trail route through this area would become more circuitous and move further away from the shoreline, contrary to our core mission.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 52 **Comment Id:** 216610 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: We think the streetcar should make the turnaround into the parking area at Fort Mason Center and not into the open field at the Great Meadow. Keeping the Meadow "green" is extremely important to the adjacent neighborhoods and to the city given the volume of children's sports activities held there, for one. Fort Mason Center has never been served well by transit and this much-needed extension will allow the Center to be connected at last to many other San Francisco and regional transit services.

Organization: Blue Bear School of Music

Commenter: David Roche **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 216726 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: That is why the suggestion that the streetcar should terminate in what is currently open space along Laguna Street is not a good solution. The streetcar should properly end with the "Preferred Alternative," a passenger stop In Fort Mason Center, the destination of many of those who will ride the line.

Organization:

Commenter: John Berard **Page:** **Paragraph:**

Kept Private: No

AQ100 Air Quality (Substantive)

Correspondence Id: 57 **Comment Id:** 216648 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: [Therefore, the EPA recommends the following:] As practicable and advantageous, identify in the Final EIS mitigation measures to directly reduce adverse air quality impacts from increased congestion.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216637 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The proposed project is located in the Bay Area Air Quality Management District, which is in non-attainment for ozone and particulate matter (PM10 and PM2.5). Therefore, we recommend all construction and operation emissions be mitigated to the extent feasible. The EPA commends NPS, SFMTA, and FTA for committing to best management practices recommended by BAAQMD for mitigating the impact of construction on air quality. Extending the F-Line will improve transit access to the historic sites, restaurants, employment centers, and numerous event spaces located around Fort Mason Center, the Great Meadow, and the National Maritime Historical Park. The EPA commends the NPS, SFMTA, and FT A for proposing to increase transit modal share which would likely contribute to long-term air quality improvements in the region. As noted in the Draft EIS, this project could contribute to a decrease in local vehicle emissions, including criteria air pollutants and greenhouse gases, as people shift from using cars to using transit.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216638 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The EPA appreciates the thorough analysis of traffic flow and parking impacts in the Marina District neighborhood resulting from the project. The Draft EIS notes that the project will have short- and long-term, minor to negligible adverse impacts on transportation conditions due to its proposal to convert existing street lanes to shared streetcar lanes, reduce on-street parking spaces, and convert a portion of the Fort Mason parking lot into a streetcar station platform and turnaround. The Draft EIS notes that the beneficial effect of cumulative projects, like the Fisherman's Wharf Public Realm Plan, which proposes to divert traffic from Jefferson Street, would likely offset the project's impact on transportation conditions in the area. In addition, the Draft EIS proposes four mitigation measures to improve traffic now and safety: optimizing traffic signal timing, installing wayfinding devices, reconfiguring on-street parking spaces, and implementing parking time restrictions. Without taking these mitigating factors into account, a conservative analysis in the Draft EIS shows that the Level of Service at certain intersections of the project's in-street segment could downgrade if it was built. Specifically, the intersection of Leavenworth and Jefferson Streets would downgrade from LOS A to D during weekday PM peak hours and from LOS B to F during weekend mid-day peak hours. LOS would also downgrade to a lesser extent at the intersections of Leavenworth and Beach Streets and Polk and Beach Streets. Based on these findings, the EPA is concerned about the project's potential air quality impacts resulting from increased vehicle congestion.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216641 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: [Therefore, the EPA recommends the following:] - Include in the Final Environmental Impact Statement a discussion of the potential air quality impacts of increased vehicle congestion at the affected in-street segment of the project.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

BR100 Biological Resources (Substantive)

Correspondence Id: 81 **Comment Id:** 216629 **Coder's Initials:** ANDREA_THORPE

Comment Text: 4) Biological Resources: While the potential for finding endangered species in the area is low, according to the Draft EIS, please consider bird habitat, other wildlife habitat, and plant habitat needs.

Organization: San Francisco Recreation and Parks

Commenter: Karen Mauney-Brodek **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 1 **Comment Id:** 216389 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Please endeavor to preserve the magnificent pine tree at the east entrance of the Fort Mason Tunnel. It has a unique structure that makes it worth saving.

Organization: SF Bicycle Coalition

Commenter: Keith R Sagers **Page:** **Paragraph:**

Kept Private: No

CE100 CEQA Exemption (Substantive)

Correspondence Id: 76 **Comment Id:** 218212 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: By granting an exemption from CEQA, the Planning Department has removed the City of San Francisco from the review and approval process. The EIS process is being managed by the NPS and prepared under NEP A. It will not be reviewed by the San Francisco Planning Department, the San Francisco Planning Commission or the Board of Supervisors - even though it will run on City streets, use City tax money, be operated by SFMTA and have serious environmental impacts on City neighborhoods. There will be no mechanism to insure that the project complies with City Planning Codes. Because the EIS is being prepared by the National Park Service under NEPA if the Marina Community Association wishes to appeal the conclusions of the EIS, we will probably have to go to the NPS, EPA and Federal Court to present our appeal. That will add

great expense and inconvenience to our members. The decision by the Planning Department to grant an exemption from CEQA will have the practical impact of disenfranchising our community. It will deny us the normal avenues of appeal that we would have to our elected and appointed officials. We believe that the current DEIS process for the extension to Fort Mason does not allow our concerns to be heard in a forum before our elected local representatives and thus denies us our basic rights as taxpayers of San Francisco.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 218211 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Chapter 29 of the City Administrative Code covers City projects proceeding under CEQA where the implementation cost is more than \$25 million, and in which a portion of the construction costs in excess of \$1 million will be paid from public monies. Such projects must be subjected to a review by the Board of Supervisors to determine that the project is fiscally feasible and responsible. This fiscal review must be conducted before the EIR is undertaken. By exempting this current project from CEQA the City Planning Department has effectively circumvented a law that was intended to protect San Francisco taxpayers from the unwise expenditure of their money.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 218210 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The December 2004 Feasibility Study for this project proposed to use the 2003 Proposition K sales tax money and the 2004 Regional Measure 2 bridge toll increase to help fund the project. On March 19, 2011 Paul Rose, a spokesman for SFMTA was quoted in the San Francisco Chronicle as saying: "Once the environmental study is in place, we would take over. This is something we are fully on board for. SFMTA is considering all options to identify funding. It certainly would not come from our operating budget." And so there is no doubt that the operating costs of this extension will be borne by the taxpayers of San Francisco and possibly some of the construction costs too.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 218209 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The language of the exemption uses the word "required", which means mandatory or essential. The integrity of our laws depends on accurate use of the English language. This exemption from California law has been loosely interpreted by the Planning Department for a project that some may think would be nice to have, but for which there has been no evidence that it is "required".

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 218208 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The second condition for the exemption from CEQA is that it be required for the transfer of passengers from or to an exclusive public mass transit guideway or busway public transit services. There is no mass transit service to which they could connect. The MUNI 28 bus line is the only specific bus line mentioned in the Planning Department exemption document. It is hard to believe that there is a great demand for tourists from Fisherman's Wharf to transfer to a bus which will take them across town to the Sunset and Richmond districts. If there were such a demand, the MUNI 28 bus line could be extended to Fisherman's Wharf at minimal cost. Conversely, it is difficult to imagine that there is a great demand from residents of the Richmond and Sunset districts to transfer at Fort Mason to the historic streetcar to go downtown. There are many more convenient routes which go downtown from those areas.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 218207 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Although the extension from Fisherman's Wharf to Fort Mason is less than four miles in length, this exemption would allow the historic streetcar to be extended to run anywhere in the City as long as the extension was done in increments of less than four miles. On page 101 of the DEIS there is a quote from the GGNRA General Management Plan ("GMP"), which suggests: "A shuttle connecting parklands along the northern San Francisco waterfront utilizing the beltline railroad right-of-way. This shuttle, which may utilize historic San Francisco trolley cars, will travel along the existing railroad tracks from Aquatic Park to Crissy Field and may be extended as far as Fort Point?" Another organization described as cooperating with NPS on this project is the Presidio Trust. The May 2002 Presidio Trust Management Plan states: "The Trust will work with other agencies to consider the extension of the MUNI E-line streetcar?" The December 2004 Feasibility Study for this project, which is referenced on page 16 of the DEIS, called for the construction to proceed in three phases. The first was to Fort Mason, the second to the Presidio gate, and the third within the Presidio. Although it is well understood that the content of the current DEIS only concerns the extension of the streetcar line to Fort Mason, two of the cooperating agencies have issued formal statements making clear that their ultimate goal is to extend the streetcar through the streets of the Marina District to the Presidio. The Presidio Trust's intention in this regard was confirmed at a recent meeting of the Neighborhood Associations for Presidio Planning. The decision of the City Planning Department to exempt this project from CEQA will enable this piecemeal extension to occur without ever being subjected to review by the City Planning Department, the Planning Commission or the Board of Supervisors.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

CF100 Neighborhoods, Community Facilities and Services (Substantive)

Correspondence Id: 42 **Comment Id:** 217100 **Coder's Initials:** ANDREA_THORPE

Comment Text: The big events at Fort Mason Center attract more people than the Center's parking lot can accommodate. Arriving and departing on the streetcar from a passenger stop in the Fort Mason Center's parking lot will attract passengers since it would be secure and easy to use.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 77 **Comment Id:** 216578 **Coder's Initials:** ANDREA_THORPE

Comment Text: Also, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot-the preferred terminus option-should attract passengers since it will be secure and easy to use.

Organization: Museo Italo Americano

Commenter: Paola Bagnatori **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 78 **Comment Id:** 216595 **Coder's Initials:** ANDREA_THORPE

Comment Text: Second, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot ? the preferred terminus option - should attract passengers since it will be secure and easy to use with Fort Mason Center.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 81 **Comment Id:** 216630 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Conducting thorough community outreach on the proposed Alternatives With nearby residents, concerned stakeholders, and potential park visitors is encouraged.

Organization: San Francisco Recreation and Parks

Commenter: Karen Mauney-Brodek **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 216633 **Coder's Initials:** ANDREA_THORPE

Comment Text: Second, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot-the preferred terminus option-should attract passengers since it will be secure and easy to use.

Organization: Readers Cafe and Bookstore

Commenter: Byron Spooner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 83 **Comment Id:** 216656 **Coder's Initials:** ANDREA_THORPE

Comment Text: Major events at Fort Mason Center attract more people than the Center's parking lot can accommodate. Providing an alternative mode of travel will reduce congestion and impacts on the nearby residential neighborhood and will make a visit to Fort Mason Center more convenient, safe and enjoyable.

Organization: San Francisco Planning and Urban Research Association (SPUR)

Commenter: Gabriel Metcalf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 63 **Comment Id:** 216774 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Most importantly nowhere does it consider the impact of this project's main purpose ? carrying more people into Fort Mason. We in the Marina are already impacted by the many events at Fort Mason, many negative impacts. Nowhere does this study even approach the present impact, much less bringing in an additional half-million a year. And while the Park Service claims the line will go no further, your EIS makes clear the plans to push it all the way to the Presidios. This is merely the first step.

Organization:

Commenter: Grif Fariello **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 26 **Comment Id:** 216823 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Alt. 2A removes a significant portion of Ft. Mason parking and usable area already heavily used. The Sunday Farmer's market location and profile would be significantly eliminated, a real detriment to the City.

Organization: Ft. Mason Center

Commenter: Randall P Borcharding **Page:** **Paragraph:**

Kept Private: No

CR100 Cultural Resources (Substantive)

Correspondence Id: 39 **Comment Id:** 218581 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Historic fabric will be lost, primarily historic retaining walls, but the tracks and trains and related infrastructure will also be non-historic additions in two NHL districts. The magnificent Aquatic Park Bathhouse Building houses the Maritime Museum and the SF Senior Center.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 97 **Comment Id:** 216702 **Coder's Initials:** ANDREA_THORPE

Comment Text: Providing a historic mode of transportation to serve an area of "historic" past is a good idea ? "Keeping the past in the present" serves this area very well.

Organization:

Commenter: Michael T Messina **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217047 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The Plan ignores or does not take into consideration or address mitigation on impacts to the San Francisco Maritime National Historical Park's National Historic Landmark resources, both natural and cultural. The property managed by the San Francisco Maritime National Historical Park is in the direct path of the projected route and all alternatives.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217056 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: If the streetcar is allowed to pass within the Maritime Museum's structural support system it will severely impact the museum's ability to operate as a Museum whether the route is at the North or the South of the Museum. The structure was built in 1937 and was built on fill. Beach Street was never planned as a heavy traffic corridor and the city is flirting with a dangerous situation allowing the buses, public and commercial as well as the delivery trucks to operate there without seismic upgrades to the street. A similar situation was found when the city decided that the Embarcadero needed to be upgraded. There was never a plan to make the street compliant or structurally sound until the upgrades were needed on this corridor.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217057 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The foundation at the North side of the building's structure Promenade which includes the now deteriorating Belt Railroad tracks and roadbed, needs serious upgrades for a paving project which it sorely needs now, even without the Plan's approval. Electrifying the overhead connector system has not been addressed in the Plan and the lighting infrastructure as well as the pavement upgrades and the project are not addressed to upgrade the current historic Promenade. The recent rebuild of the Aquatic Park's bleachers revealed that the Promenade's surface meet with the bleachers footings and foundations. If the project were to proceed the Promenade's surface would need to be seismically engineered to isolate itself from the bleachers, as well as the Maritime Museum Building. The Plan and its alternatives do not address this or even mention the adverse effects upon this National Historic Landmark structure.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217059 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Adding the F-Line project through that corridor would seismically impact the building in nearly the same way structurally and destroy the soundscape there as well. Museum's need quiet space so that their visitors can enjoy the purpose of the theme. By the very name San Francisco Maritime National Historical Park is a museum, all parts of it, all intent and all organics. The idea of running a train through a museum could only be thought of by a person who didn't understand the intent, who was jealous of the park's success, or a person who was the incarnation of evil, to destroy or impair this National Historic Landmark.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 39 **Comment Id:** 217074 **Coder's Initials:** ANDREA_THORPE

Comment Text: This project is misguided. There are only two alternatives - a no action alternative and a preferred alternative. Given the impacts to the two parks, both their resources natural and cultural as well as recreational, plus the current city, state and federal budget problems, this appears to be a very costly project to ask taxpayers to fund

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217084 **Coder's Initials:** ANDREA_THORPE

Comment Text: I will address the latter first. The preferred alternative (which is the only alternative both in the document and in reality if the project is about sending historic streetcars through the historic Fort Mason Tunnel), will destroy forever the natural, scenic and recreational values of west Aquatic Park, a good portion of the National Historic Landmark District. Currently, this area of the park, bordering Fort Mason and away from the cacophony of Fisherman's Wharf, is a great place to sit on a bench or the lawn and enjoy the sounds of waves lapping on the shore, birds crying overhead and children laughing on the beach, while gazing at the historic ships. High school kids from Galileo are often seen running through the park during gym class. A game of Bocce Ball may be enjoyed in this area. This will all be gone as historic streetcars rumble through every few minutes with the clack, clack and screech as the cars make the curve from Beach Street through Aquatic Park across Van Ness Avenue to the tunnel. Add to that the incessant ring of the bell as the streetcar crosses 4 (four) sidewalks in western Aquatic Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217085 **Coder's Initials:** ANDREA_THORPE

Comment Text: Now, to address the first statement, "minimize adverse effects to NHLDs and NRHP-listed or eligible properties, and maintain the integrity of related cultural and historic resources." Historic fabric will be lost, primarily historic retaining walls, but the tracks and trains and related infrastructure will also be non-historic additions in two NHL districts. The magnificent Aquatic Park Bathhouse Building houses the Maritime Museum and the SF Senior Center. It appears from the discussion in the environmental impacts section that the streetcar line will negatively impact activities within the building. The document notes that impacts to that building in terms of vibrations and noise will be adverse - not adverse enough to be dangerous - but needing mitigation. How will it be assured that the mitigation will happen? What if mitigation measures are too costly during tight budget times? Doesn't that defeat a main purpose of the project, to increase visitors to the park (and one assumes their enjoyment?). If the Aquatic Park Bathhouse Building and the Maritime Museum and SF Senior Center becomes less appealing due to the noise and vibration from the streetcar line, fewer people will visit.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 46 **Comment Id:** 217106 **Coder's Initials:** ANDREA_THORPE

Comment Text: 1. The annihilation of the WPA created Aquatic Park greenspaces and features at the western end.

Organization: himself

Commenter: richard everett **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 50 **Comment Id:** 217136 **Coder's Initials:** ANDREA_THORPE

Comment Text: The Advisory Council on Historic Preservation (ACHP) received the supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, Criteria for Council Involvement in Reviewing Individual Section 106 Cases, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us. Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the California SHPO and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Organization: Advisory Council on Historic Preservation

Commenter: Raymond V Wallace **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 29 **Comment Id:** 216851 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: On the eastern side of the tunnel the Fisherman's Wharf Public Realm Plan is also in review and I hope there is some coordination with the other committee to manage the transit hand off either SFMTA or the Planning Department of San Francisco. If the improvements are made on Jefferson Street, rail and other amenities should be in place to minimize disruptions for both planning organizations. Also the public should be informed of these improvements on the waterfront. There are a lot of locals and tourists use the right a ways from the Hyde Street Cable Car turnaround to Aquatic Park and up to the Ft. Mason hill.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 81 **Comment Id:** 216626 **Coder's Initials:** ANDREA_THORPE

Comment Text: 1) San Francisco Marina West Harbor Renovation Project: The Draft EIS mentioned this project but did not indicate how the proposed F-Line Extension relates to the planned West Harbor Renovation Project, which is in the pre-construction phase. Please coordinate with San Francisco Recreation and Parks Department representatives to discuss potential interactions, if any, between these projects.

Organization: San Francisco Recreation and Parks

Commenter: Karen Mauney-Brodek **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 81 **Comment Id:** 216627 **Coder's Initials:** ANDREA_THORPE

Comment Text: 2) Marina Boulevard Improvements: Planned renovations to Marina Boulevard between Baker Street and Scott Street will be managed by the Department of Public Works. We would be happy to provide contact information.

Organization: San Francisco Recreation and Parks

Commenter: Karen Mauney-Brodek **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216644 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: [Therefore, the EPA recommends the following:] Provide more detail in the Final EIS on how cumulative projects could mitigate vehicle congestion in the area.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

ED1000 Editorial (Substantive)

Correspondence Id: 55 **Comment Id:** 218127 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: From what I read in the document, a westbound station is planned for Leavenworth near Jefferson (pp 35, Table 2-1, Station Platforms). However Figure 2-2 (Alternative 2 Action Alignment) on page 37 incorrectly shows that westbound platform to be on Jefferson, and not Leavenworth. (note: A platform on Jefferson would take away some of our most valuable selling spaces, but a platform on Leavenworth would have drastically less impact on the Street Artists program)

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 51 **Comment Id:** 216564 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: In addition, the DEIS includes a factually erroneous statement on Page 72 of the document under the Section entitled "3.2.4 Regulations and Policies." Under the authority of the federal Coastal Zone Management Act (CZMA) (see 15 CFR, Section 930.4), The Commission can in fact impose special conditions on its federal consistency decisions and does so regularly when it issues consistency determinations to federal entities.

Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216601 **Coder's Initials:** ANDREA_THORPE

Comment Text: While the DEIS makes several references to both the Fisherman's Wharf Public Realm Plan and the Fort Mason Bay Trail at Laguna Street and Marina Boulevard Project, it is unclear what exactly is being referenced with these project titles. The Fort Mason Bay Trail at Laguna Street and Marina Boulevard Project is alternately referenced as both a future project and a past project. To clarify, in 2009, the National Park Service in coordination with the Golden Gate National Parks Conservancy completed a Bay Trail grant-funded construction project at the intersection of the Fort Mason Bay Trail at Laguna and Marina (a.k.a "the squeeze"). This is a completed project and should be referenced as such.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216602 **Coder's Initials:** ANDREA_THORPE

Comment Text: In early 2011, the Bay Trail Project awarded a grant to the City of San Francisco Public Works Department for design and construction of bicycle and pedestrian facilities on the sidewalk area separating Marina Boulevard from the East Harbor Parking lot. These improvements pick up where the "squeeze" project left off and will run approximately 800 feet from the Fort Mason gate north to the Fort Mason parking lot entrance (see attached map entitled "Active Bay Trail Projects in the F-Line Study Area"). For the sake of clarity, please refer to this upcoming construction project as "Marina Green Zone H Bay Trail"-it is part of the City's larger Marina Green Bike/Ped Improvements Project that should also be referenced as an upcoming project.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216603 **Coder's Initials:** ANDREA_THORPE

Comment Text: Also in early 2011, the Bay Trail Project awarded a grant to the City of San Francisco Planning Department for work on "Jefferson Street Redesign" which will implement portions of the Fisherman's Wharf Public Realm Plan. Construction of these improvements is anticipated prior to the America's Cup sailing race in 2013. Please coordinate closely with the City of San Francisco and the Bay Trail Project to ensure that F Line extension plans between Jones and Leavenworth meticulously incorporate the City's design for addressing significant bicycle and pedestrian circulation issues on the Bay Trail through Fisherman's Wharf. For the sake of clarity, please refer to this upcoming project as "Jefferson Street Redesign" (see attached map).

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216612 **Coder's Initials:** ANDREA_THORPE

Comment Text: As a general comment, please note that the term "Class I" refers to a multi-use (bicycle, pedestrian, wheelchair) facility and is not limited to use by bicycles.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 49 **Comment Id:** 217121 **Coder's Initials:** ANDREA_THORPE

Comment Text: [Additional global comments are outlined below. These comments apply to all sections of the document, not all sections are identified below.] 1. Page 24. Please clarify which permit is intended for reference under the Water Resources bullet. The text says "National Pollutant discharge Elimination System general permit" is this a reference to the SWRCB Construction General Permit or the NPDES Individual permit (MS4 areas)?

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 49 **Comment Id:** 217130 **Coder's Initials:** ANDREA_THORPE

Comment Text: [Additional global comments are outlined below. These comments apply to all sections of the document, not all sections are identified below.] 6. Page 323. Under the Agency column of the table, City and County of San Francisco is NOT an agency. Permits will be required from a variety of agencies which include the Port of SF, SFPUC, and DBI (although more agencies could be involved in issuing permits i.e. the fire dept)

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 49 **Comment Id:** 217131 **Coder's Initials:** ANDREA_THORPE

Comment Text: [Additional global comments are outlined below. These comments apply to all sections of the document, not all sections are identified below.] 7. Page 323. Under the Agency column of the table, the RWQCB does not need the 'and'.

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 40 **Comment Id:** 217144 **Coder's Initials:** ANDREA_THORPE

Comment Text: We would note that in the section on noise, the specific streetcar identified as making the most noise, No. 952, is not owned by SFMTA (Muni) and is likely to be returned to its owner, New Orleans Regional Transit Authority, before the extension is open, making this measurement moot in all likelihood.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 40 **Comment Id:** 217145 **Coder's Initials:** ANDREA_THORPE

Comment Text: We do note an apparent error on p. 363, listing Fort Mason terminal options that were dismissed. The text under the heading "Turnaround Option 2: Fort Mason Short Loop" does not conform to the image of that option shown on the facing page and indeed describes an alternative that extends beyond the boundaries of NPS property.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 44 **Comment Id:** 218120 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: As described under "Transit Operations" in Section 3.4.2, please note that as of February 2011 Golden Gate Transit operates 14 bus routes along Beach and North Point streets in the project area.

Organization: Golden Gate Bridge, Highway and Transportation District

Commenter: Ron Downing **Page:** **Paragraph:**

Kept Private: No

MM100 Mitigation Measures (Substantive)

Correspondence Id: 49 **Comment Id:** 217118 **Coder's Initials:** ANDREA_THORPE

Comment Text: On page 318, Section 4.14.3, the SFPUC suggests adding the following text to Mitigation Measures: The South Loop (Alternate 2b) and Transition Segment (between Beach Street and the Ft Mason Tunnel / GGNRA land) have the potential to increase stormwater runoff entering into the combined sewer system due to the planned increase in impervious surface. These planned segments are served by the City of San Francisco combined sewer area. While these areas are under federal jurisdiction, it is encouraged that the plan implement stormwater management controls to mitigate the additional runoff and maintain a no net increases in runoff rate and volume in line with the San Francisco Stormwater Design Guidelines.

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 51 **Comment Id:** 216570 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: In addition, the FEIS should provide additional information as to whether it would be feasible to provide new parking to mitigate for parking spaces that are lost as a result of the construction of the project.

Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216607 **Coder's Initials:** ANDREA_THORPE

Comment Text: The Bay Trail Project appreciates the inclusion of the "REC-2" mitigation measure that would post signage to direct trail users to temporarily re-routes, and "REC-3" directing NPS to coordinate temporary and permanent re-routes with ABAG's Bay Trail Project.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 81 **Comment Id:** 216628 **Coder's Initials:** ANDREA_THORPE

Comment Text: 3) Public Health and Safety: Please consider protection measures (dust, etc) for park users during construction.

Organization: San Francisco Recreation and Parks

Commenter: Karen Mauney-Brodek **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216646 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: [Therefore, the EPA recommends the following:] In the Final EIS and Record of Decision, commit to implementing the four mitigation measures discussed above to improve traffic flow and safety. These mitigation measures will likely have an indirect benefit to the project's

potential long-term air quality impacts.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 36 **Comment Id:** 217008 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Second, the DEIS proposed mitigation to address the potential parking impact from North Bay commuters, TRANS-4, is inadequate. TRANS-4 states "Implement Parking Time Restrictions. Implementation of time limitations on the parking spaces in the marina lot in proximity to the Fort Mason Center would reduce the potential adverse effects of North Bay-based motorists driving across the Golden Gate Bridge to park in the area to use the F-Line to continue on to downtown destinations."

Organization: Pacific Heights Residents Association

Commenter: Paul H Wermer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 36 **Comment Id:** 217009 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: This proposed solution is deficient in two areas: First, it fails to consider the potential impact of this solution on other users of the area. Second, it fails to indicate any coordination with San Francisco's MTA and its SFPark Program strategies and evaluations. Since any tactics to address parking and related traffic impacts would require action by San Francisco agencies, failure to clearly indicate how this will be managed means that mitigation TRANS-4 is inadequate.

Organization: Pacific Heights Residents Association

Commenter: Paul H Wermer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 39 **Comment Id:** 217085 **Coder's Initials:** ANDREA_THORPE

Comment Text: Now, to address the first statement, "minimize adverse effects to NHLDs and NRHP-listed or eligible properties, and maintain the integrity of related cultural and historic resources." Historic fabric will be lost, primarily historic retaining walls, but the tracks and trains and related infrastructure will also be non-historic additions in two NHL districts. The magnificent Aquatic Park Bathhouse Building houses the Maritime Museum and the SF Senior Center. It appears from the discussion in the environmental impacts section that the streetcar line will negatively impact activities within the building. The document notes that impacts to that building in terms of vibrations and noise will be adverse - not adverse enough to be dangerous - but needing mitigation. How will it be assured that the mitigation will happen? What if mitigation measures are too costly during tight budget times? Doesn't that defeat a main purpose of the project, to increase visitors to the park (and one assumes their enjoyment?). If the Aquatic Park Bathhouse Building and the Maritime Museum and SF Senior Center becomes less appealing due to the noise and vibration from the streetcar line, fewer people will visit.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

MU200 Muni: System Operations (Substantive)

Correspondence Id: 31 **Comment Id:** 218115 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The existing F line service schedule is so slow that it is useful transit for only tourists and those who have hours to spend riding the slowest form of public transit in San Francisco-the F-Line. Extending the F-Line will do nothing to change that. In fact, it will only slow overall service on the F-Line. In other words, the F-Line fails to serve local resident needs for rapid transit now, and an F-Line extension will not improve that.

Organization: Dolphin Swimming and Boating Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 65 **Comment Id:** 216779 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: However, this extension mandates more streetcars, and bigger ones, too. The F-Line is already usually over-crowded as it serves Fisherman's Wharf. The schedule should be doubled in summer.

Organization:

Commenter: Margaret Gwathmey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216928 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: In the future the full extension can operate at ten or twelve minute headway during peak periods, to match the actual ridership, with half of the trolleys turning back at Jones. In the future this will save Muni operating cost.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

NE100 NEPA EIS/EIR Process (Substantive)

Correspondence Id: 76 **Comment Id:** 218203 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Other stated needs for the project are stated as "inadequate regional access to Fort Mason Center" and "limited transportation options for transit-dependent residents". It is pointed out that the 47 or 49 bus lines end approximately 0.6 miles from Fort Mason Center and that the 30 bus passes 0.3 miles from the Center. Nowhere in the DEIS is there a discussion of the possibility of changing or extending these routes by those short distances or of the relative cost of doing so. Such an analysis is required by sections 1502.14 and 1502.23 of NEPA, but it was not done because the preparers of the DEIS started out with the premise that the F-line extension was the only alternative acceptable to the promoters of this project.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 218173 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Two major entities that are proposed to be served by this project are the Maritime NHP and the Fort Mason Center. On page ES-4 of the DEIS the annual attendance at the Maritime NHP is estimated at 4 million. The same page estimates the annual attendance at the Fort Mason Center at 1.6 million. Assuming those figures to be correct, over 70% of the visitors to the two entities go to the Maritime NHP. According to Figure 1-2 of the DEIS the Maritime NHP is approximately 900 feet from the terminus of the Powell-Hyde Cable Car, and approximately 1800 feet from the current terminus of the F-line. A simple, inexpensive shuttle bus could ferry the passengers from these termini to the Maritime NHP. That would satisfy 70% of the supposed demand for this project at a minute fraction of the proposed cost. Section 1502.23 of NEPA requires that such a cost-benefit analysis be done, and it was not done.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

NR100 Natural Resources (Substantive)

Correspondence Id: 39 **Comment Id:** 217074 **Coder's Initials:** ANDREA_THORPE

Comment Text: This project is misguided. There are only two alternatives - a no action alternative and a preferred alternative. Given the impacts to the two parks, both their resources natural and cultural as well as recreational, plus the current city, state and federal budget problems, this appears to be a very costly project to ask taxpayers to fund

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

NS100 Night Sky, Visibility, and Light Pollution (Substantive)

Correspondence Id: 27 **Comment Id:** 216840 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I want particularly to approve the use of full cutoff light fixtures throughout. I would like to see more use of such fixtures and less light escaping into the night sky, to reduce light pollution as much as possible.

Organization:

Commenter: Martha Benioff **Page:** **Paragraph:**

Kept Private: No

NV100 Noise and Vibration (Substantive)

Correspondence Id: 40 **Comment Id:** 217144 **Coder's Initials:** ANDREA_THORPE

Comment Text: We would note that in the section on noise, the specific streetcar identified as making the most noise, No. 952, is not owned by SFMTA (Muni) and is likely to be returned to its owner, New Orleans Regional Transit Authority, before the extension is open, making this measurement moot in all likelihood.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 216461 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I am curious if there will be a noise issue in the offices and residences of Ft Mason where the street car will be going through the tunnel.

Organization:

Commenter: A N V **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 68 **Comment Id:** 216743 **Coder's Initials:** ANDREA_THORPE

Comment Text: There are two sources of noise now that probably exceed any noise from the trains that might concern the residents of the Fontana co-op buildings. One is the noise from the garbage trucks picking up trash at very late hours of the night. Second is the very loud noise generated by the street sweepers very early in the morning.

Organization:

Commenter: Paul Murphy **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 70 **Comment Id:** 216746 **Coder's Initials:** ANDREA_THORPE

Comment Text: We live at 1000 North Point (Fontana East) and can't wait for the F line to go to Fort Mason! Some people in our building are worried about the noise, but it will be great for the people of San Francisco and great for Fort Mason.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 60 **Comment Id:** 216765 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Additionally, moving a train line next to a passive recreation area (Great Meadow) will encroach on that area by adding noise from many waiting people, train tracks, from all noise associated with train and passengers boarding, alighting and milling around (no street music vendors

please!).

Organization:

Commenter: Jan Blum **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 63 **Comment Id:** 216772 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: I am opposed to this project. The EIS in no way measures the impact to the Marina neighborhood, not in additional noise or in vibration damage to the 50 year old mural just 200 ft away.

Organization:

Commenter: Grif Fariello **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 38 **Comment Id:** 217023 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: It delineates an impact zone within the "project study area" that extends from Ft. Mason Gate at Laguna and Marina Blvd. to Fillmore and Bay and lists various impacts that might affect the area (noise and vibration mainly, both operational and construction) but the results of any actual tests are only revealed for one building in the entire area, the Laguna Condos at Laguna and Bay, which lay at an oblique angle 400 to 600 feet away. No vibration results are presented for the historic wall mural on the east side of Safeway just 230 feet away, nor is there any notion of the impact on the condos at Buchanan and Beach in a direct line 560 feet away. To consider only one building out of the entire 9 block area is not acceptable...it is essential for all those living in the impact zone to know exactly how much noise we are being asked to tolerate every 6 to 8 minutes all day until the wee hours.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 47 **Comment Id:** 217052 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: If stated as a natural resource, the quiet zone which the San Francisco Maritime National Historical Park provides at the water's edge of the Aquatic Park to include the Promenade around to the Municipal Pier are one of the last vestiges of the city of San Francisco's real places where humans can enjoy a natural communal area. The waves lap at the beach there, and create a natural setting that is not provided elsewhere in the city. Any plan that includes a streetcar clanging and banging, bells ringing and people chattering while enjoying themselves along the beautiful ride would complicate the area with noise pollution that would ruin the original and subsequent result of that space whether it was intended to mimic a natural viewscape or noisescap or not.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217054 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The added traffic along the Beach Street Corridor has added an unplanned and unwanted element to the Maritime Museum's presence. That is the noise created by MUNI's and the sightseeing industry's diesel powered buses. This is exacerbated by the delivery trucks that service the restaurants, building services and retail outlets during normal business hours. The traffic adds an additional unwanted element of seismic effects on the foundation of the Maritime Museum.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217055 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The San Francisco Maritime National Historical Park will need to address the noise issues that presently threaten the Museum's capability to capture it's visitor's imagination without the help of local politicians who must appreciate the Museum Ethos to solve this dilemma. Conversations should include limiting all of the traffic to hours before the Museum opens and after it closes. The success of the Fisherman's Wharf phenomenon is itself an issue that has similar internal struggles within the business community. A "pedestrian only" area should be created during open hours.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217056 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: If the streetcar is allowed to pass within the Maritime Museum's structural support system it will severely impact the museum's ability to operate as a Museum whether the route is at the North or the South of the Museum. The structure was built in 1937 and was built on fill. Beach Street was never planned as a heavy traffic corridor and the city is flirting with a dangerous situation allowing the buses, public and commercial as well as the delivery trucks to operate there without seismic upgrades to the street. A similar situation was found when the city decided that the Embarcadero needed to be upgraded. There was never a plan to make the street compliant or structurally sound until the upgrades were needed on this corridor.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217059 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Adding the F-Line project through that corridor would seismically impact the building in nearly the same way structurally and destroy the soundscape there as well. Museum's need quiet space so that their visitors can enjoy the purpose of the theme. By the very name San Francisco Maritime National Historical Park is a museum, all parts of it, all intent and all organics. The idea of running a train through a museum could only be thought of by a person who didn't understand the intent, who was jealous of the park's success, or a person who was the incarnation of evil, to destroy or impair this National Historic Landmark.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217060 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The South alternative includes cutting through an area that needs engineering to be isolated from the Museum Building and West Bleachers. This alternative also impacts the regular quiet soundscape and the all alternatives to the Plan have no mention of the soundscape.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 39 **Comment Id:** 217084 **Coder's Initials:** ANDREA_THORPE

Comment Text: I will address the latter first. The preferred alternative (which is the only alternative both in the document and in reality if the project is about sending historic streetcars through the historic Fort Mason Tunnel), will destroy forever the natural, scenic and recreational values of west Aquatic Park, a good portion of the National Historic Landmark District. Currently, this area of the park, bordering Fort Mason and away from the cacophony of Fisherman's Wharf, is a great place to sit on a bench or the lawn and enjoy the sounds of waves lapping on the shore, birds crying overhead and children laughing on the beach, while gazing at the historic ships. High school kids from Galileo are often seen running through the park during gym class. A game of Bocce Ball may be enjoyed in this area. This will all be gone as historic streetcars rumble through every few minutes with the clack, clack and screech as the cars make the curve from Beach Street through Aquatic Park across Van Ness Avenue to the tunnel. Add to that the incessant ring of the bell as the streetcar crosses 4 (four)sidewalks in western Aquatic Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217087 **Coder's Initials:** ANDREA_THORPE

Comment Text: Arguments about noise to residents on Laguna should be contrasted with what is said about impacts to residents along Beach (not so bad for Beach but bad for Laguna?)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

OP100 General Project Opposition (Non-Substantive)

Correspondence Id: 46 **Comment Id:** 217105 **Coder's Initials:** ANDREA_THORPE

Comment Text: I feel that the F streetcar extension cons outweigh the pros.

Organization: himself

Commenter: richard everett **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 216447 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I support public transportation, but not this plan. I don't think this plan brings any value to the residents of this city and very, very small value to tourists.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 216457 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: This is a terrible idea for San Francisco transportation. The RESIDENTS are in DIRE NEED of efficient and well running public transportation (MUNI). MUNI is a mess - we do not need to extend a tourist shuttle (the F line), which goes at best 8 miles an hour - any further than the current line. Put this money into MUNI and help the residents who live here get to and from work. Seriously, the F line (Fisherman's wharf-Embarcadero section) is too slow to be an efficient form of transportation for LOCAL RESIDENTS to get to work. This plan is for tourist transportation only, will slow Marina Blvd vehicle traffic that is already a mess, will add pedestrian safety issues, and WON'T BENEFIT LOCAL RESIDENTS at all!!! FIX MUNI, then there will be no need to extend the F line.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 19 **Comment Id:** 216488 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I am opposed to the extension of the F-Line Streetcar to Fort Mason. I have serious concerns about the feasibility of the project, particularly since the project will utilize the existing single track tunnel underneath Fort Mason. This limitation in service makes this an extremely impractical streetcar line, which will not meet the needs of the community or visitors.

Organization: Marina Neighborhood Association

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 74 **Comment Id:** 216557 **Coder's Initials:** ANDREA_THORPE

Comment Text: Keep line where it is (Jones) and?if changing to Leavenworth would slow it down.

Organization:

Commenter: C Woods **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 88 **Comment Id:** 216674 **Coder's Initials:** ANDREA_THORPE

Comment Text: Keep F-line east of Fort Mason. No extension.

Organization:

Commenter: Public Open House **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 63 **Comment Id:** 216776 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: This project is estimated at \$50 million plus, yet merely extending the coming 11 Muni line down Bay on event nights will accomplish the same goals. This is not cost effective, will negatively affect the Marina, and open the door to a ruinous extension to the Presidio, wrecking the quiet of a neighborhood and dragging Fisherman's Wharf along with it.

Organization:

Commenter: Grif Fariello **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 38 **Comment Id:** 217034 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Until the EIS reports all impacts of noise, vibration, etc., out to Bay and Fillmore and, if needed, beyond; and considers the impact of the additional visitors it claims will be coming, the influx of Marin county commuters on parking; fulfills its mandate to investigate "all reasonable alternatives," and deals openly with F-Line to the Presidio issue then it cannot be considered an honest document. I will actively oppose it and work against the project until a more candid appraisal convinces me otherwise.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

OS100 Out of Scope comment (Non-Substantive)

Correspondence Id: 73 **Comment Id:** 216781 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I think that the geographical study and logistics of this project for the extension of the F-Line Streetcar Service to Fort Mason Center does not need to have great unanimous community approval from the local residents and citizens that live and work in San Francisco. The idea of this project would be great, despite feeling indifferent about the F-Line Streetcar Service Extension to Fort Mason Center.

Organization:

Commenter: Frank Vallecillo **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 5 **Comment Id:** 216440 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Now, the big improvement would be to extend the central subway from chinatown to the presidio, stopping at washington square, near f. wharf, near ft. mason, and so on to several stops in the presidio maybe even ending at the gg bridge toll plaza.

Organization: retired resident of SF

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 8 **Comment Id:** 216455 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: If the point of all this is to use the old tunnel, make it a bicycle path. Otherwise, just save the money to something more useful.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 95 **Comment Id:** 216694 **Coder's Initials:** ANDREA_THORPE

Comment Text: Tear down the old Muni Pier and rebuild a brand new one ? it is crumbling and dangerous to go on. Hopefully, this will happen in the near future?

Organization:

Commenter: G.L. Hastings **Page:** **Paragraph:**

Kept Private: No

PA100 Public Access (Substantive)

Correspondence Id: 26 **Comment Id:** 216819 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Ft. Mason is readily accessible now by foot, bicycle, vehicle and public transport. The Ft. Mason end of the tunnel is at the juncture of a very busy Safeway supermarket (the only one in the Marina) and in the middle of a busy commute and local access traffic artery. Both turnaround alternatives interfere with public access.

Organization: Ft. Mason Center

Commenter: Randall P Borcharding **Page:** **Paragraph:**

Kept Private: No

PC100 Project Cost (Substantive)

Correspondence Id: 39 **Comment Id:** 217075 **Coder's Initials:** ANDREA_THORPE

Comment Text: - a great deal of parkland is being sacrificed at great expense to extend the line a few blocks.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 80 **Comment Id:** 216620 **Coder's Initials:** ANDREA_THORPE

Comment Text: 2. Project Cost: The DEIS public outreach materials list the Alternative project cost at \$28 to 30 million in construction costs (2010\$). Our understanding is that this figure does not include soft costs, vehicle costs, and escalation to year-of-expenditure dollars. Further, these construction costs are lower than the figures presented in the earlier Funding Working Paper, which reported construction costs of \$45 to 48 million (2008\$) including soft costs. Finally, please clarify the incremental cost of the vehicles for the project. Subsection 2.2.5, Operation (p. 48), mentions the need for four new historic vehicles to serve the route by 2030. The total project cost should include infrastructure and incremental vehicles costs, similar to other transit expansion projects that the City is planning.

Organization: San Francisco County Transportation Authority

Commenter: Tilly Chang **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 80 **Comment Id:** 216621 **Coder's Initials:** ANDREA_THORPE

Comment Text: 3. Funding Strategy: There will be a need for a high level of coordination with the Authority for consideration of all funding-related issues for the Historic Streetcar Extension project. As the San Francisco Municipal Transportation Agency (SFMTA) and the NPS are aware, any future allocation of Prop K funds to support the project is dependent upon the completion of the environmental phase and the development of a full funding plan for the project. The DEIS has been released at a time when capital funding for transit expansion projects is extremely competitive-locally, regionally, and nationally-and when transit agency operating budgets are under intense fiscal pressure. We suggest that the DEIS append the Funding Working Paper and further ask that the Van Ness and Geary Corridor Bus Rapid Transit (BRT) projects be clearly noted as the City'S adopted priorities for Federal Transit Administration (FTA) Small Starts funds.

Organization: San Francisco County Transportation Authority

Commenter: Tilly Chang **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 26 **Comment Id:** 216818 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The cost to resurrect an ancient rail system and reconstruct an ancient tunnel far outweighs the proposed benefit.

Organization: Ft. Mason Center

Commenter: Randall P Borcharding **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216878 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Reducing the cost of construction will make the extension more feasible and more probable.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216926 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The single track will also make the future extension of the 'F' to the Presidio more financially feasible as the track runs westward in a dedicated right of way with a by pass stop as required.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217049 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The cost of the Plan is not addressed, nor are there costs associated with any alternative.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217062 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The city of San Francisco is facing what could be \$100 million deficit in the next five years. If this Plan were to be approved, the cost might be a hundred million dollars. The city's transportation agency couldn't possibly ever think that this is going to make up the cost of the project or pay the city's budget deficit. I see this as a way to get the City to repair a tunnel that belongs to GGNRA. The planners would deny the real purpose of the extension, but a further extension would always be on the eye for the Presidio.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

PC300 Project Cost: Funding (Substantive)

Correspondence Id: 76 **Comment Id:** 218211 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Chapter 29 of the City Administrative Code covers City projects proceeding under CEQA where the implementation cost is more than \$25 million, and in which a portion of the construction costs in excess of \$1 million will be paid from public monies. Such projects must be Subjected to a review by the Board of Supervisors to determine that the project is fiscally feasible and responsible. This fiscal review must be conducted before the EIR is undertaken. By exempting this current project from CEQA the City Planning Department has effectively circumvented a law that was intended to protect San Francisco taxpayers from the unwise expenditure of their money.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 218210 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The December 2004 Feasibility Study for this project proposed to use the 2003 Proposition K sales tax money and the 2004 Regional Measure 2 bridge toll increase to help fund the project. On March 19, 2011 Paul Rose, a spokesman for SFMTA was quoted in the San Francisco Chronicle as saying: "Once the environmental study is in place, we would take over. This is something we are fully on board for. SFMTA is considering all options to identify funding. It certainly would not come from our operating budget." And so there is no doubt that the operating costs of this extension will be borne by the taxpayers of San Francisco and possibly some of the construction costs too.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

PD100 Project Design (Substantive)

Correspondence Id: 55 **Comment Id:** 218131 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Please call me and we could discuss alternative blocks on Beach Street where westward platform could be located that would not impact the incomes of hundreds of artists (my feeling is that if the westward platform on Beach were to be located between Larkin and Polk streets, opposite Ghirardelli, there would be no negative impact to the Street Artists, and it would allow you to remove the redundant double platforms that threaten the Bocce Courts and its grassy park).

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 216475 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The only item I question, is the idea of having one of the two potential lines, E or F, terminate at the existing terminal on Jones and the other at Fort Mason. I think this would take away the benefits just mentioned above.

Organization: Market Street Railway

Commenter: Dennis C Opferman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 51 **Comment Id:** 216572 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The Final EIR should also provide information as to whether any public access improvements would be proposed as part of the project.

Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 56 **Comment Id:** 216617 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: We encourage SFMTA to approach CPUC staff early in the project development in order to discuss potential safety concerns and associated mitigation related to the track alignment, intersection design and traffic signal configuration. - In the past there have been collisions involving streetcars and vehicles in the Fisherman's Wharf area.

Organization: California Public Utilities Commission

Commenter: Moses Stites **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216649 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The EPA commends the NPS, SFMTA, and FTA for proposing the F-Line Extension as an infrastructure reuse project with considerable cultural benefits. Alternative 2's proposal to rehabilitate historic streetcars and the Fort Mason Tunnel makes modern day use of materials and infrastructure that might otherwise deteriorate in disrepair. Rehabilitating existing infrastructure preserves natural resources by decreasing the demand for virgin materials and reduces greenhouse gas emissions and energy use by decreasing demand for energy intensive construction and manufacturing.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 23 **Comment Id:** 216787 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Has an extension farther down Marina Blvd., following the original right of way of the State Belt Railway? A platform could be placed at Marina and Laguna Street to serve the western side of Fort Mason, then the tracks extended, as double track and along the north side of Marina Blvd., 1/4 mile to Scott Street. At this point, platforms could be placed aligned with Marina Blvd. and a turnaround track could be built along Scott, Marina Green Drive and looping back to the alignment along Marina Blvd. This turnaround could later be removed if / when the line is extended farther west without disturbing the platforms. This would also create a lower impact to the parking area at Fort Mason and / or the Meadow Area, as opposed to the turnaround options outlined in the Draft EIR. At one time, the State Belt Railway tracks extended all the way to Fort Point. The historic trolley line could easily reach to within 1/2 mile of the foot of the Golden Gate Bridge and, with some careful planning and design, even reach the bridge itself. This would bring rail mass transit to one of the largest and most traffic impacted attractions in San Francisco, helping lessen the travel burden on the Doyle Drive approach and increasing the effectiveness of the F and E line historic trolleys.

Organization: Driven Innovation

Commenter: Eugene J Vicknair **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 29 **Comment Id:** 216848 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I do have a concern when cars and pedestrians entering the Ft. Mason. Will there be traffic management or a signal to direct traffic? I could envision a bottle neck where the current vehicle gates are located not allowing proper pedestrian access from the park heading north cutting across to Building B and C.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216879 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Stations: The EIR shows stations about 1,200 feet apart on Beach Street. It should be considered that: the street is perfectly flat; that most of the riders will be there for recreational purposes and that parking near Fisherman's Wharf is expensive. The project should consider eliminating the station near the tunnel entrance and relocate the Beach Street station closer to the Maritime Museum, to be about 1,800 feet from the existing Jones Street Station. This will save some construction cost and reduce view impacts. The EIR also shows two stations on the Fort Mason loop when one should be sufficient, same as shown for southern loop. This will be another small construction saving and also save a few parking spaces. Benches should be provided for riders who may need to rest before they complete their walk of one extra block.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216880 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Reducing the number of stops is also essential to allow the consideration of single track. Unfortunately, for phase 1, to Fort Mason, single track will not work with five stops.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

PD200 Project Design: Track Alignment (Substantive)

Correspondence Id: 14 **Comment Id:** 217977 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: 1. Increased delay and unreliability for streetcars on Beach Street due to congestion: As proposed, there are two alignments being considered: the streetcar tracks on Beach Street would operate in "shared" car/streetcar lane in the westbound direction, and the eastbound direction would be either "shared" or a "semi-exclusive" streetcar lane, where cars would still be able to enter and stop in the lane. Why is there no alternative that would provide protected streetcar lanes in both directions on Beach Street? Protected lanes exist elsewhere in SF like the Embarcadero and Third St, and successfully protect streetcars from congestion. Beach Street needs dedicated streetcar lanes if the streetcar extension is to be successful. There is plenty of room on Beach Street for protected transit lanes if parking was removed and/or the street was one-way for cars. The city is Transit First and therefore an alternative with dedicated streetcar lanes must be included in the DEIS. Without dedicated lanes, the streetcar will get stuck in traffic on busy weekends, which will delay the streetcar and reduce its reliability. This would be a significant impact to streetcars, but this impact is

not mentioned in the DEIS.

Organization:

Commenter: Larry P Berling **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 216454 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Why does transportation (private or public) need to be just feet from the Bay?! Aquatic Park & Fort Mason are the only quiet areas by the Bay east from Van Ness. If the rail system is extended, it should go along Bay St. (or North Point), where it would also be closer to people.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 11 **Comment Id:** 216459 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: it would be better if the streetcar extension fixed up and re-used the old State Belt tracks that pass the Maritime Museum at Aquatic Park. This alternative should be brought back for consideration instead of being dismissed out of hand.

Organization:

Commenter: Steve Ly **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 56 **Comment Id:** 216618 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The Draft EIS for "Extension of F-Line Streetcar Service to Fort Mason Center" suggests that the determination of track alignment type will be determined during design, subsequent to an environmental analysis or traffic study that might assess the impacts of such decisions. CPUC staff recommends that the side-running track alignment, while providing for the safe boarding of passengers along the side of the roadway, may present a confusing situation for motorists where a street car continues straight from a dedicated right-turn lane, or where a street car turns left from the right side of the roadway. Therefore it may be appropriate to consider a mixed-traffic alignment in some locations.

Organization: California Public Utilities Commission

Commenter: Moses Stites **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216920 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Single track should be studied for the entire extension starting just west of Jones Street. Thus the entire extension would be a dedicated Right-of-Way. Prorating from 'F' route speeds on Market Street with conflicting auto, bus and pedestrian traffic the slightly more than one mile extension with: three stops, a tight loop and a dedicated ROW should be completed in less than six minutes putting the returning east bound 'F' right on schedule and allowing the new west bound 'F' to start the extension run.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216924 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: This may also be a small operating cost reduction for Muni because instead of dealing with parking cars. the single track could run in the parking lane on the north side of Beach Street. The east bound station would be in the west bound traffic lane requiring both east and west bound traffic to slow down and loop around. The west bound traffic loop could use a few south side parking spaces and other parking spaces could remain. The single track combined with the elimination of the station near the tunnel might preserve the location of the bocce ball court for another capital savings and cultural preservation. This arrangement may also preserve some street vendor spaces.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

PD500 Project Design: Green Design (Substantive)

Correspondence Id: 57 **Comment Id:** 216651 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The EPA encourages NPS, SFMTA, and FT A to implement "green infrastructure," such as bioretention areas, vegetated swales, porous pavement, and filter strips in any onsite storm water management features. These features can serve as both storm water treatment and visual enhancements. More detailed information on these forms of "green infrastructure" can be found at http://cfpub.epa.gov/npdes/home.cfm?program_id=298.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

PH100 Public Health and Safety (Substantive)

Correspondence Id: 39 **Comment Id:** 218597 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Bicycles will all be forced to take the waterfront Promenade route or, cross the tracks to get to North Point Street. This could be a disaster waiting to happen as the document does not adequately (in my opinion) address potential safety problems related to the many thousands of recreational and commuter bicyclists who now use the area, as well as pedestrians, many of them Seniors who come to the SF Senior Center.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 56 **Comment Id:** 216617 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: We encourage SFMTA to approach CPUC staff early in the project development in order to discuss potential safety concerns and associated mitigation related to the track alignment, intersection design and traffic signal configuration. - In the past there have been collisions involving streetcars and vehicles in the Fisherman's Wharf area.

Organization: California Public Utilities Commission

Commenter: Moses Stites **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 81 **Comment Id:** 216628 **Coder's Initials:** ANDREA_THORPE

Comment Text: 3) Public Health and Safety: Please consider protection measures (dust, etc) for park users during construction.

Organization: San Francisco Recreation and Parks

Commenter: Karen Mauney-Brodek **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 60 **Comment Id:** 216764 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: I wholeheartedly support this much needed transportation link to the Bay front and our National Park lands. I support the North Loop plan. To have a turnaround adjacent to a busy street will generate dangerous conditions for riders and people waiting to get aboard.

Organization:

Commenter: Jan Blum **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 26 **Comment Id:** 216825 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Alt. 2B would impede an extremely popular and heavily-used access point for the Great Meadow and trail to Aquatic Park by pedestrians and bicycles. The train turnaround would be a distraction to drivers on Laguna St./Marina Blvd. and create a hazard to pedestrians and bicyclists.

Organization: Ft. Mason Center

Commenter: Randall P Borcharding **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217048 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The plan also does not adequately address or mitigate the safety issues that it creates.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217061 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Public Safety is an issue that has not been addressed within this Environmental Impact Study. Any published alternative is fraught with public safety hazards. Anytime the public must interface with traffic the chances for injury accelerate dramatically. In a Promenade alternative the public interfaces with the streetcar on a five foot basis for more than two hundred yards, then crosses a public street, before it enters the tunnel. This area now serves as a mixed use path where thousands of bicyclists, pedestrians and an occasional service vehicle are constantly at interface, but manageable.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

PK100 Parklands, Recreational Facilities and Visitor Use (Substantive)

Correspondence Id: 46 **Comment Id:** 217106 **Coder's Initials:** ANDREA_THORPE

Comment Text: 1. The annihilation of the WPA created Aquatic Park greenspaces and features at the western end.

Organization: himself

Commenter: richard everett **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 39 **Comment Id:** 217075 **Coder's Initials:** ANDREA_THORPE

Comment Text: - a great deal of parkland is being sacrificed at great expense to extend the line a few blocks.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217084 **Coder's Initials:** ANDREA_THORPE

Comment Text: I will address the latter first. The preferred alternative (which is the only alternative both in the document and in reality if the project is about sending historic streetcars through the historic Fort Mason Tunnel), will destroy forever the natural, scenic and recreational values of west Aquatic Park, a good portion of the National Historic Landmark District. Currently, this area of the park, bordering Fort Mason and away from the cacophony of Fisherman's Wharf, is a great place to sit on a bench or the lawn and enjoy the sounds of waves lapping on the shore, birds crying overhead and children laughing on the beach, while gazing at the historic ships. High school kids from Galileo are often seen running through the park during gym class. A game of Bocce Ball may be enjoyed in this area. This will all be gone as historic streetcars rumble through every few minutes with the clack, clack and screech as the cars make the curve from Beach Street through Aquatic Park across Van Ness Avenue to the tunnel. Add to that the incessant ring of the bell as the streetcar crosses 4 (four) sidewalks in western Aquatic Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

PN100 Purpose and Need (Substantive)

Correspondence Id: 76 **Comment Id:** 218203 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Other stated needs for the project are stated as "inadequate regional access to Fort Mason Center" and "limited transportation options for transit-dependent residents". It is pointed out that the 47 or 49 bus lines end approximately 0.6 miles from Fort Mason Center and that the 30 bus passes 0.3 miles from the Center. Nowhere in the DEIS is there a discussion of the possibility of changing or extending these routes by those short distances or of the relative cost of doing so. Such an analysis is required by sections 1502.14 and 1502.23 of NEPA, but it was not done because the preparers of the DEIS started out with the premise that the F-line extension was the only alternative acceptable to the promoters of this project.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 69 **Comment Id:** 216745 **Coder's Initials:** ANDREA_THORPE

Comment Text: Provide greater use of Fort Mason and access west of Fort Mason (ease traffic and parking on the weekends especially).

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 26 **Comment Id:** 216817 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I object to Alternative 2 because is not adequately supported by the EIS because it will degrade the Marina and GGNRA neighborhoods, create unnecessary congestion and require unwarranted government expenditures that will not be offset in any real savings or benefits. The distance between San Francisco's Fisherman's Wharf area and Fort Mason is very short. There is no need for it.

Organization: Ft. Mason Center

Commenter: Randall P Borcharding **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 38 **Comment Id:** 217030 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The primary function of this project is to transport people. While I find the argument for more public transport serving the Marina to be labored (The 30 lets off 4 blocks from the entrance to lower Ft. Mason, hardly a hardship), it is startling to see the EIS flatly ignoring any potential impacts stemming from the project's entire reason for existence ? transporting people. This, despite the EIS's own estimate of more than 1600 extra visitors on average per-day in years to come. We already cope with multiple impacts of the thousands who attend Ft. Mason's many events. Ft. Mason's far-too-many beer and wine events are remarkable for the number of stumbling belligerent loudmouths they spill onto our otherwise fairly pleasant streets. Littering, shouting, and senseless hollering one can count on, brawls and vandalism are not unheard of, nor is the

need to hose vomit and urine off sidewalks the next morning. So the thought of a yearly half-million more at our doorstep (literally) is not necessarily a welcome one.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217076 **Coder's Initials:** ANDREA_THORPE

Comment Text: I believe the project objectives could be met through an enhancement of the MUNI system in the area - utilizing buses or trolleys on surface streets and abandoning the idea of using the Fort Mason Tunnel. A shuttle service to Fort Mason Center could have been explored as well. What about a water taxi? The Fort Mason Tunnel would make an excellent bicycle route to provide a level path for the many thousands of bicyclists who now labor over the hill on McDowell Road annually.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217077 **Coder's Initials:** ANDREA_THORPE

Comment Text: "Inadequate Regional Transit Access to Fort Mason Center": For people willing or able to walk a few blocks, there are a number of options for transit access - has Fort Mason Center or GGNRA ever looked into a shuttle service? Would well-heeled people who currently drive to events really leave their cars at home to hang out with tourists on a historic streetcar?

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217078 **Coder's Initials:** ANDREA_THORPE

Comment Text: "Limited Transportation Options for Transit-Dependent Residents": Looking at the project study area map it is clear there are many transit options.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217079 **Coder's Initials:** ANDREA_THORPE

Comment Text: "Limited Connectivity to the Northeaster Waterfront Cultural and Recreation Corridor": Why does it have to be a rail link? What about a shuttle or a water taxi? I work in the area and see people biking, riding "Ducks", motorized "cable cars", and buses of all types all the time. I think it is a false assumption that people taking the F Line will find it difficult to transfer to a different kind of transit (bus, shuttle) to get to Fort Mason Center.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217080 **Coder's Initials:** ANDREA_THORPE

Comment Text: "Insufficient Transportation Infrastructure to Accommodate Existing and Projected Visitor Demand": The proposed F line extension is limited to how many rail cars the city has and is also limited by how many can run on the line at one time. Even with near constant service this idea has nowhere to grow - unlike a solution using routes on existing surface streets and buses, shuttles or trolleys, which can be modified and added to with far less infrastructure disruption.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217081 **Coder's Initials:** ANDREA_THORPE

Comment Text: "Infrastructure Constraints Impacting Effectiveness and Operations of Fort Mason Center": Again, why is a rail line the best alternative? Why not shuttles during major events?

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217083 **Coder's Initials:** ANDREA_THORPE

Comment Text: Project Objectives: The objectives all seem generally reasonable, however, the preferred alternative appears to be in direct conflict with the objectives to "Avoid or minimize adverse effects to the NHLDs and NRHP-listed or eligible properties, and maintain the integrity of related cultural and historic resources." and "Maintain the natural, scenic, and recreational values of SF Maritime NHP and GGNRA."

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217084 **Coder's Initials:** ANDREA_THORPE

Comment Text: I will address the latter first. The preferred alternative (which is the only alternative both in the document and in reality if the project is about sending historic streetcars through the historic Fort Mason Tunnel), will destroy forever the natural, scenic and recreational values of west Aquatic Park, a good portion of the National Historic Landmark District. Currently, this area of the park, bordering Fort Mason and away from the cacophony of Fisherman's Wharf, is a great place to sit on a bench or the lawn and enjoy the sounds of waves lapping on the shore, birds crying overhead and children laughing on the beach, while gazing at the historic ships. High school kids from Galileo are often seen running through the park during gym class. A game of Bocce Ball may be enjoyed in this area. This will all be gone as historic streetcars rumble through every few

minutes with the clack, clack and screech as the cars make the curve from Beach Street through Aquatic Park across Van Ness Avenue to the tunnel. Add to that the incessant ring of the bell as the streetcar crosses 4 (four) sidewalks in western Aquatic Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 217089 **Coder's Initials:** ANDREA_THORPE

Comment Text: Under the Purpose of the project the statement is made that "The streetcar service would have connections to the regional transit rail services, while respecting the settings, context, and resources of these two national park destinations and avoiding or minimizing adverse effects to Nation Historic Landmark and National Register of Historic Places (NRHP) listed or eligible properties." I disagree.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 40 **Comment Id:** 217137 **Coder's Initials:** ANDREA_THORPE

Comment Text: We strongly agree with the Purpose and Need section of this document. This is a much-needed project that will complete streetcar service to important historic and recreational destinations along San Francisco's northeastern waterfront. As a 1000-member organization deeply interested in our city's history, we believe that the San Francisco Maritime National Historical Park and Fort Mason have been underserved by attractive public transit.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 31 **Comment Id:** 218114 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Finally, I take issue with the premise upon which the "need" for the F-line extension rests-that distance from existing public transit to Fort Mason is too great. The EIS correctly describes existing transit connections as follows: The 28 bus line provides the closest connection to Fort Mason Center with a station at Marina Boulevard and Laguna Street; however this bus line originates in Daly City and only services the western and northern parts of San Francisco.4 Passengers arriving near Upper Fort Mason via the 47 or 49 bus lines, disembark at Van Ness Avenue and North Point Street and then walk approximately 0.6 miles along streets or a path through the Great Meadow to reach Fort Mason Center. Passengers arriving via the 30 would disembark at Chestnut Street and Laguna Street and then walk approximately 0.3 miles along Laguna Street to the Fort Mason Center entrance. Visitors coming from Fisherman's Wharf take the existing F-line to Jones Street and then walk approximately 1 mile to reach the Fort Mason Center.

Organization: Dolphin Swimming and Boating Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 76 **Comment Id:** 218172 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Statement of Purpose and Need The DEIS at page 3 states that the purpose of the project is to provide: " high quality rail transit" between Fisherman's Wharf and Fort Mason. That phrase summarizes one of the major defects with this DEIS which was discussed above. The purpose of the DEIS was not to investigate high quality transit, but to eliminate from consideration anything but rail transit by streetcar through the Fort Mason tunnel This is clearly a violation of Section 1502.14 of NEPA, which, as described above, requires that NPS: (a) "Rigorously explore and objectively evaluate all reasonable alternatives ..." (b) "Devote substantial treatment to each alternative considered ..."

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 218181 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The estimate of 1.6 million annual visitors to the Fort Mason Center also merits some closer scrutiny. Appendix A1 of the DEIS lists major events hosted by the Fort Mason Center in 2010. It is presumably intended to support the attendance estimates and justify the supposed need. A casual review of Appendix A1 shows that it is hardly the scientific basis to justify a major project expenditure. Included in Appendix A1 are 8,000 runners in the San Francisco Marathon and 10,000 runners in the Bridge to Bridge Run. Those 18,000 people may run past the gates of the Fort Mason Center but are not likely customers for the proposed project. Appendix A1 also includes 3,000 per week who attend the Farmers' Market. Most of those people already live in the Marina and are unlikely to wish to go to Fisherman's Wharf to get a streetcar back to Fort Mason. That eliminates another 150,000 potential annual customers - or nearly 10% of the total estimate. The location of the Farmers' Market is also the location discussed as one alternative for the streetcar turnaround.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 76 **Comment Id:** 218201 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The Fort Mason Center estimates of annual attendance are projected on page 9 of the DEIS to increase to 1.9 million if Pier One at Fort Mason were restored. There is no estimate of when or if that might occur, and it is compounding speculation with further speculation to use the higher estimate to attempt to bolster projections based on a survey sample of .02%.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

PP100 Plans and Policies (Substantive)

Correspondence Id: 47 **Comment Id:** 217051 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The Plan as written states unequivocally the Organic Act of 1916 in that it inhibits the impairment of park resources and values. This project does the exact opposite! The statement quotes the 2006 NPS Management Policies use of the terms "resources and values" to mean the full spectrum of tangible and intangible attributes for which the park is established and managed, including the Organic Act's fundamental purpose and any additional purposes as stated in the park's establishing legislation.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 51 **Comment Id:** 216561 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The Final Environmental Impact Statement (FEIS) should include a discussion and a map that delineates the boundaries of the Commission's jurisdiction and should also discuss the relevant policies, including recreation, public access, and appearance, design, and scenic views, that address the potential impacts of the proposed project.

Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 51 **Comment Id:** 216566 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: San Francisco Bay Plan Map 4 includes a note that states, "San Francisco Waterfront ?A scenic transit system that incorporates pedestrian and bicycle pathways could be a major waterfront attraction and could eventually operate from Golden Gate Bridge (or even Ocean Beach) to Ferry Building (or south to China Basin)." Clearly, the proposed project to extend transit along the shoreline in this area is consistent with this goal.

Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 51 **Comment Id:** 216567 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The Bay Plan transportation policies also state, in part that, " ... transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the shoreline." Commission staff believes that the Preferred Alternative described in the DEIS (Alternative 2A), which consists of a track extension with a street-running segment along Beach Street, a transition zone between the street-running segment and the Fort Mason Tunnel, a tunnel segment and a turnaround segment in the Fort Mason parking lot (North Loop) is the alternative that is most consistent with the Commission's policies. By locating the terminus of the line within the existing paved parking area at Fort Mason instead of on the Great Lawn, this alternative would have fewer impacts to existing parkland in the area, specifically, it would avoid the loss of recreational uses and aesthetic impacts on the Great Lawn that would result if the South Loop turnaround were to be constructed. Further, Alternative 2A appears to have essentially no impact on the existing Bay Trail alignment, unlike Alternative 2B which would cross the Bay Trail. Alternative 2A appears to minimize potential conflicts between pedestrians and bicyclists and the new transit line.

Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 56 **Comment Id:** 216616 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The proposed modification or construction of track across roadways will require authorization of CPUC. CPUC needs to be identified as a permitting authority in all project documentation. The construction of a new rail transit extension requires a Safety Certification Plan to be approved by the CPUC as the State Safety Oversight Agency for rail transit systems.

Organization: California Public Utilities Commission

Commenter: Moses Stites **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 80 **Comment Id:** 216622 **Coder's Initials:** ANDREA_THORPE

Comment Text: 4. Transit Expansion Policy: The Authority is currently leading the San Francisco Transportation Plan (SFTP) process, which will update San Francisco's long-range countywide transportation plan. The SFTP will develop San Francisco's next set of multimodal investment priorities at the citywide level, and provide input into the Bay Area's next long-range Regional Transportation Plan (RTP) prepared by the Metropolitan Transportation Commission. The next RTP, to be adopted in 2013, will focus in particular on supporting transit-oriented growth in the Bay Area's Priority Development Areas (PDAs) as a way to reach regional climate management and affordable housing goals. The DEIS's public outreach materials state that transit service improvements are needed along the northern waterfront to serve a neighborhood with growing numbers of residents and jobs. Please clarify this statement, as forecast land use growth in the project vicinity is quite limited, particularly as compared to San Francisco's PDAs, where major planning efforts have been completed or are underway.

Organization: San Francisco County Transportation Authority

Commenter: Tilly Chang **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 33 **Comment Id:** 216996 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The historic streetcars are a pleasure to ride and a fitting form of transportation for the corridor they serve and for the extended area they would serve under this proposal. It is also part of the General Management Plan for the GGNRA that the historic tunnel under Fort Mason should be re-opened and used for such public transportation.

Organization: People For a GGNRA

Commenter: Amy W Meyer **Page:** **Paragraph:**

Kept Private: No

RE100 Recreation (Substantive)

Correspondence Id: 39 **Comment Id:** 217084 **Coder's Initials:** ANDREA_THORPE

Comment Text: I will address the latter first. The preferred alternative (which is the only alternative both in the document and in reality if the project is about sending historic streetcars through the historic Fort Mason Tunnel), will destroy forever the natural, scenic and recreational values of west Aquatic Park, a good portion of the National Historic Landmark District. Currently, this area of the park, bordering Fort Mason and away from the cacophony of Fisherman's Wharf, is a great place to sit on a bench or the lawn and enjoy the sounds of waves lapping on the shore, birds crying overhead and children laughing on the beach, while gazing at the historic ships. High school kids from Galileo are often seen running through the park during gym class. A game of Bocce Ball may be enjoyed in this area. This will all be gone as historic streetcars rumble through every few minutes with the clack, clack and screech as the cars make the curve from Beach Street through Aquatic Park across Van Ness Avenue to the tunnel. Add to that the incessant ring of the bell as the streetcar crosses 4 (four) sidewalks in western Aquatic Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 36 **Comment Id:** 217007 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Use of this area for Fisherman's Wharf parking means that visitor access to the Marina Green will be restricted due to lack of parking. As many families currently use the Marina Green as parking while visiting the Marina Green for recreation, this will reduce access for those families would like to use the Marina Green area for recreation. Inadvertently reducing access to green space for recreation is an adverse effect.

Organization: Pacific Heights Residents Association

Commenter: Paul H Wermer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217053 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: If stated as a cultural resource, the area near the Maritime Museum is already impacted by the success of the Fisherman's Wharf tourism and sightseeing industry. The present situation is that the City's Municipal Transit Authority buses (MUNI) uses an area near the front of the Maritime Museum Building at the 900 Beach Street address as a terminus. The buses are necessary for the city's senior citizens who regularly visit the Senior Center (the country's oldest Senior Center) within the Maritime Museum's structure. The tourism industry that has created a blossoming sightseeing industry near the Fisherman's Wharf.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

SE100 Socioeconomics and Environmental Justice (Substantive)

Correspondence Id: 55 **Comment Id:** 218130 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: In conclusion, I speak with decades of experience within the Street Artist Program when I say that if the westbound station is to be located on Beach Street between Larkin and Hyde, it would take away over 55% of the viable Street Artists selling spaces at the wharf, and have a devastating effect upon the incomes of hundreds of artists. These spaces have been in operation for nearly a half-century, and represent a historic and

cultural precedent.

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 31 **Comment Id:** 218113 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: This project and the Public Realm Plan both fail to address or mitigate the project-caused vehicle parking loss for water-dependent users in Aquatic Park. In short, both plans fail to plan for the survival of DSBC and SERC. Without nearby affordable vehicle parking neither DSBC nor SERC can continue to operate. NPS needs to provide free 4 hour designated parking for DSBC and SERC users. The free parking on the south side of Jefferson west of Hyde, currently being use by NPS staff, would be ideal. Since NPS has alternative parking in Fort Mason and has existing vehicle transport capability between Fort Mason and SFMNHP, the Jefferson St. parking is not critical to NPS function, while it is critical to DSBC and SERC survival. Since DSBC and SERC both have memberships of approximately 1,000 and host hundreds of day users, additional designated parking on lower Van Ness may be needed. The four hour time limit is needed because it takes that long to row/kayak to and from the Golden Gate and/or Bay bridges and to swim from Alcatraz or across the Golden Gate Bridge. These are the activities that no other facilities on San Francisco Bay foster. To keep DSBC and SERC use affordable, designated parking must be free or low cost (\$0.25/hr).

Organization: Dolphin Swimming and Boating Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 55 **Comment Id:** 218121 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: As you read the corrections you will see that if the WESTWARD streetcar platform is to be located on Beach Street between Hyde and Larkin, it would significantly reduce the number of 'viable' wharf street artist selling spaces by 55% (see calculations below).

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 55 **Comment Id:** 218122 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: 1) On page 209 the draft EIS states that "Proposed construction of a transit platform on Beach Street near Hyde Street would require the removal of approximately 12 parking spaces." But then in the same paragraph on page 210 the EIS incorrectly states that the removal of the 12 parking spaces would result in the removal of 12 vendor (street artist) spaces: "However, conservatively assuming that the street vendors spaces located directly next to the platform might not be permitted to operate (and could not be accommodated without encroaching on Victorian Park) then up to 12 vendor spaces could be removed." This is incorrect because a street artist space is 9 feet in length and a parking space is about 22 feet in length. So if we do the basic math we can see that a removal of 12 parking spaces would cause the loss of at least 30 spaces. [22 feet x 12 spaces = 264 feet; 264 feet / 9 feet = 29.3 vendor spaces, rounds up to 30 in application]

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 55 **Comment Id:** 218123 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: on pp 209 the EIS incorrectly states: "It is expected that the platform structure would be predominantly located within the parking space and therefore continued operation of the existing street artist vendors may be permitted." This statement is also incorrect when it says that "street artist could continue their operations" in front of the platform, because the Street Artist Ordinance (Article 24) says that a display can NOT be more than 4.5 feet from the curb line of a sidewalk (Section 2405 c, part 1). You can also view this section of the Ordinance on page 151 of the Street Artist Blue Book at http://www.sfartscommission.org/street_artists_program/Street_Artist_Bluebook.pdf. Since the platform is to be "bubble-out" and filled with waiting transit riders, our displays would likely have to be more than 4.5 feet from the curb to allow the functions of the Bubble-out area of the platform, and thus would be forbidden by the 4.5 foot rule. The statement, "In which case, their use would continue and would not be expected to adversely impacted", should also be removed since having selling spaces in front of the bubbled-out is not a legal option.

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 55 **Comment Id:** 218124 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: And the erroneous statements, "It is expected that the platform structure would be predominantly located within the parking space and therefore continued operation of the existing street artist vendors may be permitted. In which case, their use would continue and would not be expected to adversely impacted. However, conservatively assuming that the street vendors spaces located directly next to the platform might not be permitted to operate (and could not be accommodated without encroaching on Victorian Park) then up to 12 vendor spaces could be removed. In which case, these sidewalk vendor spaces would be permanently lost and the street artist vendors displaced to other locations." should probably be replaced by something like: "It is expected that if the westbound platform structure were located between Hyde and Larkin and within 12 removed parking spaces, it would by local ordinance cause the permanent loss of 30 street artist selling spaces that have been in the Street Artists Program for 40 years. The loss of these 30 selling spaces represents a 55% decrease in the number of viable selling spaces for street artists at the wharf. Since other street artist selling areas, like Justin Herman Plaza, are now filled to capacity and can not reasonable accept more displaced artists, many of the hundreds of street artists would suffer an extreme impact to their incomes and some would have to leave the Street Artist Program in search of other income. However if a westbound platform on Beach were located on a block other than between Hyde and Larkin, then the averse impact to street artists could possibly be negligible."

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 55 **Comment Id:** 218125 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: On page 210 the EIS incorrectly states: "Although the potential loss of these spaces would result in a net reduction in vendor spaces, there would nonetheless remain approximately 33 neighboring vendor spaces on the Beach Street block with another existing 10 spaces west of Larkin Street." As explained above in #1 that it would actually be 30 selling spaces, out of the 45 viable Beach street spots, that would be lost.

Therefore it would be "15 neighboring vendor spaces" that remain on that block, and not "33 neighboring vendor spaces on the Beach Street block". Please note that the "10 spaces west of Larkin Street" are NOT deemed 'viable' and are never used. This is because the likely traffic flow of the sidewalk takes the pedestrians over crosswalks at Larkin to Ghirardelli, and few continue walking past the crosswalks to 10 spaces west of Larkin Street. This is not all likely to change in the future, and disqualifies the statements: "However, removal of the sites nearest to the Larkin Street corner could result in a shift of the business further west down Beach Street. Although not as immediately close to current Cable Car turnaround, the sites are still in relatively close proximity and could continue to attract visitors to their stands thereby reducing the adverse impact to street artist vendor sales within Fisherman's Wharf." Please considering omitting these erroneous statements.

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 55 **Comment Id:** 218126 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: This other statement on page 210 is also very inaccurate, and should be omitted: "Since there are existing nearby vendor spaces that currently are only used during peak weekends, this suggests that an actual reduction of operating vendor spaces would only occur during peak weekends and holidays. At other times, any vendors displaced by the project could be accommodated at other existing nearby sites which currently are typically unused. Furthermore, since specific locations are assigned by a daily lottery system, consequently the displacement of vendors would be distributed widely amongst all the licensed street artists." The simple fact is that there are not many other viable selling spaces in the program where displaced artists can go. While Justin Herman Plaza is a favorite place of viable street artists selling locations, its popularity causes its lotteries of hopeful artists to be much larger than the number of its viable selling spaces. As a result on most viable work days, there are scores of street artists who having gotten a bad lottery number, must leave without acquiring a viable selling space for that day. Thus the concept that Justin Herman Plaza might absorb street artist who are displaced by deleted spaces on Beach is just not true -- Justin Herman Plaza lotteries are already filled to more than capacity, and can not realistically accept new and displaced artists from the wharf. The downtown area also has a limited number of viable selling spaces which are already under high demand at the lotteries for downtown spaces.

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 55 **Comment Id:** 218127 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: From what I read in the document, a westbound station is planned for Leavenworth near Jefferson (pp 35, Table 2-1, Station Platforms). However Figure 2-2 (Alternative 2 Action Alignment) on page 37 incorrectly shows that westbound platform to be on Jefferson, and not Leavenworth. (note: A platform on Jefferson would take away some of our most valuable selling spaces, but a platform on Leavenworth would have drastically less impact on the Street Artists program)

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 55 **Comment Id:** 218128 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: This concerns the Table 2-6 (Summary of Impacts and Mitigation) on page 59, under "Socioeconomics". Currently there is no mention of the devastating effect that a westbound platform would make in taking away 30 street artist selling spaces." While the EIS sees fit to mention the loss of Bocce Courts in Table 2-5, it seems only reasonable that this adverse impact to incomes of hundreds of street artists income should also be stated in the table. Suggested text for Table 2-6 ("Socioeconomics" and column "Alternative 2 Action Alternative"), to also include: "Location of a westbound platform on Beach Street between Hyde and Larkin would take away 55% of the viable street artists selling spaces from the wharf area, and would greatly impact the incomes of hundreds of street artists."

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 55 **Comment Id:** 218129 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The Street Artist Program was a ballot initiative that the voters of San Francisco approved in 1972. The street artist selling spaces on Beach Street have been active since the start of the Street Artist Program back in 1972, nearly a half a century ago when the country was still at war with Vietnam. Though there are hundreds of street artist spaces across San Francisco, not all of them are deemed 'viable' by the street artists themselves. A 'viable' space is one where a street artist may make an average daily income, and an 'un-viable' space would be one where they would probably make less that 20% of a days wage. Because working for one fifth of a day's wage is seen as wasteful of their of time, most of the un-viable spaces remain empty for most of the year. When street artists count the number of 'viable' selling spaces at the wharf, the number usually comes out to be about 54 (45 viable spaces on Beach St and 9 viable spaces on Jefferson St). So when the EIS declares that 30 viable spaces on Beach Street are to be lost, it means that the street artists who typically sell at the wharf all year round would see their workplace of spaces be reduced by 55% (30 spaces / 54 spaces = 55%). The loss of these 30 spaces would have a devastating effect upon the hundreds of street artists who depend on the wharf selling spaces to support themselves and their families. It is for this reason that the street artists will very much need you to locate a westbound platform on a block other than the one on Beach Street between Hyde and Larkin streets.

Organization: Street Artist Program

Commenter: James Millard **Page:** **Paragraph:**

Kept Private: No

ST100 Streetcars (Substantive)

Correspondence Id: 33 **Comment Id:** 216996 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The historic streetcars are a pleasure to ride and a fitting form of transportation for the corridor they serve and for the extended area they would serve under this proposal. It is also part of the General Management Plan for the GGNRA that the historic tunnel under Fort Mason should be re-opened and used for such public transportation.

Organization: People For a GGNRA

Commenter: Amy W Meyer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216649 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The EPA commends the NPS, SFMTA, and FTA for proposing the F-Line Extension as an infrastructure reuse project with considerable cultural benefits. Alternative 2's proposal to rehabilitate historic streetcars and the Fort Mason Tunnel makes modern day use of materials and infrastructure that might otherwise deteriorate in disrepair. Rehabilitating existing infrastructure preserves natural resources by decreasing the demand for virgin materials and reduces greenhouse gas emissions and energy use by decreasing demand for energy intensive construction and manufacturing.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

ST200 Streetcars: Function and design (Substantive)

Correspondence Id: 5 **Comment Id:** 216433 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: start by adding service at peak hours and on saturday and sunday (instead of reducing service). This could be done immediately and get the service for the existing line improved by the time the AC starts. Shuttle busses could link the F line to the marina green until the extension is working.

Organization: retired resident of SF

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 4 **Comment Id:** 216427 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: FROM MY OBSERVATIONS YOU MUST ADD MORE STREETCARS OR RUN THEM MORE FREQUENTLY AS THEY ALWAYS APPEAR TO BE PACKED LIKE SARDINE CANS!

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

SU100 General Project Support - Alternative 2 (Non-Substantive)

Correspondence Id: 40 **Comment Id:** 217147 **Coder's Initials:** ANDREA_THORPE

Comment Text: In summary, we believe this is an exceptional project. We are not aware of any other urban projects, present or past, that would, in the course of less than one mile, serve two National Park units, three National Historic Landmark districts, one of America's most popular visitor attractions, and two urban residential neighborhoods, all while extending this nation's most popular traditional streetcar line that provides more regional transit connections than any other single transit line in the Bay Area.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 2 **Comment Id:** 216407 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: As an area resident and frequent swimmer and visitor to Aquatic Park and Fort Mason, I very much like this proposal. I have reviewed your draft environmental impact statement, and believe your choice of alignment at Aquatic Park, behind the Bath House on Beach Street, is a wise and reasonable choice. I strongly support moving this project forward, it will bring San Franciscians and visitors a better waterfront, more transportation options, and better connect two wonderful National Parks.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 2 **Comment Id:** 216408 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I have reviewed your draft environmental impact statement, and believe your choice of alignment at Aquatic Park, behind the Bath House on Beach Street, is a wise and reasonable choice.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 4 **Comment Id:** 216426 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I THINK THIS IS A WONDERFUL IDEA! I AM A NATIVE SAN FRANCISCAN WHO LIVES OUT OF THE AREA BUT STILL LOVES TO COME TO THESE AREAS OF THE CITY, AND LOVE HOW THE EMBARCADERO HAS TRANSFORMED EVER SINCE THE REMOVAL OF THE EMBARCADERO FREEWAY. TO ME EXTENDING THE LINE TO FORT MASON IS A GREAT ENHANCEMENT TO THE VISITOR OR RESIDENTS OF OUR CITY,

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 6 **Comment Id:** 216441 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: This plan is wonderful. As a property owner and landlord along with being a long time resident of the marina. I support this project 100!

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 7 **Comment Id:** 216442 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The proposed extension is an excellent idea and, quite frankly should have been implemented years ago. For a City that professes a "transit first" policy to have not made reuse of the Fort Mason tunnel long ago is not excusable. It has been a resource that could have enhanced public transit to one of the more inaccessible corners of our City

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 9 **Comment Id:** 216456 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I strongly support this initiative to extend the F-line Streetcar to Fort Mason Center. Aquatic Park is one of my favorite places in the City and I frequent Fort Mason for recreation as well. Improving access to these destinations using existing infrastructure (tunnel and cars) is an ingenious idea and should be approved. The extension would be hugely popular with tourists as well as a welcome service to City residents for decades to come.

Organization:

Commenter: Todd Barthell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 11 **Comment Id:** 216458 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I support the project

Organization:

Commenter: Steve Ly **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 216474 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The extension of the F-Line streetcar service to Fort Mason is an outstanding idea. I used to live in Foster City and worked in downtown San Francisco. In addition, I have visited the city many times since then. And, in mid-February, I was in San Francisco and walked the entire proposed route to Fort Mason. This is a terrific plan. It will increase access to all the areas around Fisherman's Wharf, including Ghirardelli Square, the Hyde Street Cable Car, the Maritime Museum, NPS Visitors Center, parks, the beach, etc. In addition, it will meet another primary objective of vastly increasing access to Fort Mason, including all the shops and meeting facilities there. And finally, it will provide linear access to all the destinations in the area, by allowing people to use the streetcar to get from place to place WITHIN the lengthy Fisherman's Wharf attractions.

Organization: Market Street Railway

Commenter: Dennis C Opferman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 16 **Comment Id:** 216481 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: live about three blocks from the proposed Ft. Mason terminus, and would be absolutely thrilled to have the streetcar line extended to Ft. Mason. I think it is highly likely I would use it. I also think it is highly likely I would visit the Northeastern waterfront if the streetcar line was extended to Ft. Mason.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 17 **Comment Id:** 216482 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I have lived in the Marina for 20 years. There is a lack of public transit options north of Chestnut Street. Furthermore, on Sundays the 30 Stockton has limited service west of Van Ness Avenue. For these reasons, the proposed F-Line extension is a wonderful idea for residents and tourists.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 18 **Comment Id:** 216483 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: On the one hand, myself and those who share my interests and activities will benefit greatly from the proposed extension: I live in the area, and frequently use not only the F-line, but the Cable Car to which this proposed extension would connect; I attend 5-6 events per year at Fort Mason center, visit Off The Grid once a month, and fly my kite on the green every second weekend - which is all to say that I'm an above average user of the area. The extension would cut the time it would take for me to get to this area. On the other hand, and to state quickly facts that I'm sure others will make much more passionately and succinctly: a clear tourist connection to Fort Mason and the marina would have significant implications in terms of the continued commercial viability of shops at the southern end of the tourist areas (including Ghiradelli Square), it would create new opportunities for Fort Mason, and it could lead to transit oriented re-development of the very large surface parking lots that line the Laguna intersection.

Organization: General Public

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 75 **Comment Id:** 216562 **Coder's Initials:** ANDREA_THORPE

Comment Text: It is critically important to move forward to extend the F line (and ultimately the E line) to Fort Mason. There is no transit service between Mission Bay or other SE neighborhoods to Fort Mason and no alternative to driving. When hundreds or thousands of visitors come to SF for the America's Cup, the F (and E) line will be a critical link. We can't drive and park our way out of gridlock for AC34. It took 45 minutes to arrive from AT&T Park to Fort Mason and that's without any special events. Please move this project forward as soon as possible.

Organization:

Commenter: Corinne Woods **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 51 **Comment Id:** 216566 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: San Francisco Bay Plan Map 4 includes a note that states, "San Francisco Waterfront ?A scenic transit system that incorporates pedestrian and bicycle pathways could be a major waterfront attraction and could eventually operate from Golden Gate Bridge (or even Ocean Beach) to Ferry Building (or south to China Basin)." Clearly, the proposed project to extend transit along the shoreline in this area is consistent with this goal.

Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 77 **Comment Id:** 216577 **Coder's Initials:** ANDREA_THORPE

Comment Text: This is a much-needed project that will provide a viable public transit option for visitors to our museum, programs, lectures, and classes. The Museo Italo Americano serves 12,000 to 15,000 visitors per year, and many of them would welcome the opportunity to use public transportation and leave their cars at home.

Organization: Museo Italo Americano

Commenter: Paola Bagnatori **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 21 **Comment Id:** 216586 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: i am very much in support of the extension of the F line.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 22 **Comment Id:** 216593 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I strongly support the project and hope that it can be implemented very soon. I believe it will greatly improve the visibility and viability of NPS' investment at Fort Mason. Currently, City visitors probably have no idea of the treasures west of Aquatic Park and Ghirardelli Square. This extension will open up the area for tourists and also provide much better access to Ghirardelli Square. It will also provide an alternate way for Marina residents to get downtown - especially those living in the northeastern section of the Marina, who currently have a long walk to the #30 bus.

Organization:

Commenter: Richard Tilles **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 78 **Comment Id:** 216594 **Coder's Initials:** ANDREA_THORPE

Comment Text: First, this is a much needed project that will complete streetcar service to the important destinations along the City's north waterfront. The millions of people who each year seek to visit the west part of Fisherman's Wharf, the National Maritime Park, and the GGNRA areas that the streetcar will serve will have a wonderful option to relying on the automobile. As the current streetcar ridership reflects, San Francisco residents and visitors are inclined to take transit if it is convenient and enjoyable, and this proposed extension will do its part in saving energy and reducing environmental impacts by removing automobiles from our streets.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 53 **Comment Id:** 216611 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The extension of the "F Line " historic streetcars to Fisherman's Wharf greatly expanded transit options for residents, workers and visitors of the Northern Waterfront. The Fort Mason project will extend transit options west of the Wharf, connecting to Van Ness Avenue buses and increasing regional access to the Marina District, GGNRA and SF Maritime National Park. This project meets every test of the City's transit first policy, restores an historic rail tunnel and extends an energy efficient transportation service . The Chamber strongly supports this project and urges approval of the draft EIS.

Organization: San Francisco Chamber of Commerce

Commenter: Jim Lazarus **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216613 **Coder's Initials:** ANDREA_THORPE

Comment Text: The Bay Trail Project is pleased to see the Historic F-Line project moving forward. Increasing transit opportunities to and around our waterfront and National Park are important goals.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 54 **Comment Id:** 216614 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The proposal to extend San Francisco's streetcar service to Fort Mason Center has our strong support. City College of San Francisco's Art Center serves 2,000 students annually, many of whom depend on public transit to attend classes. An extension of streetcar service to Fort Mason will increase student and employee access to the Fort Mason Center, and connect the northeast quadrant of the city to the established network of streetcar service.

Organization: City College of San Francisco - Civic Center Campus

Commenter: Carl Jew **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 216632 **Coder's Initials:** ANDREA_THORPE

Comment Text: First, this is a much-needed project that will provide a viable public transit option for patrons, volunteers, and staff members of our cafe and bookstore. The Readers Cafe and Bookstore serve thousands of visitors a year, and many of them would welcome the opportunity to use public transportation and leave their cars at home.

Organization: Readers Cafe and Bookstore

Commenter: Byron Spooner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216636 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The EPA has rated the Draft EIS as LO, Lack of Objections. See attached "Summary of the EPA Rating System" for a description of this rating. The basis for this rating and our recommendations are detailed in our comments below. While we have not identified areas requiring substantive changes to the document, we have identified opportunities for further analyzing and mitigating the project's potential environmental impacts.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 83 **Comment Id:** 216654 **Coder's Initials:** ANDREA_THORPE

Comment Text: SPUR supports the Fort Mason streetcar project. We believe the Fort Mason extension will improve the city's walkability and support increased activity by accommodating more transit riders. The Fort Mason extension will complete streetcar service to important destinations along the city's northern waterfront. Each year, millions of people visit Fisherman's Wharf, the National Maritime Park, and the Golden Gate National Recreation Area. The streetcar will serve all these destinations, providing citizens and tourists with an alternative to relying on the automobile. The current streetcar ridership numbers prove that San Francisco residents and visitors prefer transit if it is convenient and enjoyable.

Organization: San Francisco Planning and Urban Research Association (SPUR)

Commenter: Gabriel Metcalf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 85 **Comment Id:** 216666 **Coder's Initials:** ANDREA_THORPE

Comment Text: Yes, build a new F-Line old trolley into Fort Mason with the North Loop. Great for renewing Aquatic Park, Muni Pier (which should be torn down and rebuilt).

Organization:

Commenter: Public Open House **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 91 **Comment Id:** 216681 **Coder's Initials:** ANDREA_THORPE

Comment Text: We'd like to support the proposed streetcar service project. It will benefit the city of San Francisco economically, socially, and historically.

Organization:

Commenter: Ellison White **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 92 **Comment Id:** 216683 **Coder's Initials:** ANDREA_THORPE

Comment Text: Approve of it. More accessible for people who would like it. More convenient.

Organization:

Commenter: June Bacigabupi **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 93 **Comment Id:** 216685 **Coder's Initials:** ANDREA_THORPE

Comment Text: I support the extension of the F-line to Fort Mason. It provides a level of public transportation to an area that is currently underserved.

Organization:

Commenter: Sharon Tsiu **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 94 **Comment Id:** 216692 **Coder's Initials:** ANDREA_THORPE

Comment Text: I am writing to support the F-line extension project in San Francisco, California. I believe the project will add recreational and economic benefits to the area as well as much needed public transportation for locals and tourist alike. Additionally, it serves to enhance the historic beauty of the greater Fisherman's Wharf area.

Organization:

Commenter: Emily White **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 95 **Comment Id:** 216693 **Coder's Initials:** ANDREA_THORPE

Comment Text: I do strongly encourage the F-line to continue onwards to Fort Mason and go the "North loop" design. I am also a member of M.S.R. (Market Street Railway) too! I also believe that Aquatic Park among other areas will be renewed by this action!

Organization:

Commenter: G.L. Hastings **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 96 **Comment Id:** 216698 **Coder's Initials:** ANDREA_THORPE

Comment Text: I agree with the extension of the "F" line Streetcars to Fisherman's Wharf ? more people, local and tourists to the area.

Organization:

Commenter: Janice L Alcayaga **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 98 **Comment Id:** 216699 **Coder's Initials:** ANDREA_THORPE

Comment Text: I think the F-line to Fort Mason is a good idea if there is a commitment not to extend it through the Marina and if the northern turn-around is used.

Organization:

Commenter: Barbara Janeff **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 97 **Comment Id:** 216700 **Coder's Initials:** ANDREA_THORPE

Comment Text: I think the "F" extension is a great idea both for the Park System and the residents of San Francisco.

Organization:

Commenter: Michael T Messina **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 97 **Comment Id:** 216703 **Coder's Initials:** ANDREA_THORPE

Comment Text: Please approve this important plan for the extension of the "F" Line.

Organization:

Commenter: Michael T Messina **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 58 **Comment Id:** 216715 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: While FMC has eagerly anticipated this project for many years, we are proponents as much for the benefits to the entire neighborhood as to FMC itself. This is a much needed project that will complete streetcar service to the important underserved destinations along the City's northern waterfront. FMC alone receives over 1.7 million visitors a year, and millions more visit the west part of Fisherman's Wharf, the National Maritime Park, and the Golden Gate National Parks. In the absence of quality transit service, particularly serving FMC, many of these visitors must rely on the automobile.

Organization: Fort Mason Center Board of Trustees

Commenter: Sally McNulty **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 58 **Comment Id:** 216718 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: We believe that the added visitor capacity represented by the streetcar extension is essential to FMC's ability to support programs than in turn will allow FMC to fully restore and reuse its building assets. FMC is proud to host multiple events annually that attract more people than the Center's parking lot can accommodate. However, FMC knows that many organizations planning events of various kinds do not consider us for their venue due to the lack of access by public transportation. The revenues provided by our venue rentals are a key source of funds to meet the building rehabilitation obligations contained in our lease with the National Park Service (NPS).

Organization: Fort Mason Center Board of Trustees

Commenter: Sally McNulty **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 58 **Comment Id:** 216722 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The DEIS concludes that there are virtually no long-term environmental impacts that cannot be mitigated. The streetcar extension project appears to provide only benefits to the citizens of San Francisco in terms of improved transportation, waterfront linkages not now available, a cleaner environment, and reduced energy use.

Organization: Fort Mason Center Board of Trustees

Commenter: Sally McNulty **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 59 **Comment Id:** 216725 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The proposal to extend San Francisco's streetcar service to Fort Mason Center is worthy of and has my strong support. Not only will this allow the streetcar to directly serve the remainder of the Fisherman's Wharf neighborhood, the National Maritime Park, and the Golden Gate National Recreation Area, it will also provide a much needed transit service improvement to Fort Mason Center and the Great Meadow, both locations that are home to many cultural, academic and arts events.

Organization:

Commenter: John Berard **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 59 **Comment Id:** 216727 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Fort Mason Center has never been served well by transit. This much needed extension will allow the Center to be connected at last to many other San Francisco and regional transit services

Organization:

Commenter: John Berard **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 66 **Comment Id:** 216739 **Coder's Initials:** ANDREA_THORPE

Comment Text: As the former San Francisco Planning Director, I am writing to offer my enthusiastic support for the proposal to extend the City's streetcar service to Fort Mason Center. Not only will this streetcar extension provide direct service to the remainder of the Fisherman's Wharf neighborhood, the National Maritime Park, and the Golden Gate National Recreation Area, it will also vastly improve transit to both Fort Mason Center and the Great Meadow where many cultural and arts events are held.

Organization:

Commenter: Dean L Macris **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 67 **Comment Id:** 216741 **Coder's Initials:** ANDREA_THORPE

Comment Text: * The current streetcar operation in San Francisco is a tremendous success, serving residents and tourists, alike, and offering convenient transit to all of the northeastern waterfront. Extending this service to Fort Mason is an excellent proposal since this will allow transit access to two National Park sites and offer thousands the opportunity to have more direct walking and biking access to the GGNRA and the Presidio.

Organization:

Commenter: Nicole Maloney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 69 **Comment Id:** 216744 **Coder's Initials:** ANDREA_THORPE

Comment Text: I'm in strong support of the extension. There are few other direct lines to this area from Embarcadero, except for line 30 which goes through a very congested area of Chinatown.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 70 **Comment Id:** 216746 **Coder's Initials:** ANDREA_THORPE

Comment Text: We live at 1000 North Point (Fontana East) and can't wait for the F line to go to Fort Mason! Some people in our building are worried about the noise, but it will be great for the people of San Francisco and great for Fort Mason.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 60 **Comment Id:** 216764 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: I wholeheartedly support this much needed transportation link to the Bay front and our National Park lands. I support the North

Loop plan. To have a turnaround adjacent to a busy street will generate dangerous conditions for riders and people waiting to get aboard.

Organization:

Commenter: Jan Blum **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 216767 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: We need a new Street Car and track coming to the Marina. What a practical and inspired idea. Finally, we will get that tunnel cleaned up, painted, lit up, and used the way it should be used. What could be the objection? We will have less car and truck traffic, less exhaust and pollution; much more friendly to pedestrians, and fun for families and tourists.

Organization:

Commenter: Gail Buchholz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 72 **Comment Id:** 216771 **Coder's Initials:** ANDREA_THORPE

Comment Text: - The current streetcar operation in San Francisco is a tremendous success, serving residents and tourists, alike, and offering convenient transit to all of the northeastern waterfront. Extending this service to Fort Mason is an excellent proposal since this will allow transit access to two National Park sites and offer thousands the opportunity to have more direct walking and biking access to the GGNRA and the Presidio.

Organization:

Commenter: Rick Swig **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 72 **Comment Id:** 216775 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The Extension project will provide an important additional transit service in San Francisco and it has my full support.

Organization:

Commenter: Rick Swig **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 64 **Comment Id:** 216777 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: In my opinion, and looking down on the problems that the thousands of pedestrians are having, I am certain that this would benefit several sections of San Francisco. A recent Oyster Fair was just one example. 1. THE RESIDENTS of THE MARINA: After one of the frequent special programs in Ft. Mason, viewers and tourists tramped through the residential section. A streetcar would transport them from the Marina Green and along the Embarcadero (Fisherman's Wharf, etc ..) to proceed along the Bay, to all parts of the City .. 2. Mention was made of using "two-ended street cars". I believe that, as formerly used on Divisadero and McAllister streets, at the end the motorman would carry the cash box to the other end, while moving the seat-backs to face in the opposite direction. Of course, this required very little construction of a "turn-about" area, preserving the green space, and the cost of tracks!

Organization:

Commenter: Elmer George **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 65 **Comment Id:** 216778 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Extending the San Francisco MUNI F-Line through the railroad tunnel to at least Fort Mason is a great idea and way overdue. I would ride it and use Fort Mason more than I do now. For residents, it would relieve the parking problem by the piers. Any popular day program at Ft. Mason way overstrains the parking lot.

Organization:

Commenter: Margaret Gwathmey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 23 **Comment Id:** 216785 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I would like to strongly encourage the construction of the F-Line streetcar extension. As a designer with experience in public transit and space planning, I see this project as a tremendous benefit to the area, creating greater access without requiring more parking or placing other burdens upon the marina space. In addition, the nature of the historic vehicles to be used will enhance the overall environment.

Organization: Driven Innovation

Commenter: Eugene J Vicknair **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 24 **Comment Id:** 216789 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I think extending the F line to Fort Mason Center would enhance the city to visitors and to residents, and support the proposal to do this.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 25 **Comment Id:** 216792 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: PLEASE let this idea come to fruition! Relying on the 30 or 30X to try to get to the Marina from downtown is a challenge on the best day, and downright annoying on most days. Having another muni option to get to this side of town would be fantastic! I know all the people who have garages & big cars don't want it to happen, but for those of us who use public transit on a daily basis, this would provide a much needed option.

Organization:

Commenter: susan b ruhne **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 27 **Comment Id:** 216828 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I support fully and enthusiastically the extension of F-line streetcar service to Fort Mason. It's about time!

Organization:

Commenter: Martha Benioff **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 30 **Comment Id:** 216843 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: My husband, Paul Murphy, and I are very excited about the possibility of the "F" line being extended to Fort Mason. We live in the Fontana East high rise, and some of the residents here are opposed to the idea because they are worried about the noise. We are not that concerned about the noise as we feel that extending the line would be a great service to the people of San Francisco, including ourselves. From the minute the "F" line started it was a huge success and many locals use it as well as tourists. We have often used it to get to the Ferry Building and downtown. The extension will make it possible for many more people to enjoy all the things that are going on at Fort Mason - Farmers' market, plays, exhibits, etc. . It is not an easy place to get to by bus from many parts of the city so this will make all the Fort Mason offers much more accessible.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 29 **Comment Id:** 216852 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I would love to see this project go through

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216876 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The 'F' Line Historical Extension will be a useful transit extension for workers, park visitors and tourists.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 34 **Comment Id:** 216997 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: I live in the Marina area and am strongly in favor of the Extension of the F-Line Streetcar Service. I believe tourists and locals alike will find the line of huge benefit.

Organization:

Commenter: Rebecca Lee **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 37 **Comment Id:** 217019 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: I am writing in support of the project to extend historic streetcar service between Fisherman's Wharf and lower Fort Mason via the existing rail tunnel. This extension will provide a sorely needed transit connection between the center of San Francisco, BART, CalTrain, Muni Metro and regional ferry service and increasingly popular lower Fort Mason area. The runaway success of the existing F Line has proven that it is an attractive magnet for riders and strongly suggests that the proposed extension will be very well used. This opportunity to convert the disused rail tunnel into a vital and popular transit link cries out to be taken advantage of.

Organization: Market Street Railway

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 41 **Comment Id:** 217097 **Coder's Initials:** ANDREA_THORPE

Comment Text: i think the project is a great idea. I am all in favor

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 42 **Comment Id:** 217099 **Coder's Initials:** ANDREA_THORPE

Comment Text: This is a much needed project that will complete the City's streetcar service to the important destinations along the north waterfront. There are millions of people who annually visit the west part of Fisherman's Wharf, the National Maritime Park, and the GGNRA areas that the streetcar will serve. This proposed extension will do its part in saving energy and reducing environmental impacts by removing automobiles from our streets.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 45 **Comment Id:** 217104 **Coder's Initials:** ANDREA_THORPE

Comment Text: As a member of the Market Street Railway and supporter of the SF Railway Museum, I greatly support the Ft. Mason Extension. The benefits to The City are great and worth the cost to the government and the environment. Please expedite this process so that work is finished before the 2013 America's Cup Races in San Francisco.

Organization: Market Street Railway

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 48 **Comment Id:** 217116 **Coder's Initials:** ANDREA_THORPE

Comment Text: We have long been aware of the proposal to extend the historic streetcar service further north to Fort Mason. Currently, it is extremely inconvenient if not impossible to take transit from the South Beach area to Fort Mason and thus we can safely say that few residents visit the facilities at Fort Mason on a regular basis. If historic streetcar service was developed along the whole Emabrcadero to Fort mason, we feel confident that our residents would actively use it. Furthermore with the connection at the Caltrain station, visitors from the Peninsula would also be able to take the train and the historic streetcars to Fort Mason and thus avoid driving. The extension to Fort Mason would greatly benefit South Beach, Rincon Point, Fort Mason itself and the Golden Gate National Recreation Area in general and also provide a significant positive effect on the City's environment.

Organization: Rincon Point-South Beach CAC

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 48 **Comment Id:** 217117 **Coder's Initials:** ANDREA_THORPE

Comment Text: At our May 16, 2011 meeting, the CAC discussed the draft Environmental Report for the Extension Project as part of the America's Cup People Plan. Since we did not have a quorum at the meeting, we were unable to take action to vote on an official position for the the CAC to support the findings in the draft Environmental Report for the Extension Project and endorse and support the Project. However, all of the CAC members present at the meeting expressed support for the Extension Project and EIR and requested that we submitting a letter expressing the unofficial, general sentiment of the CAC, as represented at the May 16th meeting.

Organization: Rincon Point-South Beach CAC

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 40 **Comment Id:** 217138 **Coder's Initials:** ANDREA_THORPE

Comment Text: These National Park units are an integral part of our community, providing both educational and recreational opportunities. We support the improved accessibility to them that the streetcar extension will bring, especially for urban adults and youth who lack the means to reach these opportunities otherwise. We believe it is a matter of simple justice that they be afforded an attractive means of public transit to access these parts of our American legacy.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 40 **Comment Id:** 217141 **Coder's Initials:** ANDREA_THORPE

Comment Text: We support the proposed alignment of the tracks through western Aquatic Park and note approvingly that the alignment appears to allow retention of the bocce ball canopy and covered courts at their current location.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 40 **Comment Id:** 217143 **Coder's Initials:** ANDREA_THORPE

Comment Text: We believe that the impacts identified in the DEIS are generally characterized accurately and are assessed generally appropriately.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

TT100 Transportation: Traffic and Parking (Substantive)

Correspondence Id: 36 **Comment Id:** 218769 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: There will be an increase in traffic along Bay Street and Marina Boulevard, as well as the residential streets in the Marina east of Fillmore. This potential has not been evaluated adequately:

Organization: Pacific Heights Residents Association

Commenter: Paul H Wermer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 216638 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The EPA appreciates the thorough analysis of traffic flow and parking impacts in the Marina District neighborhood resulting from the project. The Draft EIS notes that the project will have short- and long-term, minor to negligible adverse impacts on transportation conditions due to its proposal to convert existing street lanes to shared streetcar lanes, reduce on-street parking spaces, and convert a portion of the Fort Mason parking lot into a streetcar station platform and turnaround. The Draft EIS notes that the beneficial effect of cumulative projects, like the Fisherman's Wharf Public Realm Plan, which proposes to divert traffic from Jefferson Street, would likely offset the project's impact on transportation conditions in the area. In addition, the Draft EIS proposes four mitigation measures to improve traffic now and safety: optimizing traffic signal timing, installing wayfinding devices, reconfiguring on-street parking spaces, and implementing parking time restrictions. Without taking these mitigating factors into account, a conservative analysis in the Draft EIS shows that the Level of Service at certain intersections of the project's in-street segment could downgrade if it was built. Specifically, the intersection of Leavenworth and Jefferson Streets would downgrade from LOS A to D during weekday PM peak hours and from LOS B to F during weekend mid-day peak hours. LOS would also downgrade to a lesser extent at the intersections of Leavenworth and Beach Streets and Polk and Beach Streets. Based on these findings, the EPA is concerned about the project's potential air quality impacts resulting from increased vehicle congestion.

Organization: Environmental Protection Agency - Region 9

Commenter: Connell Dunning **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 84 **Comment Id:** 216664 **Coder's Initials:** ANDREA_THORPE

Comment Text: I find the traffic analysis contained in Chapter 4.4 Traffic and Circulation to be incomplete and unclear. The chapter is lacking in basic transportation data about the number of trips by type that are expected in the study area. The chapter is additionally lacking in its circulation analysis. How are determinations of the level of impact made? For example, on page 224 the DEIS discusses impacts on parking in the Marina by recognizing that people could seek parking places in the Marina and then walk to reach the F-Line. The DEIS states, "The effect could be adverse if large numbers of people search parking at the marina, creating traffic congestion at local intersections, but it is speculative to quantify. The overall impact would be long-term, minor and adverse." If it is speculative to quantify, how can one possibly conclude the impact would be minor? This paragraph acknowledges that large numbers of drivers could create traffic impacts as they search for parking, creating traffic congestion at local intersections. This circling could additionally create conflicts and delays to Muni buses and other road users. A more detailed analysis of these concerns and a more comprehensive approach to project design and/or mitigations to address these issues is absolutely required.

Organization: District 2 Supervisor

Commenter: Mark E Farrell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 84 **Comment Id:** 216665 **Coder's Initials:** ANDREA_THORPE

Comment Text: In addition to my own review of the DEIS, I have heard from a number of my constituents who are concerned about the additional vehicles the project will deposit into the Marina and the ensuing traffic congestion that will result. The DEIS fails to analyze and/or estimate the number of additional vehicles coming into the Marina should the F-Line be extended to Fort Mason. Without a thorough analysis of potential traffic congestion, it is also impossible to review and analyze the potential impacts to transit service on Lombard and Chestnut streets, as well as other MTA bus lines providing transit service in the area.

Organization: District 2 Supervisor

Commenter: Mark E Farrell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216877 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: This study should consider traffic impacts on transit with each alternative transit configurations as well as transit's impacts on traffic. Even though, relative to this project, the traffic was there first, San Francisco is a Transit First City.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 36 **Comment Id:** 217006 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: In addition, the DEIS fails to use appropriate traffic metrics to assess the impact on residential, as opposed to commute, streets. Level of Service (LOS) is widely recognized as inadequate for residential streets; various methodologies (e.g. TIRE, Impact Threshold Curve) may be better than LOS at assessing this issue. San Francisco's combination of residential areas adjacent high use areas with significant pedestrian activity introduces significant complexities that the LOS analysis is incapable of evaluating.

Organization: Pacific Heights Residents Association
Commenter: Paul H Wermer **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 14 **Comment Id:** 217986 **Coder's Initials:** ERIN_HIGBEE_KOLLU
Comment Text: The DEIS must include an alternative that protects the streetcar from congestion and delay.
Organization:
Commenter: Larry P Berling **Page:** **Paragraph:**
Kept Private: No

TT200 Transportation: Parking (Substantive)

Correspondence Id: 76 **Comment Id:** 218206 **Coder's Initials:** ERIN_HIGBEE_KOLLU
Comment Text: On page 224 the DEIS discusses further the impact on parking in the Marina, by recognizing that people could seek parking places in the Marina and then walk to reach the F-line. It states that: "The effect could be adverse if large numbers of people search parking at the marina, creating traffic congestion at local intersections, but it is speculative to quantify. The overall impact would be long-term, minor and adverse." If it would be speculative to quantify, how do we know the impact would be minor? Also, the preparers of the DEIS were not loath to speculate on the alleged positive effect of the streetcar extension on attendance at the Fort Mason Center, but do seem loath to speculate on a potential adverse effect. Apparently their taste for speculation is very selective.
Organization: Marina Community Association
Commenter: Alan Silverman **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 51 **Comment Id:** 216568 **Coder's Initials:** KATHERINE_ANDERSON
Comment Text: The DEIS provides a detailed assessment of the potential impacts to parking that would result from the construction of the project. However, it would be helpful if the FEIS could further analyze the location and estimate the number of parking spaces that would be lost to shoreline visitors accessing the Bay for swimming, boating, and other water-oriented public access activities.
Organization: Bay Conservation and Development Commission
Commenter: Max Delaney **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 51 **Comment Id:** 216570 **Coder's Initials:** KATHERINE_ANDERSON
Comment Text: In addition, the FEIS should provide additional information as to whether it would be feasible to provide new parking to mitigate for parking spaces that are lost as a result of the construction of the project.
Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 77 **Comment Id:** 216578 **Coder's Initials:** ANDREA_THORPE

Comment Text: Also, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot-the preferred terminus option-should attract passengers since it will be secure and easy to use.

Organization: Museo Italo Americano

Commenter: Paola Bagnatori **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 78 **Comment Id:** 216595 **Coder's Initials:** ANDREA_THORPE

Comment Text: Second, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot ? the preferred terminus option - should attract passengers since it will be secure and easy to use with Fort Mason Center.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 216633 **Coder's Initials:** ANDREA_THORPE

Comment Text: Second, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot-the preferred terminus option-should attract passengers since it will be secure and easy to use.

Organization: Readers Cafe and Bookstore

Commenter: Byron Spooner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 83 **Comment Id:** 216656 **Coder's Initials:** ANDREA_THORPE

Comment Text: Major events at Fort Mason Center attract more people than the Center's parking lot can accommodate. Providing an alternative mode of travel will reduce congestion and impacts on the nearby residential neighborhood and will make a visit to Fort Mason Center more convenient, safe and enjoyable.

Organization: San Francisco Planning and Urban Research Association (SPUR)

Commenter: Gabriel Metcalf **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 58 **Comment Id:** 216717 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: This proposed extension will do its part in saving energy and reducing environmental impacts by removing automobiles from our streets. The impacts on the neighborhood will be positive, with a noted reduction in traffic, congestion, and emissions from cars attempting to park in the adjacent neighborhood when FMC's lot is full.

Organization: Fort Mason Center Board of Trustees

Commenter: Sally McNulty **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 58 **Comment Id:** 216718 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: We believe that the added visitor capacity represented by the streetcar extension is essential to FMC's ability to support programs than in turn will allow FMC to fully restore and reuse its building assets. FMC is proud to host multiple events annually that attract more people than the Center's parking lot can accommodate. However, FMC knows that many organizations planning events of various kinds do not consider us for their venue due to the lack of access by public transportation. The revenues provided by our venue rentals are a key source of funds to meet the building rehabilitation obligations contained in our lease with the National Park Service (NPS).

Organization: Fort Mason Center Board of Trustees

Commenter: Sally McNulty **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 58 **Comment Id:** 216720 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: While the DEIS indicates that some parking spots may be lost due to the streetcar turning around in FMC, FMC is not concerned about the potential for losing spaces permanently in order to accommodate the extension turnaround in our lot. However, it is not a foregone conclusion that spaces would necessarily be lost. It is the intention of FMC to undertake a comprehensive site design and transportation study with a key objective of integrating the streetcar turnaround efficiently and effectively into FMC. FMC wants to ensure that all modes of transportation, including pedestrians and bicyclists, are considered in the planning for the streetcar extension, and that the needs of streetcar circulation and passenger amenities, auto circulation and parking, bicycle paths and amenities, and pedestrian movements are planned for optimum safety and efficiency.

Organization: Fort Mason Center Board of Trustees

Commenter: Sally McNulty **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 70 **Comment Id:** 216747 **Coder's Initials:** ANDREA_THORPE

Comment Text: Already, there is a limited parking at Fort Mason and the F line will get people out of their cars.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 71 **Comment Id:** 216759 **Coder's Initials:** ANDREA_THORPE

Comment Text: 1. Does the Fort Mason Center/Foundation fully support the Preferred Alternative, and in particular, the North Loop Turnaround option? Is it necessary to mitigate the loss of parking that the loop and platforms will cause?

Organization:

Commenter: John Racanelli **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 26 **Comment Id:** 216823 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Alt. 2A removes a significant portion of Ft. Mason parking and usable area already heavily used. The Sunday Farmer's market location and profile would be significantly eliminated, a real detriment to the City.

Organization: Ft. Mason Center

Commenter: Randall P Borcharding **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 216990 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Limited Transportation Options for Transit-Dependent Residents: Due to the poor transit access to Fort Mason, I always drive and park in the parking lot. If the lot is full, I look for street parking. If no street parking is available, and I do not have the appetite to risk a tow from the Safeway parking lot, I simply return home. Those without a car do not have this luxury of choice (assuming you consider circling for parking a luxury) and therefore are significantly limited in their options for Fort Mason access.

Organization:

Commenter: Nicolas R Figone **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 33 **Comment Id:** 216994 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: By 1980, a few years after the Golden Gate National Recreation Area (GGNRA) allocated space and gave permits for Fort Mason Center to use the deteriorating piers and warehouses of Fort Mason, it became clear that if the project were successful one of the sites most significant limitations would be access to the property. Surrounding streets bore the impact of big events when large numbers of cars came to the neighborhood. Today, if there are just two events??? say the Sunday Farmers Market and a major exhibition or performance, nearby parking is quickly used up and people are turned away from the park, even though there is room for these people within the buildings and grounds. When the piers are fully restored, the transit situation will hamper the effective use of the buildings. I have had to park blocks away to attend a Merola opera performance or go to Off the Grid on a Friday night. Fort Mason Center sorely needs effective public transit. There is very little transit serving it

today. San Francisco Maritime National Historical Park (SAFR) is our country's outstanding public resource for maritime history. The park extends from the Hyde Street Pier and the Visitor Center in the historic Haslett Warehouse building (which it shares with the Argonaut Hotel) to its offices and library at Fort Mason Center. SAFR also is severely affected by the shortage of transit options to its long, narrow site and the entire park would benefit from access to the "F" line. Parking at the east end of the park is limited and expensive, and the offices and library at the western end share the problems of Fort Mason Center. People may want to make a lengthy visit to the park, or visit different parts, and for those visitors public transit would be far superior to the automobile. The maritime park and Fort Mason Center now serve some 8 million visitors a year. Other visitors come to this mile-long corridor for other recreational purposes. Even if only a fraction of these visitors come by the "F" line at the beginning, it will make a big difference in the traffic and parking congestion in the area. The trolleys will allow people in downtown hotels and businesses to reach the parks easily, The patronage will grow as people learn about this special transit, as it has along the immensely popular streetcar line that already exists today.

Organization: People For a GGNRA

Commenter: Amy W Meyer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 36 **Comment Id:** 217005 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The issue of tourist parking has not been discussed in the DEIS, and peak impacts for the tourist use are not in the peak am/peak pm periods that the DEIS considered when evaluating traffic impact.

Organization: Pacific Heights Residents Association

Commenter: Paul H Wermer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 36 **Comment Id:** 217007 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Use of this area for Fisherman's Wharf parking means that visitor access to the Marina Green will be restricted due to lack of parking. As many families currently use the Marina Green as parking while visiting the Marina Green for recreation, this will reduce access for those families would like to use the Marina Green area for recreation. Inadvertently reducing access to green space for recreation is an adverse effect.

Organization: Pacific Heights Residents Association

Commenter: Paul H Wermer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 36 **Comment Id:** 217008 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Second, the DEIS proposed mitigation to address the potential parking impact from North Bay commuters, TRANS-4, is inadequate. TRANS-4 states "Implement Parking Time Restrictions. Implementation of time limitations on the parking spaces in the marina lot in proximity to the Fort Mason Center would reduce the potential adverse effects of North Bay-based motorists driving across the Golden Gate Bridge to park in the area to use the F-Line to continue on to downtown destinations."

Organization: Pacific Heights Residents Association

Commenter: Paul H Wermer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 36 **Comment Id:** 217009 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: This proposed solution is deficient in two areas: First, it fails to consider the potential impact of this solution on other users of the area. Second, it fails to indicate any coordination with San Francisco's MTA and its SFPark Program strategies and evaluations. Since any tactics to address parking and related traffic impacts would require action by San Francisco agencies, failure to clearly indicate how this will be managed means that mitigation TRANS-4 is inadequate.

Organization: Pacific Heights Residents Association

Commenter: Paul H Wermer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 42 **Comment Id:** 217100 **Coder's Initials:** ANDREA_THORPE

Comment Text: The big events at Fort Mason Center attract more people than the Center's parking lot can accommodate. Arriving and departing on the streetcar from a passenger stop in the Fort Mason Center's parking lot will attract passengers since it would be secure and easy to use.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 46 **Comment Id:** 217107 **Coder's Initials:** ANDREA_THORPE

Comment Text: 2. The disruption it will cause to the congested VanNess parking lot including loss of Parking, and subsequently water access for swimmers, boaters, kayakers -user groups that are growing annually in number. This is the kind of use Aquatic Park was intended for originally and encroachment by the city transit lines passing through it is what the park was created to be a sanctuary to escape from!

Organization: himself

Commenter: richard everett **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 14 **Comment Id:** 217985 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: 2. Trucks will illegally park in streetcar lane on Leavenworth Street: Page 223 of the DEIS discusses loss of truck loading spaces. The streetcar tracks would eliminate ALL of the truck loading spaces on the west side of Leavenworth, and most of the spaces on the east side. This block is completely painted as truck loading spaces because the Cannery and the Anchorage do not have loading docks, and these truck spaces are very well utilized. Already there are not enough truck loading spaces, and trucks have to double-park. Without any analysis or discussion, the DEIS concludes that the removal of all of these truck loading spaces is not problematic because other general parking spaces could be converted into loading spaces. But where would that be? The streetcar tracks would also remove all the on-street parking, on Leavenworth, Beach and Jefferson Streets. There are no other streets where truck loading spaces could be painted. Thus, an entire block of active truck loading spaces would be removed and would not be replaced. Also the DEIS fails to mention that the streetcar tracks on the south side of Beach between Leavenworth and

Jones would remove another entire block of on-street truck loading. Together with Leavenworth these are the major truck loading areas of Fishermans Wharf. Thus the two blocks that are now active truck loading spaces would be eliminated and could not be replaced. What would be the result of eliminating all these truck loading spaces and not providing anywhere for trucks to load? Trucks would illegally park, because they would have no alternative to access the Cannery and the Anchorage. They would park in the streetcar lanes and block the streetcars. This would be an impact on the streetcars, but the DEIS does not mention this.

Organization:

Commenter: Larry P Berling **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 31 **Comment Id:** 218112 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: The project will result in substantial loss of critically important free 4 hour parking-particularly along the north side of Beach west of Polk and on lower Van Ness Avenue. This project, coupled with the proposed Fisherman's Wharf Public Realm Plan (Public Realm Plan), will eliminate nearly all affordable parking within a reasonable distance of Aquatic Park. DSBC and SERC users depend on this parking to support their water-dependent uses. Public transportation is inadequate for the transport of the kayaks, paddles, wet suits, etc. necessary to these water-dependent uses.

Organization: Dolphin Swimming and Boating Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 31 **Comment Id:** 218113 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: This project and the Public Realm Plan both fail to address or mitigate the project-caused vehicle parking loss for water-dependent users in Aquatic Park. In short, both plans fail to plan for the survival of DSBC and SERC. Without nearby affordable vehicle parking neither DSBC nor SERC can continue to operate. NPS needs to provide free 4 hour designated parking for DSBC and SERC users. The free parking on the south side of Jefferson west of Hyde, currently being use by NPS staff, would be ideal. Since NPS has alternative parking in Fort Mason and has existing vehicle transport capability between Fort Mason and SFMNHP, the Jefferson St. parking is not critical to NPS function, while it is critical to DSBC and SERC survival. Since DSBC and SERC both have memberships of approximately 1,000 and host hundreds of day users, additional designated parking on lower Van Ness may be needed. The four hour time limit is needed because it takes that long to row/kayak to and from the Golden Gate and/or Bay bridges and to swim from Alcatraz or across the Golden Gate Bridge. These are the activities that no other facilities on San Francisco Bay foster. To keep DSBC and SERC use affordable, designated parking must be free or low cost (\$0.25/hr).

Organization: Dolphin Swimming and Boating Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 76 **Comment Id:** 218204 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Impacts on the Marina District On page 93 the DEIS briefly discusses the parking impact on the Marina District in the area bounded by Fort Mason to Fillmore Street and north of Bay Street. It states that: "It is not uncommon for commuters and others to park and walk that distance

to board transit." The distance referred to is apparently the same 0.3 miles to the 30 bus which is described above as being "inadequate regional access to Fort Mason Center". So it is not inadequate for commuters from Marin County to park at the Marina Green and walk 0.3 miles to catch the 30 bus downtown, or to do the same in reverse, but it is inadequate for visitors to the Fort Mason center to do the same.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

TT300 Transportation: Impacts from additional Vehicles in Marina Neighborhood (Substantive)

Correspondence Id: 76 **Comment Id:** 218206 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: On page 224 the DEIS discusses further the impact on parking in the Marina, by recognizing that people could seek parking places in the Marina and then walk to reach the F-line. It states that: "The effect could be adverse if large numbers of people search parking at the marina, creating traffic congestion at local intersections, but it is speculative to quantify. The overall impact would be long-term, minor and adverse." If it would be speculative to quantify, how do we know the impact would be minor? Also, the preparers of the DEIS were not loath to speculate on the alleged positive effect of the streetcar extension on attendance at the Fort Mason Center, but do seem loath to speculate on a potential adverse effect. Apparently their taste for speculation is very selective.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 77 **Comment Id:** 216578 **Coder's Initials:** ANDREA_THORPE

Comment Text: Also, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot-the preferred terminus option-should attract passengers since it will be secure and easy to use.

Organization: Museo Italo Americano

Commenter: Paola Bagnatori **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 78 **Comment Id:** 216595 **Coder's Initials:** ANDREA_THORPE

Comment Text: Second, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot ? the preferred terminus option - should attract passengers since it will be secure and easy to use with Fort Mason Center.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 216633 **Coder's Initials:** ANDREA_THORPE

Comment Text: Second, big events at Fort Mason Center attract more people than the Center's parking lot can accommodate, so having an alternative means of getting to these events will reduce congestion and parking impacts in the nearby residential neighborhood, and make a visit to Fort Mason Center more enjoyable in any number of ways. Arriving and departing on the streetcar from a passenger stop in the Center's parking lot-the preferred terminus option-should attract passengers since it will be secure and easy to use.

Organization: Readers Cafe and Bookstore

Commenter: Byron Spooner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 62 **Comment Id:** 216768 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The DEIS does not, in any meaningful way, assess the impact the proposed project will have on the Marina. An extension of the F-Line to Fort Mason Center (FMC) will attract additional vehicles into the Marina. Those additional vehicles will have an impact. It is true that a short discussion on pages 222 & 223 of the DEIS alludes to the impact from those additional vehicles. However, instead of the objective analysis that is expected in any serious environmental impact study, the DEIS skirts the issue with a political discussion centered on San Francisco's "Transit First" policy. That is unacceptable. And, that should be embarrassing to those who are shepherding this DEIS. Does anyone believe that the absence of analysis of additional vehicles attracted into the Marina is an oversight? Does anyone believe that an analysis of the additional vehicles is unnecessary, that it is too trivial? While not a traffic engineer, I have lived in the Marina for some time and have had occasion to study parking at the Marina Green. Also, throughout my professional career I have created and critiqued numerous forecasts made with little or no benefit from history. For these reasons - and especially given the absence of any estimate in the DEIS -I believe I am able to make an informed estimate of the number of additional vehicles that will be attracted by the proposed project. My estimate is one-thousand additional vehicles will drive into the Marina each day if the F-Line is extended to FMC. One-thousand additional vehicles will have significant impact, and the DEIS needs to address that impact. I expect my estimate will be challenged. I welcome the challenges and hope they lead to an open and frank discussion of the real impact this project will have on the Marina.

Organization:

Commenter: Dan Clarke **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 38 **Comment Id:** 217031 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: An additional impact and a sure one despite the EIS's sanguine dismissal would be the influx of additional commuters in from Marin taking advantage of free parking in the Marina District to catch the trolley downtown to work where the parking is anything but free. The EIS admits this is already occurring: "It is not uncommon for commuters and others to park and walk that distance to board transit." (p. 93). Presumably the transit they are walking to is the same 30 Chestnut the EIS finds so onerous for access to Ft. Mason. But more to the point, on page 224 the EIS states: "The effect could be adverse if large numbers of people search parking at the marina, creating traffic congestion at local intersections, but it is

speculative to quantify. The overall impact would be long-term, minor and adverse." If it is indeed "speculative to quantify" then how is the conclusion reached that the impact would be minor? The EIS speculates freely on what it perceives as the positive aspects of the project (i.e. attendance at Ft. Mason) but airily waves off potential adverse affects. This is just one more example of a disingenuous document.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 42 **Comment Id:** 217100 **Coder's Initials:** ANDREA_THORPE

Comment Text: The big events at Fort Mason Center attract more people than the Center's parking lot can accommodate. Arriving and departing on the streetcar from a passenger stop in the Fort Mason Center's parking lot will attract passengers since it would be secure and easy to use.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

TT400 Transportation: SF Transit Expansion (Substantive)

Correspondence Id: 40 **Comment Id:** 217140 **Coder's Initials:** ANDREA_THORPE

Comment Text: We are aware of the San Francisco City Planning Department's new Fisherman's Wharf Public Realm Plan. We believe the operation of F-line streetcars through the Wharf is compatible with this plan and support a collaborative process to implement both the Extension project and the Public Realm plan.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 5 **Comment Id:** 216440 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Now, the big improvement would be to extend the central subway from chinatown to the presidio, stopping at washington square, near f. wharf, near ft. mason, and so on to several stops in the presidio maybe even ending at the gg bridge toll plaza.

Organization: retired resident of SF

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 7 **Comment Id:** 216446 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: However, the proposed terminus still falls short of where it should be. The F-Line should be extended to the far West end of Chrissy Field. The old right-of-way along the marina should be readopted for public use of the F-Line and a jogging path paralleling it could still be utilized. Getting a rail system into the presidio should be a top priority of any considered extension of the system.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 75 **Comment Id:** 216562 **Coder's Initials:** ANDREA_THORPE

Comment Text: It is critically important to move forward to extend the F line (and ultimately the E line) to Fort Mason. There is no transit service between Mission Bay or other SE neighborhoods to Fort Mason and no alternative to driving. When hundreds or thousands of visitors come to SF for the America's Cup, the F (and E) line will be a critical link. We can't drive and park our way out of gridlock for AC34. It took 45 minutes to arrive from AT&T Park to Fort Mason and that's without any special events. Please move this project forward as soon as possible.

Organization:

Commenter: Corinne Woods **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 21 **Comment Id:** 216588 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I would love to see it extended although through to the Cliff House at lands end. that way tourists and people out for a pleasant day would not be using geary, etc. it would help lessen traffic on those days for the residents of city to do their errands and shopping.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 78 **Comment Id:** 216597 **Coder's Initials:** ANDREA_THORPE

Comment Text: Third, there has been a proposal around for some time to operate a streetcar line the length of the waterfront, from Mission Bay to the north. Although this DEIS suggests that this is an extension of the F Line, it also offers the opportunity to operate as the proposed E Line, and that would provide much needed continuous service along the entirety of our waterfront.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 216635 **Coder's Initials:** ANDREA_THORPE

Comment Text: Third, there has been a proposal around for some time to operate a streetcar line the length of the waterfront, from Mission Bay to the north. Although this DEIS suggests that this is an extension of the F Line, it also offers the opportunity to operate as the proposed E Line, and that would provide much needed continuous service along the entirety of our waterfront. Thank you for the opportunity to comment on this important project.

Organization: Readers Cafe and Bookstore

Commenter: Byron Spooner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 83 **Comment Id:** 216657 **Coder's Initials:** ANDREA_THORPE

Comment Text: This DEIS is an extension of the F Line, but it also includes the capacity to operate as the proposed E Line that would provide much needed continuous service along the entirety of our waterfront.

Organization: San Francisco Planning and Urban Research Association (SPUR)

Commenter: Gabriel Metcalf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 89 **Comment Id:** 216675 **Coder's Initials:** ANDREA_THORPE

Comment Text: No loop, just a stop at FMC en route to the Presidio

Organization:

Commenter: Public Open House **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 90 **Comment Id:** 216679 **Coder's Initials:** ANDREA_THORPE

Comment Text: Has consideration been given to extending the line to the Presidio?

Organization:

Commenter: Public Open House **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 93 **Comment Id:** 216688 **Coder's Initials:** ANDREA_THORPE

Comment Text: But I also understand that the possible extension to the Presidio is outside the scope of this project though I urge the NPS to keep it in mind as public transportation to this part of the GGNRA is greatly underserved.

Organization:

Commenter: Sharon Tsiu **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 58 **Comment Id:** 216721 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: We would like to comment additionally that there has been a proposal around for some time to operate a streetcar line the length of the waterfront, from Mission Bay to the north. Although this DEIS suggests that this is an extension of the F Line, it also offers the opportunity to operate as the proposed E Line. That option would provide much needed continuous service along the entirety of our waterfront.

Organization: Fort Mason Center Board of Trustees

Commenter: Sally McNulty **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 63 **Comment Id:** 216774 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Most importantly nowhere does it consider the impact of this project's main purpose ? carrying more people into Fort Mason. We in the Marina are already impacted by the many events at Fort Mason, many negative impacts. Nowhere does this study even approach the present impact, much less bringing in an additional half-million a year. And while the Park Service claims the line will go no further, your EIS makes clear the plans to push it all the way to the Presidios. This is merely the first step.

Organization:

Commenter: Grif Fariello **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 23 **Comment Id:** 216786 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: My major criticism of the project is the placement of the proposed turnaround just outside the western portal of the tunnel. Both alternatives will be very impacted in terms of space requirements, but the larger issue is the inability to extend the line any farther along Marina toward Marina Green, Crissy Field and the Presidio. This is, to me, a glaring fault in the plan.

Organization: Driven Innovation

Commenter: Eugene J Vicknair **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 29 **Comment Id:** 216853 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: I would love to see this project go through and the possibility of extending the F-line out to Presidio in the near future.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216881 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: In the future when the tracks are extended to the Presidio additional and closer spaced stops may be possible.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 38 **Comment Id:** 217033 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: As the EIS inadvertently makes clear the F-Line to Ft. Mason is only the first step to running the line all the way to the Presidio. To pretend otherwise with such wide-eyed innocence as that exhibited at the Ft. Mason meeting is just plain silly. The EIS quotes one city and park document after another to that effect, and more are readily available on the net. Holding to that pretense is not going to take the topic off the table,

nor will it lessen opposition to the project.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 47 **Comment Id:** 217062 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The city of San Francisco is facing what could be \$100 million deficit in the next five years. If this Plan were to be approved, the cost might be a hundred million dollars. The city's transportation agency couldn't possibly ever think that this is going to make up the cost of the project or pay the city's budget deficit. I see this as a way to get the City to repair a tunnel that belongs to GGNRA. The planners would deny the real purpose of the extension, but a further extension would always be on the eye for the Presidio.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 39 **Comment Id:** 217082 **Coder's Initials:** ANDREA_THORPE

Comment Text: And the 500 pound gorilla in the room - many of the arguments make much more sense, and would be more cost effective, if the proposal was to extend the streetcar to the Presidio, but that is not a stated future goal because everyone knows the residents of the Marina will not have it; so it is an extension of the line for a few blocks at great cost.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 42 **Comment Id:** 217101 **Coder's Initials:** ANDREA_THORPE

Comment Text: We feel that there is a much needed continuous service along the entire waterfront from Mission Bay to the north. This DEIS suggests that this is an extension of the F Line, it also offers the opportunity to operate as the proposed E Line, and that would provide much needed continuous service along the entirety of our waterfront.

Organization: Red and White Fleet

Commenter: Thomas C Escher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 40 **Comment Id:** 217139 **Coder's Initials:** ANDREA_THORPE

Comment Text: We believe that routing the extension along Beach Street as proposed will increase the vitality of that street and its businesses. We believe that both alternatives considered for Beach Street, semi-exclusive right-of-way and shared lanes ? can be workable. It is our observation over many years that a considerable of automobile traffic "migrates" westward along Beach Street in search of virtually non-existent free street parking. Signage programs already planned by others should, if implemented properly, reduce this misdirected automobile traffic, allowing adequate street

capacity for efficient streetcar operation.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

TT500 Transportation: Transportation Demand Management (Substantive)

Correspondence Id: 29 **Comment Id:** 216851 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: On the eastern side of the tunnel the Fisherman's Wharf Public Realm Plan is also in review and I hope there is some coordination with the other committee to manage the transit hand off either SFMTA or the Planning Department of San Francisco. If the improvements are made on Jefferson Street, rail and other amenities should be in place to minimize disruptions for both planning organizations. Also the public should be informed of these improvements on the waterfront. There are a lot of locals and tourists use the right a ways from the Hyde Street Cable Car turnaround to Aquatic Park and up to the Ft. Mason hill.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 80 **Comment Id:** 216619 **Coder's Initials:** ANDREA_THORPE

Comment Text: 1. Transportation and Circulation: Subsection 2.2.5, Operation, and Section 4.4, Transportation and Circulation, include only a brief treatment of the projected transportation-related impacts of the alternatives. We suggest that this material be supplemented to include a more thorough treatment of transportation demand and system impacts, particularly as they relate to visitor and work trips. This discussion should focus on expected impacts to existing F-Line service and Muni system operations, including effects on historic streetcar ridership (including at high-season maximum load points along the Embarcadero) and potential delays to Muni bus lines operating in the project area resulting from traffic circulation. These transportation demand data will also help to substantiate the DEIS's assertion that Alternative 2 "would result in a long-term, moderate, beneficial impact" to transit operations. The Transportation and Circulation Appendix (Appendix B) consists of documentation relating to traffic effects. The DEIS references a technical memorandum (URS, 2009f), which covers many of the abovementioned issues in detail; we suggest that this material be included in whole or in part in the environmental document's appendices to help support local decision-making.

Organization: San Francisco County Transportation Authority

Commenter: Tilly Chang **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 80 **Comment Id:** 216623 **Coder's Initials:** ANDREA_THORPE

Comment Text: 5. Programmatic and Transportation Demand Management Strategies: Although housing and employment growth is expected to be relatively limited in the project area within the planning horizon, travel demand is forecast to grow, including through increased visitor trips along the city's northern waterfront areas. The project and DEIS would be strengthened by a discussion of transportation demand management (TDM) strategies that could or would be deployed to help meet transportation needs in the streetcar corridor. Such TDM measures could be used to

complement either Alternative 1 or Alternative 2. Potential strategies include: parking pricing and management; co-marketing strategies (e.g. bundling of transit passes with visitor hotel stays and major event tickets); and employer-based programs to encourage non-automobile travel and flex times. The concept of bundling transit passes (e.g. Clipper stored value cards) with hotel stays and venue tickets is already in practice internationally and is included in the proposed Treasure Island development plan. The Authority is also partnering with City agencies (SFMTA, Department of the Environment, and Planning Department) on other TDM strategies including parking cash-out and shuttle provision, both of which could also enhance mobility and accessibility in the area.

Organization: San Francisco County Transportation Authority

Commenter: Tilly Chang **Page:** **Paragraph:**

Kept Private: No

TT600 Transportation: Bicycles/Bay Trail (Substantive)

Correspondence Id: 46 **Comment Id:** 217109 **Coder's Initials:** ANDREA_THORPE

Comment Text: 4. Allow cyclists and so to pedestrians to use the tunnel with modifications. This would greatly increase access to the FT Mason area.

Organization: himself

Commenter: richard everett **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 1 **Comment Id:** 216390 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Please endeavor to build a new boardwalk for pedestrians and cyclists connecting the foot of Van Ness Avenue to Fort Mason Piers around Black Point.

Organization: SF Bicycle Coalition

Commenter: Keith R Saggars **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216601 **Coder's Initials:** ANDREA_THORPE

Comment Text: While the DEIS makes several references to both the Fisherman's Wharf Public Realm Plan and the Fort Mason Bay Trail at Laguna Street and Marina Boulevard Project, it is unclear what exactly is being referenced with these project titles. The Fort Mason Bay Trail at Laguna Street and Marina Boulevard Project is alternately referenced as both a future project and a past project. To clarify, in 2009, the National Park Service in coordination with the Golden Gate National Parks Conservancy completed a Bay Trail grant-funded construction project at the intersection of the Fort Mason Bay Trail at Laguna and Marina (a.k.a "the squeeze"). This is a completed project and should be referenced as such.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216602 **Coder's Initials:** ANDREA_THORPE

Comment Text: In early 2011, the Bay Trail Project awarded a grant to the City of San Francisco Public Works Department for design and construction of bicycle and pedestrian facilities on the sidewalk area separating Marina Boulevard from the East Harbor Parking lot. These improvements pick up where the "squeeze" project left off and will run approximately 800 feet from the Fort Mason gate north to the Fort Mason parking lot entrance (see attached map entitled "Active Bay Trail Projects in the F-Line Study Area"). For the sake of clarity, please refer to this upcoming construction project as "Marina Green Zone H Bay Trail"-it is part of the City's larger Marina Green Bike/Ped Improvements Project that should also be referenced as an upcoming project.

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 216603 **Coder's Initials:** ANDREA_THORPE

Comment Text: Also in early 2011, the Bay Trail Project awarded a grant to the City of San Francisco Planning Department for work on "Jefferson Street Redesign" which will implement portions of the Fisherman's Wharf Public Realm Plan. Construction of these improvements is anticipated prior to the America's Cup sailing race in 2013. Please coordinate closely with the City of San Francisco and the Bay Trail Project to ensure that F Line extension plans between Jones and Leavenworth meticulously incorporate the City's design for addressing significant bicycle and pedestrian circulation issues on the Bay Trail through Fisherman's Wharf. For the sake of clarity, please refer to this upcoming project as "Jefferson Street Redesign" (see attached map).

Organization: San Francisco Bay Trail

Commenter: Maureen Gaffney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 26 **Comment Id:** 216825 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Alt. 2B would impede an extremely popular and heavily-used access point for the Great Meadow and trail to Aquatic Park by pedestrians and bicycles. The train turnaround would be a distraction to drivers on Laguna St./Marina Blvd. and create a hazard to pedestrians and bicyclists.

Organization: Ft. Mason Center

Commenter: Randall P Borcharding **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 46 **Comment Id:** 217108 **Coder's Initials:** ANDREA_THORPE

Comment Text: 3. The exponentially increasing number of bicycles will be impacted by the general congestion of having mass transit train cars traversing the lower VanNess area. Flow disruption, increased congestion, and negative impact to cycling here.

Organization: himself

Commenter: richard everett **Page:** **Paragraph:**

Kept Private: No

TT700 Transportation: Public Transit (Substantive)

Correspondence Id: 46 **Comment Id:** 217110 **Coder's Initials:** ANDREA_THORPE

Comment Text: 5. There are driverless shuttles at the airports of the usa including SFO. Perhaps one of these could shuttle bikes and people from one end to the other.

Organization: himself

Commenter: richard everett **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 216453 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Street cars are noisy and very slow. It's unlikely residents would use this extension. I think San Francisco needs better public transportation - a system that is fast, reliable, clean and unified. Currently there are four different kind of rail systems (+ cable car that has historic value) within the city! And they are not connected!

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 13 **Comment Id:** 216465 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: In reviewing your muni flow proposal that you used, you cited the TEP study that recommended that the Polk 19 bus be re-routed to stop up the hill on the corner of Northpoint and Polk. The bus currently stops in front of the senior center on Beach st and provides handicap access to many older adults from around the City who come to the Center for programs and services. Last year when the TEP study was first published, I and my colleagues from the Mayors Office on Disability pointed out the barrier to access that this proposed change created given the slope of Polk between Northpoint and Beach st. It would be impossible to navigate for many individuals both senior and especially disabled. The staff immediately saw the problem and promised to change that recommendation. I suspect that change did not get in the version you are using for your planning purposes. The muni Polk 19 is a lifeline for many City residents who come to the Center and the Park. It is not a tourist line. Moving the stop to Northpoint will create a significant barrier to access and will not pass ADA muster. We have lived thru the reconstruction of the museum in a cooperative spirit based on our shared purpose and the parks vision. We can endure , Im sure, the construction of the F line. But suggesting that City residents' only access to the Park and the Center be an antic tourist trolley is quaint but, i suspect, be not acceptable to many residents....you need to find a way to maintain the Polk 19 stop on Beach st. for the folks who actually live in San Francisco

Organization: SF Senior Centers

Commenter: Robert a Trrevorrow **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 52 **Comment Id:** 216608 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: - The streetcar extension would provide a viable public transit option for our students and staff many of whom live in the East Bay and parts of the city less accessible to Fort Mason but on the proposed route via the transportation hub at the Embarcadero. - We believe that many of our students and staff would take advantage of this option and leave their cars at home.

Organization: Blue Bear School of Music

Commenter: David Roche **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 28 **Comment Id:** 216877 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: This study should consider traffic impacts on transit with each alternative transit configurations as well as transit's impacts on traffic. Even though, relative to this project, the traffic was there first, San Francisco is a Transit First City.

Organization:

Commenter: Howard Strassner **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 216988 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Inadequate Regional Transit Access to Fort Mason: As a native San Franciscan and current District 2 resident, I can attest to the lack of transit access to Fort Mason. The current Muni service is inadequate, requires a transfer for almost all routes, and suffers from reduced runs on weekends when Fort Mason usage is high.

Organization:

Commenter: Nicolas R Figone **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 216990 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Limited Transportation Options for Transit-Dependent Residents: Due to the poor transit access to Fort Mason, I always drive and park in the parking lot. If the lot is full, I look for street parking. If no street parking is available, and I do not have the appetite to risk a tow from the Safeway parking lot, I simply return home. Those without a car do not have this luxury of choice (assuming you consider circling for parking a luxury) and therefore are significantly limited in their options for Fort Mason access.

Organization:

Commenter: Nicolas R Figone **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 216991 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Insufficient Transportation Infrastructure to Accommodate Existing and Projected Visitor Demand: The Fort Mason extension

would provide a public transit option to the throngs of visitors that frequent the multiple, and often concurrent, events offered at Fort Mason. The F-Line extension would particularly help with the traffic and congestion generated by the larger events held at Fort Mason including Oktober Fest, Wine Festival, and Oyster & Beer Festival. The F-Line extension would also improve safety as fewer drunk drivers would be on the road after the three events mentioned.

Organization:

Commenter: Nicolas R Figone **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 33 **Comment Id:** 216995 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Other riders would benefit from the extension of the streetcar line. Marina residents will have the advantage of a line that brings them to the heart of downtown San Francisco. The line would also connect them to other public transportation in the downtown area such as BART.

Organization: People For a GGNRA

Commenter: Amy W Meyer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217050 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: One of the hidden facts about the project is that there are already well established and well used public transportation routes to Fort Mason Center. All of these comments are part of the negative impacts that are not justified by the Plan or alternates.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

UT100 Utilities (Substantive)

Correspondence Id: 49 **Comment Id:** 217129 **Coder's Initials:** ANDREA_THORPE

Comment Text: [Additional global comments are outlined below. These comments apply to all sections of the document, not all sections are identified below.] 5. Section 4.14.3. The primary potential adverse impacts to the sewer system are (1) damage and loss of service due to construction activities (2) permanent loss of access due to the installation of overlying structures including rails, platforms, other utilities and overhead wires, (3) permanent reduction in service due to alteration of infrastructure, including piping and surface drainage. The language in this section addresses items 1 and 2 at least partially, but does not appear to address item 3. All three items should be addressed fully.

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 47 **Comment Id:** 217057 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The foundation at the North side of the building's structure Promenade which includes the now deteriorating Belt Railroad tracks and roadbed, needs serious upgrades for a paving project which it sorely needs now, even without the Plan's approval. Electrifying the overhead connector system has not been addressed in the Plan and the lighting infrastructure as well as the pavement upgrades and the project are not addressed to upgrade the current historic Promenade. The recent rebuild of the Aquatic Park's bleachers revealed that the Promenade's surface meet with the bleachers footings and foundations. If the project were to proceed the Promenade's surface would need to be seismically engineered to isolate itself from the bleachers, as well as the Maritime Museum Building. The Plan and its alternatives do not address this or even mention the adverse effects upon this National Historic Landmark structure.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 217058 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: The foundation at the South side of the building's structure needs serious upgrades that include a paving project which it needs now! The sewer system that removes the rainfall from the Polk Street hill to the South is not adequate and has been identified as such. A Project to divert the sewer flow through or around the park was near agreement when some political entity ended the sewer project. It still needs to be done as it erodes the building and impacts the resource.

Organization:

Commenter: TIMOTHY PRZYGOCKI **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 49 **Comment Id:** 217119 **Coder's Initials:** ANDREA_THORPE

Comment Text: On page 192, in reality, the proposed rail extension may cross various sewer jurisdictions and boundaries between combined and separated sewer systems. For this reason, this document should carefully and accurately describe the various physical and administrative sewer zones and, preferably, depict them graphically.

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 49 **Comment Id:** 217120 **Coder's Initials:** ANDREA_THORPE

Comment Text: In Section 4.14.3, the primary potential adverse impacts to the sewer system are (1) damage and loss of service due to construction activities (2) permanent loss of access due to the installation of overlying structures including rails, platforms, other utilities and overhead wires, (3) permanent reduction in service due to alteration of infrastructure, including piping and surface drainage. The language in this section addresses items 1 and 2 at least partially, but does not appear to address item 3. All three items should be addressed fully.

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 49 **Comment Id:** 217126 **Coder's Initials:** ANDREA_THORPE

Comment Text: [Additional global comments are outlined below. These comments apply to all sections of the document, not all sections are identified below.] 2. This document should carefully and accurately describe the various physical and administrative sewer zones and, preferably, depict them graphically.

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 49 **Comment Id:** 217127 **Coder's Initials:** ANDREA_THORPE

Comment Text: [Additional global comments are outlined below. These comments apply to all sections of the document, not all sections are identified below.] 3. Page 192. 'Sanitary Sewer /Storm Drain System. Please ensure that all technical terms utilized are the correct term; for reference material please look at the SF Public Works code. The terms for the separate systems include 'Sanitary Sewer System and Stormwater Sewer System. Also stormwater is to be used as one word when not using the proper name of a Federal, State, or Regional Permit.

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 49 **Comment Id:** 217128 **Coder's Initials:** ANDREA_THORPE

Comment Text: [Additional global comments are outlined below. These comments apply to all sections of the document, not all sections are identified below.] 4. Page 294. Same reference to NPDES general permit. The term used under paragraph 2 of section 4.11.3 Impacts of Alt 2, line 12, says 'general construction permit' the correct term is 'construction general permit'. For additional information on this permit please see the following link http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Organization: San Francisco Public Utilities Commission

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

VI100 Visual and Aesthetic Resources (Substantive)

Correspondence Id: 39 **Comment Id:** 217084 **Coder's Initials:** ANDREA_THORPE

Comment Text: I will address the latter first. The preferred alternative (which is the only alternative both in the document and in reality if the project is about sending historic streetcars through the historic Fort Mason Tunnel), will destroy forever the natural, scenic and recreational values of west Aquatic Park, a good portion of the National Historic Landmark District. Currently, this area of the park, bordering Fort Mason and away from the cacophony of Fisherman's Wharf, is a great place to sit on a bench or the lawn and enjoy the sounds of waves lapping on the shore, birds crying

overhead and children laughing on the beach, while gazing at the historic ships. High school kids from Galileo are often seen running through the park during gym class. A game of Bocce Ball may be enjoyed in this area. This will all be gone as historic streetcars rumble through every few minutes with the clack, clack and screech as the cars make the curve from Beach Street through Aquatic Park across Van Ness Avenue to the tunnel. Add to that the incessant ring of the bell as the streetcar crosses 4 (four) sidewalks in western Aquatic Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 60 **Comment Id:** 216766 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Re. North Loop ? would vastly prefer visual appearance of rail plan behind Aquatic Park than huge loop in Fort Mason Center. The North Loop needs to be inviting for users ? add seating, native plants and if possible "green rails" to soften the total appearance. One of the goals should be to increase the exploration and visitation of Fort Mason Center. The North Loop as pictured is hard, uninviting and says to a first time visitor ? don't linger here. Entice visitors to stay and explore the stores, the Bay front by making this a beautiful transfer station.

Organization:

Commenter: Jan Blum **Page:** **Paragraph:**

Kept Private: No

VU100 Visitor Use (Substantive)

Correspondence Id: 40 **Comment Id:** 217146 **Coder's Initials:** ANDREA_THORPE

Comment Text: For 35 years, our organization has advocated the use of historic transit vehicles in daily passenger service, not as tourist attractions but as an integral part of the Muni system. This extension must be useful ? and desirable ? to San Franciscans as well as visitors. We believe it will be, providing attractive transit alternatives for residents of the northeastern quadrant of the Marina District, residents of Fort Mason, and residents of the north slope of lower Russian Hill and Fisherman's Wharf. The Extension will offer direct access for these residents to regional transit and popular work, shopping, and recreational destinations in the northeastern quadrant of San Francisco, as well as providing access for residents and visitors to western Fisherman's Wharf, Aquatic Park, and Fort Mason Center.

Organization: Market Street Railway

Commenter: Rick Laubscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 51 **Comment Id:** 216571 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Lastly, the FEIS should fully assess the potential impacts on waterfront users, including the number of people that the expanded service will bring to the waterfront, and the potential impacts on existing public access to the waterfront required in other BCDC permits.

Organization: Bay Conservation and Development Commission

Commenter: Max Delaney **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 52 **Comment Id:** 216609 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: We also believe that a streetcar would encourage more tourists and local residents to visit Fort Mason Center and the rest of the GGNRA traversing from Fisherman's Wharf out to the Golden Gate Bridge and back.

Organization: Blue Bear School of Music

Commenter: David Roche **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 58 **Comment Id:** 216716 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: In our view, there is no question that the streetcar extension represents a major transit improvement for FMC employees and visitors alike. As the current streetcar ridership reflects, San Francisco residents and visitors are inclined to take transit if it is convenient and enjoyable. Visitors who might be staying in hotel accommodations east of Fort Mason Center could avail themselves of public transportation to attend events and meetings at FMC. Moreover, the extension will result in connections to major regional transit providers-BART, Caltrain, and Bay ferry providers-thus improving access to our regional cultural center for Bay Area residents. Moreover, the passenger terminus on the FMC campus will mean enhanced access for those wishing to visit areas of the Golden Gate National Parks and the Presidio

Organization: Fort Mason Center Board of Trustees

Commenter: Sally McNulty **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 71 **Comment Id:** 216760 **Coder's Initials:** ANDREA_THORPE

Comment Text: 2. Will allowance be made for special event usage of the trolley? For example, privately chartered cars to run from downtown hotels to events at FMC? (I understand this may be outside the purview of the EIS.)

Organization:

Commenter: John Racanelli **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 216989 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Limited Connectivity to Northwestern Waterfront Cultural and Recreational Corridor: I worked on Fisherman's Wharf for seven years including stints before and after the F-Line extension to its current terminus on Jones Street. The transit access for visitors and residents alike improved dramatically, not to mention the ease of use and iconic attraction rivaling the Cable Car system itself. However, I observed that visitors seemingly stopped at Jones Street and were less inclined to venture to the Hyde Street Pier, Victorian Park, Maritime Museum, and attractions beyond such as Fort Mason. The access to these world-class attractions is limited to pedestrian and bicycle traffic, which greatly reduces the usage and revenue potential for the corridor. The Fort Mason extension would solve this problem.

Organization:

Commenter: Nicolas R Figone **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 216991 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: Insufficient Transportation Infrastructure to Accommodate Existing and Projected Visitor Demand: The Fort Mason extension would provide a public transit option to the throngs of visitors that frequent the multiple, and often concurrent, events offered at Fort Mason. The F-Line extension would particularly help with the traffic and congestion generated by the larger events held at Fort Mason including Oktober Fest, Wine Festival, and Oyster & Beer Festival. The F-Line extension would also improve safety as fewer drunk drivers would be on the road after the three events mentioned.

Organization:

Commenter: Nicolas R Figone **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 33 **Comment Id:** 216994 **Coder's Initials:** KATHERINE_ANDERSON

Comment Text: By 1980, a few years after the Golden Gate National Recreation Area (GGNRA) allocated space and gave permits for Fort Mason Center to use the deteriorating piers and warehouses of Fort Mason, it became clear that if the project were successful one of the sites most significant limitations would be access to the property. Surrounding streets bore the impact of big events when large numbers of cars came to the neighborhood. Today, if there are just two events??? say the Sunday Farmers Market and a major exhibition or performance, nearby parking is quickly used up and people are turned away from the park, even though there is room for these people within the buildings and grounds. When the piers are fully restored, the transit situation will hamper the effective use of the buildings. I have had to park blocks away to attend a Merola opera performance or go to Off the Grid on a Friday night. Fort Mason Center sorely needs effective public transit. There is very little transit serving it today. San Francisco Maritime National Historical Park (SAFR) is our country's outstanding public resource for maritime history. The park extends from the Hyde Street Pier and the Visitor Center in the historic Haslett Warehouse building (which it shares with the Argonaut Hotel) to its offices and library at Fort Mason Center. SAFR also is severely affected by the shortage of transit options to its long, narrow site and the entire park would benefit from access to the "F" line. Parking at the east end of the park is limited and expensive, and the offices and library at the western end share the problems of Fort Mason Center. People may want to make a lengthy visit to the park, or visit different parts, and for those visitors public transit would be far superior to the automobile. The maritime park and Fort Mason Center now serve some 8 million visitors a year. Other visitors come to this mile-long corridor for other recreational purposes. Even if only a fraction of these visitors come by the "F" line at the beginning, it will make a big difference in the traffic and parking congestion in the area. The trolleys will allow people in downtown hotels and businesses to reach the parks easily, The patronage will grow as people learn about this special transit, as it has along the immensely popular streetcar line that already exists today.

Organization: People For a GGNRA

Commenter: Amy W Meyer **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 39 **Comment Id:** 217084 **Coder's Initials:** ANDREA_THORPE

Comment Text: I will address the latter first. The preferred alternative (which is the only alternative both in the document and in reality if the project is about sending historic streetcars through the historic Fort Mason Tunnel), will destroy forever the natural, scenic and recreational values of west Aquatic Park, a good portion of the National Historic Landmark District. Currently, this area of the park, bordering Fort Mason and away from the cacophony of Fisherman's Wharf, is a great place to sit on a bench or the lawn and enjoy the sounds of waves lapping on the shore, birds crying overhead and children laughing on the beach, while gazing at the historic ships. High school kids from Galileo are often seen running through the park during gym class. A game of Bocce Ball may be enjoyed in this area. This will all be gone as historic streetcars rumble through every few minutes with the clack, clack and screech as the cars make the curve from Beach Street through Aquatic Park across Van Ness Avenue to the tunnel. Add to that the incessant ring of the bell as the streetcar crosses 4 (four) sidewalks in western Aquatic Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

VU2000 Visitor Use: Methodology And Assumptions (Substantive)

Correspondence Id: 76 **Comment Id:** 218195 **Coder's Initials:** ERIN_HIGBEE_KOLLU

Comment Text: Page 9 of the DEIS quotes a 2007 Fort Mason Center Employee Survey and a 2007 Fort Mason Intercept Survey. The method of sampling and the scientific method for those surveys are not disclosed in the DEIS. The current Fort Mason Center web site lists a total of 27 employees, and 47% of them apparently stated that they would take the F -Line to Fort Mason if were running. That constitutes a total of 13 people. The intercept survey got a positive response from 45% of 729 visitors - or 328 people. If we add the 13 employees to the 328 visitors we get a total of 341 people who would take the F-line out of a total of 1.6 million estimated annual visitors, which constitutes a sample of about .02%. That is hardly a sample on which to base a multimillion dollar decision that the San Francisco taxpayers will have to live with for years to come. Of course these employees and visitors were asked if they would take the F-line, but were apparently not asked if they would take another form of transit if it served the same locations with equal convenience and at a lower cost. As is apparent throughout the DEIS the perceived need is pre-determined to be the F-line and other methods of transit were not considered.

Organization: Marina Community Association

Commenter: Alan Silverman **Page:** **Paragraph:**

Kept Private: No

APPENDIX F

Concern Response Report

Golden Gate NRA
Extension of F-Line Streetcar Service to Fort Mason Center
Draft EIS for Extension of F-Line Streetcar Service to Fort Mason Center
Concern Response Report

AL100 - Alternatives Screening

Concern ID: 30187

CONCERN STATEMENT: *The DEIS fails to comply with section 1502.14 of NEPA.*

Response: Section 1502.14 requires a presentation of the environmental impacts of the proposal and the alternatives in comparative form, including an evaluation of all reasonable alternatives and discussion of why certain alternatives were eliminated. Table 2-5, Alternatives Comparison Summary, presents the alternatives selected for analysis in a comparative form and Table 2-6, Summary of Impacts and Mitigation, compares the impacts of each alternative. Section 2.5 contains a description of the alternatives selection process including the screening process and why certain alternatives were eliminated. This is described in greater detail in Appendix A, which presents the eight In-Street Segment alternatives, three transition segment alternatives, and eleven turnaround segment alternatives that were considered and dismissed from further analysis.

Concern ID: 30189

CONCERN STATEMENT: *The DEIS did not present a range of alternatives including non-rail alternatives such as buses, trolleys or shuttles.*

Response: Commenter is referred to the first concern statement response under AL100 - Alternatives Screening. Both motor coach and trolley coach were considered as an alternative and dismissed because they did not meet the purpose and need of the project.

AL200 - Turnaround Options: New Alternatives or Elements

Concern ID: 29882

CONCERN STATEMENT: *Consider other turnaround options such as a turntable or parallel tracking or a different location farther down Marina Boulevard.*

Response: Commenter is referred to Appendix A for further descriptions of alternatives considered. Extending the F-Line further than the Fort Mason Center is beyond the scope of this project.

AQ100 - Air Quality

Concern ID: 29883

Commenting Agency: *U.S. Environmental Protection Agency*

CONCERN STATEMENT: *Include in the Final Environmental Impact Statement a discussion of the potential air quality impacts of increased vehicle congestion at the affected in-street segment of the project.*

Response: The only intersection within the affected in-street segment projected to operate at an unacceptable condition is Jefferson Street at Leavenworth Street during the weekend mid-day period. The Bay Area Air Quality Management District (BAAQMD) provides guidance on assessing localized carbon monoxide impacts at congested roadways. This guidance provides a preliminary 3-step screening procedure to determine if a project would result in the generation of CO concentrations that would substantially contribute to an exceedance of the thresholds of significance. It should be noted that BAAQMD data indicate that the San Francisco area has not experienced a violation of CO standards in over 10 years due primarily to improvements in fuel.

The first step is to determine whether the project is consistent with the local congestion management plan. The proposed project would extend public transit it, resulting in a reduction in vehicle trips and associate vehicle miles travelled within the project area. Therefore, the proposed project would be considered consistent with the San Francisco 2009 Congestion Management Program, which has a consistency goal of reducing by 10 percent VMT within the City by 2035.

The second step is to determine if the project would increase traffic volumes at affected intersections in excess of 44,000 vehicles per hour. As the hourly traffic volume on Jefferson Street and Leavenworth Streets are projected by the Public Realm Plan to be 519 vehicles per hour or less, the project would not exceed the threshold for the second step. The third step applies to a determination of traffic volumes along roadways with restricted horizontal mixing (e.g., tunnels, parking garages, or sub-grade roadways), which is not a characteristic of the project area. Therefore conditions along the only intersection within the affected in-street segment projected to operate at an unacceptable condition would meet the BAAQMD screening criteria and would not result in a localized CO impact.

Concern ID: 29884

Commenting Agency: *U.S. Environmental Protection Agency*

CONCERN STATEMENT: *As practicable and advantageous, identify in the Final EIS mitigation measures to directly reduce adverse air quality impacts from increased congestion.*

Response: While there would be no significant adverse air quality impacts resulting from increased roadway congestion within the proposed project area, as noted in Mitigation Measure TRANS-1, a combination of traffic signal timing and implementation of the Public Realm Plan would reduce congestion impacts at Leavenworth and Jefferson Streets to a minor level.

BR100 - Biological Resources

Concern ID: 29885

Commenting Agency: *San Francisco Recreation and Parks Department*

CONCERN STATEMENT: *Preserve the magnificent pine tree at the east entrance of the Fort Mason Tunnel.*

Response: Guidance for management of trees within GGNRA and SAFR jurisdictions is described in section 3.12.6.

Concern ID: 29886

CONCERN STATEMENT: *While the potential for finding endangered species in the area is low, according to the Draft EIS, please consider bird habitat, other wildlife habitat, and plant habitat needs.*

Response: Potential impacts to vegetation, wildlife, and special-status species are evaluated in section 4.12, Biological Resources.

CE100 - CEQA Exemption

Concern ID: 30191

CONCERN STATEMENT: *The decision of the City Planning Department to exempt this project from CEQA will enable a piecemeal extension beyond Fort Mason to occur without ever being subjected to review by the City Planning Department, the Planning Commission or the Board of Supervisors.*

Response: As described in the Certificate of Determination of Statutory Exemption from Environmental Review, dated April 20, 2006, because the extension is less than four miles in length it meets the terms of statutory exemption and is exempt from the requirements of CEQA. The purpose of this project is to provide improved public transportation to the Fort Mason Center. Extension of this line beyond this point is not under consideration at this time.

Concern ID: 30192

CONCERN STATEMENT: *By exempting this current project from CEQA the City Planning Department has effectively circumvented a law, Chapter 29 of the City Administrative Code that was intended to protect San Francisco taxpayers from the unwise expenditure of their money.*

Response: Certificate of Determination of Statutory Exemption from Environmental Review was issued by the City and County of San Francisco Planning Department for the proposed project. Questioning the validity of this certificate is beyond the scope of this EIS as that decision was made independently by the City and County of San Francisco.

Concern ID: 30193

CONCERN STATEMENT: *The current DEIS process for the extension to Fort Mason does not allow concerns to be heard in a forum before our elected local representatives and thus denies us our basic rights as taxpayers of San Francisco.*

Response: The EIS underwent a thorough and open public participation process as required under NEPA. A public scoping meeting for the EIS was held in May of 2006 and attended by more than 200 members of the public. The DEIS was made available for public review for 60 days (March through May 2011). A newsletter was sent out to all addressees on the Parks' mailing lists, including public officials and agencies, announcing the publication of the DEIS, the commencement of the public comment period, and the date of an open house meeting. A public open house on the proposed action was held on April 20,

2011. The meeting was attended by 81 members of the public, all of whom were encouraged to submit comments. The NEPA process does not, however, require a forum to be conducted before elected local representatives.

CF100 - Neighborhoods, Community Facilities and Services

Concern ID: 30097

CONCERN STATEMENT: *The EIS does not analyze the impact of bringing more people into Fort Mason and the effects on the Marina community.*

Response: Increased visitor use to the GGNRA, SF Maritime NHP, and Fisherman's Wharf area are analyzed in section 4.8 (Recreation and Visitor Use) and section 4.14 (Public Services and Utilities). As this project is designed to serve Fort Mason and, in part, to replace existing car traffic, it is assumed that impacts to the Marina community - much of which is already served by public transportation - would be limited to those identified in the EIS.

Concern ID: 30099

CONCERN STATEMENT: *Alternative 2A would remove a heavily utilized area of the Fort Mason parking lot and could affect events that use this such as the Sunday Farmer's market.*

Response: Implementation of Alternative 2A would necessitate relocation of the Sunday Farmer's Market and other events that generally occur in the vicinity of the turn-around. However, it is anticipated that these events would still be able to occur in other areas of the Fort Mason Center parking lot, and with minimal additional planning.

CR100 - Cultural Resources

Concern ID: 30100

CONCERN STATEMENT: *The Plan ignores or does not take into consideration or address mitigation on impacts to the San Francisco Maritime National Historical Park's National Historic Landmark resources.*

Response: Project impacts to historic resources located within the San Francisco Maritime National Historical Park (SAFR or Aquatic Park) are addressed in section 4.7.3. As described in that section, the introduction of streetcar tracks, an overhead contact system, lights, signals, and passenger platforms would add new, non-contributing and incompatible elements to the western end of Aquatic Park, and therefore result in an adverse impact to the historic setting, feeling, and association of the San Francisco National Historic Landmark (NHL) District as a whole. The addition of streetcar-associated noise, vibration, and new uses that would be incompatible with the historic feeling and association of the District would also contribute to the adverse impact. The demolition of an historic stone retaining wall and removal of historic State Belt Line railroad tracks within Aquatic Park would also have a direct adverse impact on the historic design, materials and workmanship of the District.

Mitigation measures to lessen or avoid these effects are also described in section 4.7.3. Mitigation measure CUL-1 (measures to mitigate the adverse impacts of the loss of individual resources at Aquatic Park NHL District), would include conducting an Historic American Building Survey (HABS) and/or Historic American Landscape Survey (HALS) documentation of the stone retaining wall,

retaining/reusing stone wall materials in new construction as appropriate, and interpretation of the wall's history and its contribution to the cultural landscape. Mitigation measure CUL-2 (measures to mitigate the adverse impacts due to the introduction of new, incompatible uses to the Aquatic Park NHL District), would include HABS/HALS documentation of the western area of Aquatic Park, ensuring that all new design elements, such as overhead contact poles and platforms, are compatible with the Streamline Moderne architecture of Aquatic Park, restoring the Beach Street and western Aquatic Park landscape, installing appropriate landscaping elements along the Beach Street portion of Victorian Park, public interpretation of Aquatic Park history in the western portion of the park, and implementation of noise/vibration reduction measures. As such, the EIS adequately addresses the impacts and mitigation of impacts to the San Francisco Maritime National Historical Park's historic resources.

Concern ID: 30101

CONCERN STATEMENT: *The seismic stability of historic structures will be compromised with the implementation of this project.*

Response: Section 4.11 Geology, Soils and Seismicity addresses the potential for seismic disturbance and cumulative impacts in the project area. As discussed in section 4.11.2, the Fort Mason Tunnel seismic retrofit would reduce the risk of impact to several Ft. Mason historic structures that could result from a seismic-induced tunnel collapse. As described in section 4.11.3, there are stringent safety requirements for the design and construction of new structures including seismic design criteria. The analysis in that section also indicates the project's incremental contribution to seismic structural hazards would be less than cumulatively considerable.

CU100 - Cumulative Impacts

Concern ID: 30102

Commenting Agency: *San Francisco Recreation and Parks*

CONCERN STATEMENT: *How would the project interact with the San Francisco Marina West Harbor Renovation Project?*

Response: As stated in section 4.1.2, the San Francisco Marina Renovation Project would be constructed in two phases: Phase I at the West Harbor, with construction anticipated October 2008 to March 2010; and Phase II at the East Harbor, with construction anticipated July 2010 to June 2012. It is unlikely that there would be any overlap in construction time between this project and the proposed F-line extension. However, in the event of potential overlap, the NPS and SFMTA would coordinate with the appropriate San Francisco departments, including Recreation and Parks, during the project design and construction phases, to avoid or minimize any adverse interactions with the Marina Renovation Project.

Concern ID: 30103

Commenting Agency: *San Francisco Recreation and Parks*

CONCERN STATEMENT: *There are planned renovations to Marina Boulevard between Baker Street and Scott Street to be managed by the Department of Public Works.*

Response: Planned renovations to Marina Boulevard between Baker Street and Scott Street will be managed by the Department of Public Works. Overlap in construction timing is not anticipated for the Marina Renovation Project and the proposed F-Line Extension project. However, in the event of potential overlap, the NPS and SFMTA would coordinate with the appropriate San Francisco departments, including Public Works, during the project design and construction phases, to avoid or minimize any adverse interactions with the Marina Renovation Project.

Concern ID: 30104

Commenting Agency: *U.S. Environmental Protection Agency*

CONCERN STATEMENT: *Provide more detail in the Final EIS on how cumulative projects could mitigate vehicle congestion in the area.*

Response: As stated in section 4.4.2 (Alternative 1), and cross referenced in section 4.4.3 (Alternative 2), the long-term, minor to moderate, beneficial transportation impact from past, present, and reasonably foreseeable future actions such as the Presidio Transit Program, the Fort Mason Bay Trail at Laguna Street and Marina Boulevard, Fisherman's Wharf Public Realm Plan, Van Ness Bus Rapid Transit, E Embarcadero Historic Streetcar Line, and SFMTA's Transit Effectiveness Project would result from increased use of public transit (with a corresponding decreased use of private automobiles). Reducing the number of private automobile-based trips to both National Parks would relieve the parking pressure and traffic congestion on the streets controlled by SAFR, the Fort Mason Center parking lot and the surrounding neighborhood streets.

Concern ID: 30131

CONCERN STATEMENT: *Will there be coordination with the Fisherman's Wharf Public Realm Plan and how will the public be informed of improvements on the waterfront?*

Response: SFMTA and the NPS have discussed with the San Francisco Planning Department coordination between this project and the Fisherman's Wharf Public Realm Plan. The public will be informed of improvements on the waterfront as part of the Jefferson Street Design effort, a process that will use the current concept design for Jefferson Street as the basis for completing 30% engineering drawings. This multi-agency effort is about to begin and should run from October 2011 through March 2012. The SFMTA, SFDPW, SF Port, MOD and the Planning Department will work together to develop the plan. There will be two rounds of community outreach to solicit public input on the proposed designs. Additional information about the Fisherman's Wharf Public Realm Plan can be found on the San Francisco Planning Department website: http://www.sf-planning.org/ftp/CDG/CDG_fishermans_wharf.htm

ED1000 - Editorial

Concern ID: 30272

Commenting Agency: *San Francisco Bay Conservation and Development Commission*

CONCERN STATEMENT: *On Page 72 of the DEIS under the Section entitled "3.2.4 Regulations and Policies." Correct the statement pertaining to the authority of the federal Coastal Zone*

Management Act (CZMA) (see 15 CFR, Section 930.4). The Commission can in fact impose special conditions on its federal consistency decisions and does so regularly when it issues consistency determinations to federal entities.

Response: The EIS has been revised as follows: The Commission can impose conditions on its federal consistency decisions.

Concern ID: 30273

CONCERN STATEMENT: *The term "Class I" refers to a multi-use (bicycle, pedestrian, and wheelchair) facility and is not limited to use by bicycles.*

Response: Section 3.4 has been revised to clarify that the term "Class I" refers to a multi-use path, per the California Streets and Highways Code, Section 890.4.

Concern ID: 30274

Commenting Agency: *San Francisco Public Utilities Commission*

CONCERN STATEMENT: *On page 24, please clarify which permit is intended for reference under the Water Resources bullet. The text says "National Pollutant discharge Elimination System general permit" is this a reference to the SWRCB Construction General Permit or the NPDES Individual permit (MS4 areas)?*

Response: This refers to the SWRCB General Construction Permit. The EIS has been revised to clarify this as follows: If the Proposed Action were implemented, a Construction General Permit issued by the State Water Resources Control Board, including a Storm Water Pollution Prevention Plan, would be obtained prior to construction and would incorporate best management practices to reduce storm water pollution and erosion.

Concern ID: 30276

Commenting Agency: *San Francisco Public Utilities Commission*

CONCERN STATEMENT: *On page 323 under the Agency column of the table, City and County of San Francisco is NOT an agency. Permits will be required from a variety of agencies which include the Port of SF, SFPUC, and DBI (although more agencies could be involved in issuing permits i.e. the fire dept)*

Response: The text has been revised as suggested.

Concern ID: 30277

Commenting Agency: *San Francisco Public Utilities Commission*

CONCERN STATEMENT: *On page 323 under the Agency column of the table, the RWQCB does not need the 'and'.*

Response: The text has been revised as suggested.

Concern ID: 30278

CONCERN STATEMENT: *On page 363, the text under the heading "Turnaround Option 2: Fort Mason Short Loop" does not conform to the image of that option shown on the facing page and indeed describes an alternative that extends beyond the boundaries of NPS property.*

Response: The text has been replaced with the following: This Option would be a loop north of the existing trackway, in the current Fort Mason parking lot, but shorter than Option 1, with less room available for cars. One platform would be provided. A storage track would be created extending west from the loop, adjacent to the Guardhouse.

Concern ID: 30279

Commenting Agency: *Golden Gate Bridge, Highway and Transportation District*

CONCERN STATEMENT: *As described under "Transit Operations" in Section 3.4.2, please note that as of February 2011 Golden Gate Transit operates 14 bus routes along Beach and North Point streets in the project area.*

Response: The text of section 3.4.2 has been revised accordingly.

Concern ID: 30308

CONCERN STATEMENT: *A westbound station is planned for Leavenworth near Jefferson (page 35, Table 2-1, Station Platforms). However Figure 2-2 (Alternative 2 Action Alignment) on page 37 incorrectly shows that westbound platform to be on Jefferson, and not Leavenworth.*

Response: Figure 2-2 has been revised accordingly.

MM100 - Mitigation Measures

Concern ID: 30105

Commenting Agency: *San Francisco Bay Conservation and Development Commission*

CONCERN STATEMENT: *Is it feasible to provide new parking to mitigate for parking spaces that are lost as a result of the implementation of the project?*

Response: To reduce the number of parking spaces that would be lost due to construction of the turn-around, the Fort Mason Center parking lot would be reconfigured so as to make more efficient use of the area for parking, thereby reducing the overall number of parking spaces that might otherwise be displaced. This point has been added to section 4.4.3. Noted in that section, Alternative 2 would be expected to result in a shift from private automobile to use of other modes of travel, including the F-Line; and the degree of that shift in travel mode would be clearly detectable. In addition, as discussed in section 4.4.3, the Fisherman's Wharf Public Realm Plan contains parking management policies to provide more efficient use of the existing area parking garages. Dynamic signage with real-time parking information will be used to direct drivers to those garages with the greatest number of available parking spaces.

Concern ID: 30106

Commenting Agency : *San Francisco Recreation and Parks*

CONCERN STATEMENT: *Please consider protection measures (dust, etc) for park users during construction.*

Response: Mitigation Measure AIR-1, presented in section 4.5.3, identifies five separate

measures to reduce and control fugitive dust generated during construction activities. These measures include:

1. All exposed surfaces shall be watered two times daily.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet-power vacuum street sweepers at least once per day.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

Concern ID: 30107

CONCERN STATEMENT: *The proposed mitigation to address the potential parking impact from North Bay commuters, TRANS-4, is inadequate because it fails to consider the potential impact on other users of the area and it fails to indicate any coordination with San Francisco's MTA and its SFPark Program.*

Response: The intent of Mitigation Measure TRANS-4 (time limitations on parking spaces in the marina lot in proximity to the Fort Mason Center) is to prohibit long-term parking by North Bay-based commuters. The time limit for the affected parking spaces would be set to minimize the impact on short-term (visitor) parking. In addition, implementation of Mitigation Measure TRANS-4 would not happen without SFMTA's approval.

Concern ID: 30108

CONCERN STATEMENT: *How will it be assured that mitigation measures will be implemented and enforced especially with tight budgets?*

Response: Before the project can be implemented, pursuant to the National Environmental Policy Act (NEPA) regulations (Section 1505.2(c)), SFMTA would have to adopt a monitoring and enforcement program for the mitigation commitments in the Record of Decision. This is to ensure that the mitigation measures and project revisions identified in the EIS are implemented. These measures include but are not limited to elements which would be designed into the new facility, continued coordination with affected parties, and implementation of best management practices during construction. If mitigation is deleted for any reason, a reconsideration of the EIS will be circulated to the public to explain what mitigation is proposed as an alternative to the mitigation presented in the Record of Decision.

Concern ID: 30186

Commenting Agency: *U.S. Environmental Protection Agency*

CONCERN STATEMENT: *In the Final EIS and Record of Decision, commit to implementing the four mitigation measures to improve traffic flow and safety, which will likely have an indirect benefit to the project's potential long-term air quality impacts.*

Response: The Final EIS and Record of Decision require the project to comply with all mitigation measures under SFMTA and NPS jurisdiction.

Concern ID: 30283

Commenting Agency: San Francisco Public Utilities Commission

CONCERN STATEMENT: *On page 318, Section 4.14.3, the SFPUC suggests adding the following text to Mitigation Measures: The South Loop (Alternate 2b) and Transition Segment (between Beach Street and the Ft Mason Tunnel / GGNRA land) have the potential to increase stormwater runoff entering into the combined sewer system due to the planned increase in impervious surface. These planned segments are served by the City of San Francisco combined sewer area. While these areas are under federal jurisdiction, it is encouraged that the plan implement stormwater management controls to mitigate the additional runoff and maintain a no net increases in runoff rate and volume in line with the San Francisco Stormwater Design Guidelines.*

Response: The following bullet has been added to section 4.14.3, Mitigation Measure PUB-1: stormwater management controls shall be implemented to mitigate additional runoff in the South Loop (Alternative 2B) if it is selected, and in the Transition Segment to maintain a no net increase in runoff rate and volume in conformance with the San Francisco Stormwater Design Guidelines.

MU200 - Muni: System Operations

Concern ID: 34370

CONCERN STATEMENT: *This extension mandates more streetcars, and bigger ones, too. The F-Line is already usually over-crowded as it serves Fisherman's Wharf. The schedule should be doubled in summer.*

Response: Project need is discussed in several places throughout the EIS. As discussed in section 3.1, for example, need for the proposed project stems primarily from the following: (1) inadequate regional transit access to Fort Mason Center; (2) limited transportation options for transit-dependent residents; (3) limited connectivity to northeastern waterfront cultural and recreational corridor; (4) insufficient transportation infrastructure to accommodate existing and projected visitor demand; and (5) infrastructure constraints impacting Fort Mason Center operations. Project alternatives were evaluated based upon, among other things, their ability to satisfy those needs. Speed of service is not identified among list of needs the project was designed to address.

Concern ID: 34371

CONCERN STATEMENT: *The existing F line service schedule is so slow that it is useful transit for only tourists and those who have hours to spend riding the slowest form of public transit in San Francisco-the F-Line. Extending the F-Line will do nothing to change that. In fact, it will only slow overall service on the F-Line. In other words, the F-Line fails to serve local resident needs for rapid transit now, and an F-Line extension will not improve that.*

Response: Project need is discussed in several places throughout the EIS. As discussed in section 3.1., for example, need for the proposed project stems primarily from the following: (1) inadequate regional transit access to Fort Mason Center; (2) limited transportation options for transit-dependent residents; (3) limited connectivity to northeastern waterfront cultural and recreational corridor; (4) insufficient transportation infrastructure to accommodate existing and projected visitor demand; and (5) infrastructure constraints impacting Fort

Mason Center operations. Project alternatives were evaluated based upon, among other things, their ability to satisfy those needs. Speed of service is not identified among list of needs the project was designed to address.

Concern ID: 34378

CONCERN STATEMENT: *In the future the full extension can operate at ten or twelve minute headway during peak periods, to match the actual ridership, with half of the trolleys turning back at Jones. In the future this will save Muni operating cost.*

Response: Comment noted.

NE100 - NEPA EIS/EIR Process

Concern ID: 31311

CONCERN STATEMENT: *The DEIS did not comply with Section 1502.23 of NEPA.*

Response: As described in section 2.3, a Value Analysis (VA) Workshop evaluated the North Loop and South Loop turnaround alternatives using a process called Choosing by Advantages (CBA), where decisions are based on the weighted importance of the advantages between alternatives with capital and life cycle costs factored in last, to illustrate benefits to cost. In using CBA to determine a preferred alternative, the VA team identified the alternative that offers the highest total importance of advantages at the lowest cost (in both initial and life cycle). Project costs for the two turnaround options are described in the Socioeconomics sections 3.3 and 4.3. However, as indicated in NEPA Section 1502.23, the weighing of the merits and drawbacks of the various alternatives need not be displayed in a monetary cost-benefit analysis and should not be when there are important qualitative considerations.

NS100 - Night Sky, Visibility, and Light Pollution

Concern ID: 34373

CONCERN STATEMENT: *I would like to see the use of full cutoff light fixtures and less light escaping into the night sky, to reduce light pollution as much as possible.*

Response: Potential impacts to night sky from project lighting are discussed in section 4.10. Mitigation measures designed to minimize lighting impacts are presented in section 4.10.3. Mitigation measure NIGHT-1 would require the project to minimize the use of lighting in areas already well lit and to use full cutoff light fixtures throughout the project.

NV100 - Noise and Vibration

Concern ID: 30124

CONCERN STATEMENT: *The EIS does not measure the noise impact to the Marina neighborhood. Results of noise and vibration monitoring are only discussed for one building in the entire project study area, the Laguna Condos at Laguna and Bay. Noise impacts are not described for the condos at Buchanan and Beach Street. The EIS should report all results for the entire designated study area.*

Response: The Noise and Vibration sections of the EIS (sections 3.6 and 4.6) examine impacts to receptors closest to project elements in order to determine the

scenario of largest potential impact at six locations within the project area. For the Marina neighborhood the closest receptor would be the Laguna Condos at Laguna and Bay Streets, which would be 100 feet from the south loop turnaround and 400 feet from the north loop turnaround. Condos located at Buchanan and Beech Streets would be located, at the closest, approximately 540 feet from the tunnel egress of either the south or north loop turnarounds. Because propagation of both noise and vibration are dependent upon the distance to the receptor, resultant noise and vibration levels from both construction and operation of the F-Line Extension at the condos located at Buchanan and Beach Streets would be less than those predicted in the EIS for the Laguna condos.

Specifically, for construction noise, Table 4.6-3 indicates construction noise levels of 87.0 or 74.9 dBA at the Laguna condominiums for the south loop and north loop turnarounds, respectively. The Table also indicates that these noise levels would be below applicable construction noise criteria of the Federal Transit Administration. Construction noise levels at the condominiums located at Beach and Buchanan Streets would be 72.3 dBA and would also be less than applicable criteria.

With regard to potential consequences of construction-related vibration, the analysis presented in section 4.3.6 indicates that consequences from construction-related vibration would be minor to moderate at receptors located beyond 50 feet from construction areas. Consequently, construction vibration levels at the condominiums located at Beach and Buchanan Streets, at a distance of 540 feet, would be characterized as minor.

With regard to potential consequences of operational noise from the F-line extension, the analysis presented section 4.6.3 indicates that consequences from operational noise would be negligible (45.8 dBA in an existing noise environment of 65 dBA) at the Laguna condominiums, located 400 feet from the north loop turnaround. Consequently, operational noise levels at the condominiums located at Beach and Buchanan Streets, at a distance of 540 feet, would be less than that predicted at the Laguna residences and also characterized as negligible. Likewise, operational vibration levels at the Laguna condominiums, located 400 feet from the north loop turnaround are identified as negligible in section 4.6.3, and operational vibration levels at the condominiums located at Beach and Buchanan Streets, at a distance of 540 feet, would be less than that predicted at the Laguna residences and also characterized as negligible.

Concern ID:

30125

CONCERN STATEMENT:

No vibration results are presented for the historic wall mural on the east side of Safeway just 230 feet away.

Response:

With regard to potential consequences of construction-related vibration, the analysis presented in section 4.6.3 indicates that construction-related vibration levels would be considered a minor adverse impact at structures further than 25 feet, even if the closest buildings were considered to be “fragile”. Accordingly, construction-related consequences to receptors beyond 50 feet from construction areas would be characterized as minor. Because the Safeway is farther than 50 feet from the construction area, construction-related consequences to the structure, including the wall mural, are

considered minor.

Concern ID: 30126

CONCERN STATEMENT: *Traffic outside of the Maritime Museum should be limited to hours before the Museum opens and after it closes, and a "pedestrian only" area should be created during open hours.*

Response: Implementation of these suggestions is inconsistent with the scope of this EIS. The purpose of the proposed project is to serve the Fort Mason Center with public transportation and the limited suggested hours would be contrary to that purpose.

Concern ID: 30127

CONCERN STATEMENT: *The alternatives to the Plan do not mention the impact to the soundscape outside of the Maritime Museum.*

Response: There would be no noise impacts associated with Alternative 1 of the proposed action. Construction noise impacts to the Maritime Museum from Alternative 2 are addressed in section 4.6.3. Table 4.6-3 indicates construction noise levels of Alternative 2 at the Maritime Museum would be below applicable construction noise criteria of the Federal Transit Administration. Operational noise impacts of Alternative 2 at the Maritime Museum are also discussed in section 4.6.3, and are characterized as a moderate adverse impact. Alternatives 2A and 2B address the north and south loop turnaround options and would not affect the determination of Alternative 2 as the loops would be located over 1,500 feet away and separated by the intervening topography of Fort Mason.

Concern ID: 30128

CONCERN STATEMENT: *The specific streetcar identified as making the most noise, No. 952, is not owned by SFMTA (Muni) and is likely to be returned to its owner, New Orleans Regional Transit Authority, before the extension is open, making this measurement moot in all likelihood.*

Response: The following footnote has been added to section 4.6, Noise and Vibration: The 952 streetcar is not owned by SFMTA and is likely to be returned to its owner, New Orleans Regional Transit Authority, prior to its potential use on the F-line extension.

PA100 - Public Access

Concern ID: 30133

CONCERN STATEMENT: *Both turnaround alternatives interfere with public access.*

Response: Section 4.4.3 includes a description of provisions for ensuring public access and safety in both turnaround alternatives. In Alternative 2A (North Loop) the project would be designed to ensure the safety of pedestrians and bicycles including measures such as incorporating traffic signals where appropriate. In Alternative 2B (South Loop) the multi-use pedestrian and bicycle path (Bay Trail) would be realigned around the track configuration.

PC100 - Project Cost

Concern ID: 30134

Commenting Agency: *San Francisco County Transportation Authority*

CONCERN STATEMENT: *The Alternative project cost of \$28 to 30 million in construction costs (2010\$) does not include soft costs, vehicle costs, and escalation to year-of-expenditure dollars. These construction costs are lower than the figures presented in the earlier Funding Working Paper, which reported construction costs of \$45 to 48 million (2008\$) including soft costs. Please clarify the incremental cost of the vehicles for the project. Subsection 2.2.5, Operation (p. 48), mentions the need for four new historic vehicles to serve the route by 2030. The total project cost should include infrastructure and incremental vehicles costs, similar to other transit expansion projects that the City is planning.*

Response: The capital cost estimate (in 2010 dollars) for the proposed project, inclusive of construction, professional, and contingency costs is between \$52.7 and \$54 million (URS, 2009c). Construction costs represent the largest percentage of the capital cost estimate for the proposed project and are expected to have the largest local economic impact. Professional services costs represent a significantly smaller portion of the capital cost estimate, and it is reasonable to expect that some of this work might be performed by agencies or contractors outside of the region. For these reasons, the impact of construction costs for the two turnaround alternatives is examined in the Socioeconomics sections 3.3 and 4.3. The cost estimates included in Tables 4.3-1 and 4.3-2 reflect construction costs, and do not include additional professional services and contingencies costs.

As noted in section 2.2.5, SFMTA's existing service fleet of historic streetcars is sufficiently large to meet the anticipated 2030 vehicle requirement. The project would not necessitate acquisition of additional vehicles (URS 2009e). SFMTA estimates the rehabilitation costs necessary to meet the F-line extension's projected 2030 vehicle demand to be approximately \$3 million (\$1.5 million each for two vehicles).

Concern ID: 30135

CONCERN STATEMENT: *The cost of the Plan is not addressed, nor are there costs associated with any alternative.*

Response: Construction costs represent the largest percentage of the capital cost estimate for the proposed project and are expected to have the largest economic impact. For these reasons, the impact of construction costs for the two turnaround alternatives is examined in the Socioeconomics sections 3.3 and 4.3. Planning costs represent only a small percentage of the capital cost estimate, are not expected to have a considerable impact on the economy, and were therefore not analyzed separately in the EIS. However, as described in section 2.3, a Value Analysis (VA) Workshop evaluated the various project alternatives using a process called Choosing by Advantages (CBA), where decisions are based on the weighted importance of the advantages between alternatives. Capital and lifecycle costs, inclusive of planning-related costs, were factored into this analysis. In using CBA to determine a preferred alternative, the VA team identified the alternative that offers the highest total importance of advantages at the lowest cost (in both initial and life cycle). Therefore, both planning and construction-related costs were considered in

the alternatives selection and the analysis of those alternatives in the EIS.

Concern ID: 30138

Commenting Agency: *San Francisco County Transportation Authority*

CONCERN STATEMENT: *We suggest that the DEIS append the Funding Working Paper and further ask that the Van Ness and Geary Corridor Bus Rapid Transit (BRT) projects be clearly noted as the City's adopted priorities for Federal Transit Administration (FTA) Small Starts funds.*

Response: The Van Ness Avenue BRT and Geary Boulevard BRT projects are San Francisco's top and sole priorities for Small Starts funding, final design, and implementation based on the City and County of San Francisco Resolution 2009-05035 (April 28, 2009). The Funding Working Paper addresses the BRT projects only briefly, stating, "The MTC Commission has endorsed Small Starts funding for AC Transit's International Boulevard-Telegraph Avenue BRT project. In September 2008, MTC adopted San Francisco's Van Ness BRT project as the second regional priority project for Small Starts funding, with an equal priority to the International Boulevard-Telegraph Avenue BRT project. For Small Starts eligibility several other projects (not including the Historic Streetcar Project) are also under consideration" (URS 2009c). The Small Starts program is discussed in section 3.4.3, in which it is noted that FTA funding is not envisioned for the proposed track extension.

PD100 - Project Design

Concern ID: 30196

Commenting Agency: *San Francisco Bay Conservation and Development Commission*

CONCERN STATEMENT: *The Final EIS should provide information as to whether any public access improvements would be proposed as part of the project.*

Response: As discussed in section 4.8.3, Recreation and Visitor Use, operation of the F-line extension as proposed in Alternative 2 would increase public access to the area's attractions by extending public transportation to these amenities, with station platforms conveniently placed directly adjacent or in the attractions themselves. By decreasing the number of transfers required to access the area on public transit, local users from within the Bay Area would have increased opportunities to enjoy the attractions.

Concern ID: 30197

Commenting Agency: *California Public Utilities Commission*

CONCERN STATEMENT: *We encourage SFMTA to approach CPUC staff early in the project development in order to discuss potential safety concerns and associated mitigation related to the track alignment, intersection design and traffic signal configuration.*

Response: Comment noted.

Concern ID: 30198

CONCERN STATEMENT: *A platform could be placed at Marina and Laguna Street to serve the western side*

STATEMENT: *of Fort Mason, then the tracks extended, as double track and along the north side of Marina Blvd., 1/4 mile to Scott Street. At this point, platforms could be placed aligned with Marina Blvd. and a turnaround track could be built along Scott, Marina Green Drive and looping back to the alignment along Marina Blvd.*

Response: As described in Appendix A, several turn-around options were evaluated that extended beyond Fort Mason Center into Gas House Cove (See Figure A-6, Options 9 and 10; Figure A-7 Options 11 and 12.) No options went as far west as Scott Street, but one went around the Safeway. As also described in the corresponding sections of Appendix A, such alternatives did not score well during the alternatives screening process and were eliminated from further consideration.

Concern ID: 30200

CONCERN STATEMENT: *The project should consider eliminating the station near the tunnel entrance and relocate the Beach Street station closer to the Maritime Museum, to be about 1,800 feet from the existing Jones Street Station. Benches should be provided for riders who may need to rest before they complete their walk of one extra block.*

Response: The Alternatives screening examined a variety of alignment options and platform locations, which are documented in Appendix A. The screening process selected the alternative that met the project purpose and need and was operationally feasible. Among the factors that influenced selection of the transition area for platform construction were: (1) the streetcar would already be stopping in that location to ensure the single-track tunnel is clear of oncoming trains, and (2) proximity to existing Muni bus stops in that area, as described in sections 2.2.5 and 1.3, respectively.

SFMTA typically provides benches for curbside and platform seating, with limited exceptions located at narrow island shelters.

Concern ID: 34379

CONCERN STATEMENT: *Will there be traffic management or a signal to direct traffic and pedestrians entering the Ft. Mason?*

Response: Alternative 2A (North Loop) would be designed to ensure the safety of pedestrians and bicycles including measures such as incorporating traffic signals where appropriate.

PD200 - Project Design: Track Alignment

Concern ID: 30132

CONCERN STATEMENT: *Why is there no alternative that would provide protected streetcar lanes in both directions on Beach Street? Without dedicated lanes, the streetcar will get stuck in traffic on busy weekends, which will delay the streetcar and reduce its reliability. This would be a significant impact to streetcars, but this impact is not mentioned in the DEIS.*

Response: The option of constructing protected streetcar lanes in both directions of Beach Street was examined in the Conceptual Engineering Report for this project, which is included as part of the administrative record. The report’s findings state, “On Beach Street, limited street width on several blocks means that configuring the street in this manner for both the eastbound and westbound trackway for the Fort Mason extension would require converting some or all blocks of Beach Street between Jones and Polk Streets to one-way auto traffic, and would result in unusual street and lane configurations that could create pedestrian safety issues” (URS 2009e). For these reasons, protected streetcar rights-of-way in both directions along Beach Street was considered infeasible and dismissed from further review. However, as described in Section 2.2.3, the concept of a protected right – of –way was carried forward as part of Alternative 2 (Semi-Exclusive Eastbound Option) and analyzed in the EIS.

Concern ID: 30205

CONCERN STATEMENT: *The streetcar extension should re-use the old State Belt tracks that pass the Maritime Museum at Aquatic Park. This alternative should be brought back for consideration instead of being dismissed out of hand.*

Response: This option was considered during the alternatives screening and is called Alignment Option 1: Promenade and Beach Street in Appendix A. It was dismissed as being inconsistent with park management objectives because it would use the waterfront Promenade, thereby creating significant affects to the NHLD by splitting the district and introducing new visual elements to the NHLD, as well as creating streetcar conflicts with exiting high pedestrian and bicycle traffic on the Promenade. The Promenade/Bay Trail through Aquatic Park is also subject to storm wave over wash.

Concern ID: 30206

CONCERN STATEMENT: *Single track should be studied for the entire extension starting just west of Jones Street.*

Response: There are a number of reasons that single tracking is not desirable west of Jones Street: single tracking limits the frequency of the streetcar; it creates a single point of failure when trains break down or are stopped; and for safety reasons, the design would require extensive protection to avoid head-on collisions.

Concern ID: 35003

Commenting Agency: *California Public Utilities Commission*

CONCERN STATEMENT: *CPUC staff recommends that the side-running track alignment, while providing for the safe boarding of passengers along the side of the roadway, may present a confusing situation for motorists where a street car continues straight from a*

dedicated right-turn lane, or where a street car turns left from the right side of the roadway. Therefore it may be appropriate to consider a mixed-traffic alignment in some locations.

Response: Comment noted.

PD500 - Project Design: Green Design

Concern ID: 30139

Commenting Agency: U.S. Environmental Protection Agency

CONCERN STATEMENT: *The EPA encourages NPS, SFMTA, and FT A to implement "green infrastructure," such as bioretention areas, vegetated swales, porous pavement, and filter strips in any onsite storm water management features. These features can serve as both storm water treatment and visual enhancements (EPA Comment).*

Response: Comment noted. The project may consider green infrastructure during the design phase of the project.

PH100 - Public Health and Safety

Concern ID: 30208

CONCERN STATEMENT: *The plan does not adequately address or mitigate the safety issues that it creates, particularly for bicyclists and pedestrians.*

Response: In Alternative 2A (North Loop) the project would be designed to ensure the safety of pedestrians and bicycles including measures such as incorporating traffic signals where appropriate. In Alternative 2B (South Loop) the multi-use pedestrian and bicycle path (Bay Trail) would be realigned around the track configuration. In addition Mitigation Measure REC-3 states: Coordinate the Bay Trail reroutes with Association of Bay Area Governments (ABAG). To ensure temporarily and permanently rerouted Bay Trail segments meet the policies and guidelines of the Bay Trail Plan, the NPS shall coordinate trail details with ABAG. Where the Bay Trail and the F-line extension intersect, the Bay Trail shall be clearly and well physically separated from the rail alignment to ensure public safety. This shall include areas where passengers are disembarking from the streetcar onto the Bay Trail route to prevent collisions between Bay Trail bicycle and pedestrian users and public transit users.

PK100 - Parklands, Recreational Facilities and Visitor Use

Concern ID: 34372

CONCERN STATEMENT: *The preferred alternative (which is the only alternative both in the document and in reality if the project is about sending historic streetcars through the historic Fort Mason Tunnel), will destroy forever the natural, scenic and recreational values of west Aquatic Park, a good portion of the National Historic Landmark District. Currently, this area of the park, bordering Fort Mason and away from the cacophony of Fisherman's Wharf, is a great place to sit on a bench or the lawn and enjoy the sounds of waves lapping on the shore, birds crying overhead and children laughing on the beach, while gazing at the historic ships. High school kids from Galileo are often seen running through the park during gym class. A game of Bocce Ball may be enjoyed in this area. This will all be gone as historic streetcars rumble through every few minutes with the clack, clack and screech as the cars*

make the curve from Beach Street through Aquatic Park across Van Ness Avenue to the tunnel. Add to that the incessant ring of the bell as the streetcar crosses 4 (four) sidewalks in western Aquatic Park.

Response: With regard to potential cultural resource impacts, the commenter is referred to the first comment response under CU100, and the second comment response under PN100. Potential noise-related impacts associated with operational use of the streetcar near Aquatic Park are discussed in section 4.6.3. Mitigation measures to lessen or avoid these effects are also described in that section. Specifically, mitigation measure NOISE-2 would require retrofitting the streetcars with resilient or dampened wheels to reduce rolling noise, and the application of shielding and/or absorptive material under the streetcar.

PN100 - Purpose and Need

Concern ID: 30201

CONCERN STATEMENT: *The project objectives could be met through an enhancement of the MUNI system in the area - utilizing buses or trolleys on surface streets or providing a shuttle service for Fort Mason Center.*

Response: Several alignment alternatives considered the use of motor coach and trolley coach. These were ultimately dismissed from further analysis because they did not meet the purpose of the project of providing a rail transit connection, nor could they meet the purpose and need criteria of connecting NPS sites directly to traffic generators along the northern waterfront corridor or the current historic streetcar. This is documented in Appendix A.

Concern ID: 30202

CONCERN STATEMENT: *The preferred alternative appears to be in direct conflict with the objectives to "Avoid or minimize adverse effects to the NHLDs and NRHP-listed or eligible properties, and maintain the integrity of related cultural and historic resources." and "Maintain the natural, scenic, and recreational values of SF Maritime NHP and GGNRA."*

Response: Efforts to avoid or minimize adverse effects to historic properties through the alternatives selection process are described in section 2.1 (Alternatives) and in Appendix A (Alternatives Considered and Dismissed). As discussed in section 2.1.1, the preliminary alternatives were developed based on previous planning studies, public scoping and agency working group input.

One of the major screening criteria for the alternatives was "Park Preservation", which relates to the various objectives of the National Park Service in operating the national parks where the line extension would be located. As also discussed in section 2.1.1, specific alternatives screening criteria included: (1) minimize impact on National Historic Landmark (NHL) Properties - the degree to which each alternative minimizes adverse effects on the Aquatic Park National Historic Landmark District (NHLD) and the San Francisco Port of Embarkation NHLD. There are several historic properties within the project study area. Any effects to these properties would be taken into account and avoided, minimized or mitigated. (2) Minimize impact on the existing historic and cultural setting - the degree to which each alternative minimizes visual, noise, or other impacts on historic and cultural facilities. (3) Minimize use of parkland for non-park purposes - the degree to which each alternative minimizes the use of parkland for a non-park use (e.g., incorporation into a transportation facility, temporary

occupancy of park land that would result in permanent adverse physical impacts, or would interfere with the activities or purpose of the park).

The results of the preliminary alternatives evaluation yielded one alignment alternative and two turnaround options within Fort Mason. Together, these alternatives fully address the project objectives and project purpose and need while also avoiding or minimizing impacts to nearby resources, including the two NHLDs. Among all the preliminary alternatives considered technically feasible, they are considered the only reasonable alternatives that were analyzed in the EIS.

Although the preferred alternative(s) would cause impacts to NRHP-listed or eligible properties, such impacts have been reduced or avoided to the greatest extent possible through the alternative selection process.

Concern ID: 30203

CONCERN STATEMENT: *The estimate of 1.6 million annual visitors to the Fort Mason Center merits closer scrutiny.*

Response: The Fort Mason Center reports between 1.5-1.7 million visitors per year.

Concern ID: 30204

CONCERN STATEMENT: *The Fort Mason Center estimates of annual attendance are projected on page 9 of the DEIS to increase to 1.9 million if Pier One at Fort Mason were restored. There is no estimate of when or if that might occur, and it is compounding speculation with further speculation to use the higher estimate to attempt to bolster projections based on a survey sample of .02%.*

Response: A date for Pier One renovation has not been set, as funding for that work has not been secured. However, the Fort Mason Center reports present visitation ranges between 1.5-1.7 million visitors per year.

PP100 - Plans and Policies

Concern ID: 30180

Commenting Agency: *San Francisco Bay Conservation and Development Commission*

CONCERN STATEMENT: *The Final Environmental Impact Statement (FEIS) should include a discussion and a map that delineates the boundaries of the Bay Conservation and Development Commission's jurisdiction and should also discuss the relevant policies, including recreation, public access, and appearance, design, and scenic views, which address the potential impacts of the proposed project.*

Response: Pursuant to section 307 of the Coastal Zone Management Act of 1972, BCDC's jurisdiction extends to any portion of a federal agency action that has the potential to impact any land or water use, or natural resource of the coastal zone. Consideration of this boundary (100 feet landward of the shoreline of the San Francisco Bay) is important to this project, as the study area either slightly overlaps or is adjacent to the coastal zone (see Figure 3.2.3.). Implications of the proposed project for coastal resources within BCDC's purview are addressed in various sections throughout the EIS. For example, recreation is addressed in section 4.8.3, public access is addressed in section 4.4.3, and visual resources are addressed in 4.9.3. Before a federal agency can take action on a project that could impact the coastal zone, it must first provide to BCDC a determination

that the action under consideration is consistent with the applicable enforceable policies of the state coastal management program (e.g., the McAteer Petris Act and the San Francisco Bay Plan). This document is commonly known as a “consistency determination”. NPS has initiated the consistency determination process with BCDC. Should BCDC wish to see additional project details of particular relevance to the coastal management program; NPS would be happy to provide such information through the consistency determination process.

Concern ID: 30181

Commenting Agency: *California Public Utilities Commission*

CONCERN STATEMENT: *The proposed modification or construction of track across roadways will require authorization of CPUC. CPUC needs to be identified as a permitting authority in all project documentation. The construction of a new rail transit extension requires a Safety Certification Plan to be approved by the CPUC as the State Safety Oversight Agency for rail transit systems.*

Response: SFMTA will coordinate with the CPUC during the design and implementation phase. In the EIS, the table in section 6.4, Future Compliance Requirements has been updated to include CPUC as the state safety oversight agency and a Safety Certification Plan has also been added as a requirement.

Concern ID: 30182

Commenting Agency: *San Francisco County Transportation Authority*

CONCERN STATEMENT: *The DEIS's public outreach materials state that transit service improvements are needed along the northern waterfront to serve a neighborhood with growing numbers of residents and jobs. Please clarify this statement, as forecast land use growth in the project vicinity is quite limited, particularly as compared to San Francisco's Priority Development Areas, where major planning efforts have been completed or are underway.*

Response: The commenter is directed to sections 1.2 and 1.3. The purpose and need for the proposed project are described in these sections, and are among the bases upon which the preferred alternative was selected. Neighborhood population and job growth along the northern waterfront are not identified in these sections as underlying the project's purpose and need.

RE100 - Recreation

Concern ID: 30179

CONCERN STATEMENT: *Recreational access will be impacted due to a lack of parking and the presence of the F-line near recreational areas in the Great Meadow and west Aquatic Park.*

Response: As discussed in section 4.8.3 (Recreation and Visitor Use), operation of the F-line extension as proposed in Alternative 2 would increase public access to the area's attractions by extending public transportation to these amenities, with station platforms conveniently placed directly adjacent or in the attractions themselves. By decreasing the number of transfers required to access the area on public transit, local users from within the Bay Area would have increased opportunities to enjoy the attractions.

SE100 - Socioeconomics and Environmental Justice

Concern ID: 30309

CONCERN STATEMENT: *If the westbound platform structure were located between Hyde and Larkin and within 12 removed parking spaces, it would by local ordinance cause the permanent loss of 30 street artist selling spaces. The loss of these 30 selling spaces represents a 55% decrease in the number of viable selling spaces for street artists at the wharf.*

Response: The EIS analyzes the potential impact of a conceptual station platform configuration, assuming a platform length of 155 feet long (a 75 foot platform plus the mini-high platform). Actual platform length, depending on location and design considerations, could range between 110 feet and 155 feet (URS 2009e). The latter number was evaluated in the EIS to ensure that all potential impacts of the most conservative scenario were considered. As noted below, operational and design elements, which will ultimately dictate platform length, will be determined in the design phase of the project.

The DEIS incorrectly states, however, that a platform of 155 feet in length on Beach Street would result in the displacement of 12 parking spaces. Section 4.3.3 has been revised to clarify the implications of a new platform along Beach Street, between Polk and Columbus Streets, including a “worst case” scenario under which parking spaces and street artist spaces could be impacted. Parking stalls on Beach Street measure approximately 22 feet in length. As discussed below, the final platform location will be determined through a subsequent local public planning process that takes into account operational and design considerations, as well as public comment. Conservatively assuming that the platform cannot be placed one block to the east or west, and cannot be configured in a way that would allow the street artists to continue operations as normal, construction of a west-bound platform on Beach Street, between Hyde and Larkin, could displace up to 7 parking spaces, potentially impacting up to 17 street artist spaces.

Completion of the NPS environmental review process required by NEPA is not the end of public review and input on the project. After the project completes the environmental review process it enters into the design and engineering phase that will involve stakeholder input and be managed by the SFMTA, with additional oversight provided by the San Francisco Planning Department.

At the outset, all owners and interested parties within 300 feet of a project are sent notification informing them they are adjacent to a planned project. Initial drawings and concepts are shared at one or more public meetings, and after a period of outreach, a general public hearing is held by the SFMTA to receive comments on the initial work. The findings are reported to the San Francisco Planning Department, which may choose to hold their own public meetings on the issue. Following comments from the Planning Department, design and engineering is refined and shared with the stakeholders again, and when the majority of parties are in agreement, the design and engineering work proceeds to the advanced level. The process repeats until the SFMTA completes a final design for the project, and that is the project that is constructed.

Concern ID: 30310

CONCERN STATEMENT: *On page 210 the EIS incorrectly states that the removal of 12 parking spaces would result in the removal of 12 vendor (street artist) spaces. A street artist space is 9 feet in length and a parking space is about 22 feet in length. Therefore, a*

removal of 12 parking spaces would cause the loss of at least 30 spaces.

Response: Comment noted. As discussed above, the final platform location will be determined through a subsequent local public planning process that takes into account operational and design considerations, as well as public comment. Conservatively assuming that the platform cannot be placed one block to the east or west, and cannot be configured in a way that would allow the street artists to continue operations as normal, construction of a west-bound platform on Beach Street, between Hyde and Larkin, could displace up to 7 parking spaces, potentially impacting up to 17 street artist spaces. Section 4.3.3 has been updated to reflect this estimate.

Concern ID: 30311

CONCERN STATEMENT: *On page 209 the EIS states that the platform structure would be predominantly located within the parking space and therefore continued operation of the existing street artist vendors may be permitted. However, the Street Artist Ordinance (Article 24) states that a display cannot be located more than 4.5 feet from the curb line of a sidewalk (Section 2405 c, part 1). Since the platform would "bubble-out" street artist displays would likely have to be more than 4.5 feet from the curb which would put them out of compliance with Article 24.*

Response: Comment noted. Under the most conservative scenario, westbound Beach Street platform would result in the displacement of 7 parking spaces and displace 17 street artist spaces. Section 4.3.3 has been update to reflect this estimate.

Concern ID: 30312

CONCERN STATEMENT: *On page 210 the EIS states: "Although the potential loss of these spaces would result in a net reduction in vendor spaces, there would nonetheless remain approximately 33 neighboring vendor spaces on the Beach Street block with another existing 10 spaces west of Larkin Street." In actuality, it would be 30 selling spaces, out of the 45 viable Beach street spots, that would be lost. Therefore it would be "15 neighboring vendor spaces" that remain on that block, and not "33 neighboring vendor spaces on the Beach Street block". The "10 spaces west of Larkin Street" are not deemed 'viable' and are never used. A 'viable' space is one where a street artist may make an average daily income, and an 'un-viable' space would be one where they would make less than 20% of a day's wage.*

Response: Comment noted. Under the most conservative scenario, westbound Beach Street platform would result in the displacement of 7 parking spaces and displace 17 street artist spaces. Section 4.3.3 has been update to reflect this estimate.

ST200 - Streetcars: Function and design

Concern ID: 30183

CONCERN STATEMENT: *Add more streetcars or run them more frequently by adding more service at peak hours and weekends.*

Response: The operational frequency, including peak hours and weekends, for the F-line extension are described in section 2.2.5. Vehicle requirements including the number of vehicles proposed to meet the weekday peak vehicle demand is also described in this section.

TT100 - Transportation: Traffic and Parking

Concern ID: 30226

Commenting Agency: San Francisco Board of Supervisors - Supervisor Mark E. Farrell

CONCERN STATEMENT: *Chapter 4.4 Traffic and Circulation is lacking in basic transportation data about the number of trips by type that are expected in the study area. In the circulation analysis, how are determinations of the level of impact made? On page 224 the DEIS discusses impacts on parking in the Marina by recognizing that people could seek parking places in the Marina and then walk to reach the F-Line. The DEIS states, "The effect could be adverse if large numbers of people search parking at the marina, creating traffic congestion at local intersections, but it is speculative to quantify. The overall impact would be long-term, minor and adverse." If it is speculative to quantify, how can one conclude the impact would be minor?*

Response: The following explanation has also been added to section 4.4.3 (Overall Alternative 2 (all segments)). While construction of the F-line Historic Streetcar to Fort Mason may generate a small number of new vehicle trips to the Marina Neighborhood, and for the reasons described below, the overall effect is expected to be minor.

First, the proposed extension is not expected to be an attractive transportation supplement for inbound commuters or those traveling beyond Fisherman's Wharf. For purposes of comparison, travel time for an automobile commuter from the Golden Gate Bridge to Downtown San Francisco (2nd Street and Market Street) is approximately 16 minutes. Using the F-Line to supplement a commute to the same destination would require an approximately 9 minute drive from the Golden Gate Bridge to Fort Mason, plus an additional 21 minute trip on the historic streetcar (URS 2009f). Thus, utilization of the F-Line would add approximately 15 minutes (per direction) to overall commute time. North Bay travelers presently have a number of other more time- and cost-competitive options for accessing San Francisco's Downtown and Fisherman's Wharf areas. These include Golden Gate Transit, Golden Gate Ferry, and the Blue and Gold Fleet, each of which has available capacity.

Next, transportation demand model 2030 projections (URS 2009f) indicate that extension of the F-Line would result in an overall decrease in daily vehicle trips to Fort Mason by 42 (15,330 annually) and the Maritime Museum by 160 (58,400 annually). This reduction is expected to offset any potential vehicle trip generation that would occur as a result of the project.

Lastly, in the unexpected event that the proposed extension did result in the generation of new vehicle trips to the Marina Neighborhood beyond the projected offsets, a number of measures are available to mitigate those impacts. For example, as discussed in section 4.4.3, and included as mitigation measure TRANS-4, imposing time restrictions on parking spaces in the Marina Neighborhood would deter long-term (i.e., commuter) parking around the proposed Fort Mason turnaround. Other alternatives available to the Marina Neighborhood residents include the establishment of metered parking and the expansion of permit parking.

For these reasons, extension of the F-line is not expected to cause a considerable increase in trip generation to the Marina Neighborhood, or associated vehicle congestion and transit service delays.

Concern ID: 30227

Commenting Agency: San Francisco Board of Supervisors - Supervisor Mark E. Farrell

CONCERN STATEMENT: *The DEIS should provide a more thorough analysis of potential traffic congestion in order to review and analyze the potential impacts to transit service on Lombard and Chestnut streets, as well as other MTA bus lines providing transit service in the area.*

Response: The focus of the EIS analysis of potential traffic congestion was on the intersections through which the F-Line extension would travel (on Jefferson and Beach Streets) and where lane configurations and traffic control would change under Alternative 2. Nonetheless, for the reasons set forth in response to Concern ID 30226, and as discussed in section 4.4.3, the F-line extension is not expected to result in a considerable increase in new vehicle trips to the Marina Neighborhood. And for those reasons, implementation of the proposed project alternative is not expected to generate traffic congestion or bus service impacts on Lombard and Chestnut Streets, or the broader project area.

Concern ID: 30228

CONCERN STATEMENT: *The DEIS does not use appropriate traffic metrics to assess the impact on residential, as opposed to commute, streets. Level of Service (LOS) is widely recognized as inadequate for residential streets; various methodologies (e.g. TIRE, Impact Threshold Curve) may be better than LOS at assessing this issue.*

Response: The focus of the EIS analysis of potential traffic congestion was on the intersections through which the F-Line extension would travel (on Jefferson and Beach Streets) and where lane configurations and traffic control would change under Alternative 2. Alternative 2 would not cause intrusion of traffic on residential streets and would have no effect on traffic flow conditions on residential streets, and therefore, the suggested alternative analysis methodologies are not relevant to the EIS analysis of potential impacts.

Concern ID: 30229

CONCERN STATEMENT: *The DEIS must include an alternative that protects the streetcar from congestion and delay.*

Response: The option of constructing protected streetcar lanes in both directions of Beach Street was examined in the Conceptual Engineering Report for this project, which is included as part of the administrative record. The report's findings state, "On Beach Street, limited street width on several blocks means that configuring the street in this manner for both the eastbound and westbound trackway for the Fort Mason extension would require converting some or all blocks of Beach Street between Jones and Polk Streets to one-way auto traffic, and would result in unusual street and lane configurations that could create pedestrian safety issues" (URS 2009e). For these reasons, protected streetcar rights-of-way in both directions along Beach Street was considered infeasible and dismissed from further review. However, as described in Section 2.2.3, the concept of a protected right – of –way was carried forward as part of Alternative 2 (Semi-Exclusive Eastbound Option) and analyzed in the EIS. does consider a semi-exclusive

Concern ID: 30230

CONCERN STATEMENT: *The potential for an increase in traffic along Bay Street and Marina Boulevard, as well as the residential streets in the Marina east of Fillmore has not been evaluated adequately.*

Response: Alternative 2 would not generate an increase in traffic volumes on area roads (including those cited in the comment). Rather, as described in the EIS, it is expected that Alternative 2 would result in people shifting from use of their private automobile to other modes of travel including the F-Line, and the degree of that shift in travel mode would be clearly detectable. In addition, the level of congestion at intersections under Alternative 2 generally would be acceptable. Therefore, there would be no reason for drivers to divert from Beach Street to other streets in the area.

TT200 - Transportation: Parking

Concern ID: 30292

Commenting Agency: *San Francisco Bay Conservation and Development Commission*

CONCERN STATEMENT: *Further analyze the location and estimate the number of parking spaces that would be lost to shoreline visitors accessing the Bay for swimming, boating, and other water-oriented public access activities.*

Response: Section 4.4.3 includes a thorough evaluation of the location and number of parking spaces that would be displaced by Alternative 2. Commenter is also referred to concern statement response under RE100, regarding the effect on public access to recreational uses.

Concern ID: 30293

Commenting Agency: *San Francisco Bay Conservation and Development Commission*

CONCERN STATEMENT: *Provide additional information as to whether it would be feasible to provide new parking to mitigate for parking spaces that are lost as a result of the construction of the project.*

Response: Commenter is referred the first concern statement response under MM100, concerning loss of parking spaces.

Concern ID: 30294

CONCERN STATEMENT: *The issue of tourist parking has not been discussed in the DEIS, and peak impacts for the tourist use are not in the peak am/peak pm periods that the DEIS considered when evaluating traffic impact.*

Response: Section 4.4.3 includes a thorough evaluation of the location and number of parking spaces that would be displaced by Alternative 2. The EIS analysis of the effects on parking conditions is not limited to peak traffic periods, as suggested by the Concern Statement.

Concern ID: 30295

CONCERN STATEMENT: *Loss of parking will result in reducing access to green space for recreation and should be considered an adverse effect.*

Response: Commenter is referred to the concern statement response under RE100, concerning the effect on public access to recreational uses.

Concern ID: 30296

CONCERN STATEMENT: *The streetcar tracks would eliminate all of the truck loading spaces on the west side of Leavenworth, and most of the spaces on the east side. Already there are not enough truck loading spaces, and trucks have to double-park. Without any analysis or discussion, the DEIS concludes that the removal of all of these truck loading spaces is not problematic because other general parking spaces could be converted into loading spaces. Where would that be? Also the DEIS fails to mention that the streetcar tracks on the south side of Beach between Leavenworth and Jones would remove another entire block of on-street truck loading.*

Response: Mitigation Measure TRANS-3 stipulates that SFMTA would change general metered spaces to metered truck loading spaces in Alternative 2's in-street segment to minimize the incidence of double parking caused by removal of truck loading spaces under either alignment options. In addition, the Fisherman Wharf Public Realm Plan contains policies to better manage parking in the area. The 14 on-street truck loading spaces on the south side of Beach Street between Leavenworth and Jones Streets (included in Table 3.4-4, section 3.4.2) were mistakenly omitted from section 4.4.3, which list on-street parking spaces that would be removed under Alternative 2 in order to accommodate (a) the streetcar tracks and platforms, and (b) turn lanes for automobile/truck traffic. The EIS has been updated accordingly.

Concern ID: 30297

CONCERN STATEMENT: *This project fails to address or mitigate loss of critically important free 4 hour parking-particularly along the north side of Beach west of Polk and on lower Van Ness Avenue. Without nearby affordable vehicle parking neither Dolphin Swimming and Boating Club nor South End Rowing Club cannot continue to operate.*

Response: Free public on-street parking is not a right, and should not be relied upon. In addition, as stated in section 3.4.2, there are parking spaces on Van Ness Avenue near, but not across, the track alignment in this area. Those parking spaces would not be affected by the Project.

TT300 - Transportation: Impacts from additional Vehicles in Marina Neighborhood

Concern ID: 30216

CONCERN STATEMENT: *The DEIS does not assess the impact the proposed project will have on the Marina. An extension of the F-Line to Fort Mason Center will attract additional vehicles into the Marina and those additional vehicles will have an impact.*

Response: The only people who would drive to the area to use the F-Line would be North Bay commuters, and as noted in section 4.4.3, parking on Marina Boulevard and on the street network south of the marina area is restricted to two hours between 8:00 a.m. and 6:00 p.m. (Monday through Friday) for nonresidents. Residents (with residential zone "M" parking permits) have no time limit. Also, Mitigation Measure TRANS-4 would implement time limits for parking in the marina lot in proximity to the Fort Mason Center, so there is no reason to believe that additional vehicles would be attracted into the Marina by the proposed project.

TT400 - Transportation: SF Transit Expansion

Concern ID: 30217

CONCERN STATEMENT: *Has consideration been given to extending the line to the Presidio?*

Response: Extending the F-Line further than the Fort Mason Center is beyond the scope of this project.

TT500 - Transportation: Transportation Demand Management

Concern ID: 30218

Commenting Agency: *San Francisco County Transportation Authority*

CONCERN STATEMENT: *Transportation and Circulation: Subsection 2.2.5, Operation, and Section 4.4, Transportation and Circulation, include only a brief treatment of the projected transportation-related impacts of the alternatives. We suggest that this material be supplemented to include a more thorough treatment of transportation demand and system impacts, particularly as they relate to visitor and work trips. This discussion should focus on expected impacts to existing F-Line service and Muni system operations, including effects on historic streetcar ridership (including at high-season maximum load points along the Embarcadero) and potential delays to Muni bus lines operating in the project area resulting from traffic circulation. These transportation demand data will also help to substantiate the DEIS's assertion that Alternative 2 "would result in a long-term, moderate, beneficial impact" to transit operations. The Transportation and Circulation Appendix (Appendix B) consists of documentation relating to traffic effects. The DEIS references a technical memorandum (URS, 2009f), which covers many of the above mentioned issues in detail; we suggest that this material be included in whole or in part in the environmental document's appendices to help support local decision-making.*

Response: The cited "(URS, 2009f)" technical memorandum ("Transit Operations Plan", prepared by URS Corporation for the National Park Service, July 2009) is part of the Administrative Record for the EIS and, therefore, is part of the EIS and supports local decision making. Nonetheless, as a courtesy to the commenter, the Transit Operations Plan has been uploaded to the NPS' Planning, Environment, and Public Comment (PEPC) website. The document can be accessed through the following PEPC website address: <http://parkplanning.nps.gov/projectHome.cfm?projectID=15547>. Commenter is also referred to the concern statement response TT100 regarding potential delays to bus lines operating in the project area.

Concern ID: 30219

Commenting Agency: *San Francisco County Transportation Authority*

CONCERN STATEMENT: *The project and DEIS would be strengthened by a discussion of transportation demand management (TDM) strategies that could or would be deployed to help meet transportation needs in the streetcar corridor. Such TDM measures could be used to complement either Alternative 1 or Alternative 2. Potential strategies include: parking pricing and management; co-marketing strategies (e.g. bundling of transit passes with visitor hotel stays and major event tickets); and employer-based programs to encourage non-automobile travel and flex times.*

Response: The purpose of Alternative 2 is to "help meet transportation needs in the street car corridor". The suggested potential TDM strategies could be studied by the City and the Fort Mason Center, but are outside the purview of the proposed project and EIS.

TT600 - Transportation: Bicycles/Bay Trail

Concern ID: 30220

CONCERN STATEMENT: *Clarify the references to the Fisherman's Wharf Public Realm Plan and the Fort Mason Bay Trail at Laguna Street and Marina Boulevard Project. The Fort Mason Bay Trail at Laguna Street and Marina Boulevard Project is alternately referenced as both a future project and a past project. To clarify, in 2009, the National Park Service in coordination with the Golden Gate National Parks Conservancy completed a Bay Trail grant-funded construction project at the intersection of the Fort Mason Bay Trail at Laguna and Marina (a.k.a. "the squeeze"). This is a completed project and should be referenced as such.*

Response: The Fisherman's Wharf Public Realm Plan is described in detail in section 4.1.2. The description of the SF Bay Trail past project construction has been clarified in this same section to read: SF Bay Trail - Improvements to the extensive Bay Trail (including the intersection of the Fort Mason Bay Trail at Laguna Street and Marina Boulevard - known as "the squeeze") were completed in 2009. References to the SF Bay Trail improvements at Laguna and Marina have been clarified as a past project only in section 4.3 (Socioeconomics), Section 4.4 (Transportation), Section 4.5 (Air Quality), Section 4.6(Noise and Vibration), and Section 4.7 (Cultural Resources).

Concern ID: 30221

CONCERN STATEMENT: *Please include reference to the upcoming construction project "Marina Green Zone H Bay Trail", which runs approximately 800 feet from the Fort Mason gate north to the Fort Mason parking lot entrance as well as the City's Marina Green Bike/Pedestrian Improvements Project in the EIS.*

Response: The project to which the commenter refers has been added to the list of Reasonable Foreseeable Future Actions in section 4.1.2.

Concern ID: 30222

CONCERN STATEMENT: *Please coordinate with the City of San Francisco and the Bay Trail Project to ensure that F Line extension plans between Jones and Leavenworth incorporate the "Jefferson Street Redesign", which addresses bicycle and pedestrian circulation issues on the Bay Trail through Fisherman's Wharf as part of the Fisherman's Wharf Public Realm Plan.*

Response: Comment noted. NPS and SFMTA will be coordinating with the San Francisco Planning Department for the Fisherman's Wharf Public Realm Plan and as such will incorporate the Jefferson Street Redesign.

TT700 - Transportation: Public Transit

Concern ID: 30224

CONCERN STATEMENT: *The TEP study cited in the EIS recommended that the Polk 19 bus be re-routed to stop up the hill on the corner of North Point and Polk. Please clarify whether this recommendation is the most up to date version of this plan and whether it has been modified to accommodate the stop on Beach Street in front of the Senior Center.*

Response: Due to constraints at Van Ness/North Point Streets, the working recommendation for the Transit Effectiveness Project is to leave the 19 Polk terminal at its current location. Under this scenario, it would continue to serve the Beach Street Senior Center. More detailed engineering and traffic analysis within the area during the design phase will assist SFMTA to accommodate the most effective, efficient, and safe movement of the multi-modal transportation system in the area.

Concern ID: 30225

CONCERN STATEMENT: *This study should consider traffic impacts on transit with each alternative transit configurations as well as transit's impacts on traffic.*

Response: Commenter is referred to the first concern statement response under TT500, regarding impacts to transit operations.

UT100 - Utilities

Concern ID: 30213

CONCERN STATEMENT: *Electrifying the overhead connector system has not been addressed in the Plan.*

Response: As stated in section 4.14.3, Pacific Gas & Electric would provide traction power for SFMTA. Further detail will be determined during the design phase.

Concern ID: 30214

CONCERN STATEMENT: *The Plan does not address pavement upgrades to the historic Promenade.*

Response: Pavement upgrades to the historic Promenade is beyond the scope of this EIS.

Concern ID: 30215

Commenting Agency: *San Francisco Public Utilities Commission*

CONCERN STATEMENT: *In Section 4.14.3, the primary potential adverse impacts to the sewer system are (1) damage and loss of service due to construction activities (2) permanent loss of access due to the installation of overlying structures including rails, platforms, other utilities and overhead wires, (3) permanent reduction in service due to alteration of infrastructure, including piping and surface drainage. The language in this section addresses items 1 and 2 at least partially, but does not appear to address item 3. All three items should be addressed fully.*

Response: As discussed section 2.2.4, streets where utilities are located would be reconstructed as part of the proposed project. Utilities would be updated and/or relocated within the street ROW on all blocks. Replacement of utilities in accordance with City and County of San Francisco Bureau of Engineering standards would not result in permanent reductions of service.

Concern ID: 30288

Commenting Agency: *San Francisco Public Utilities Commission*

CONCERN STATEMENT: *On page 192, in reality, the proposed rail extension may cross various sewer jurisdictions and boundaries between combined and separated sewer systems. For this reason, this document should carefully and accurately describe the*

various physical and administrative sewer zones and, preferably, depict them graphically.

Response: Graphical representations of utilities within the project vicinity are included in the 2008 URS report, entitled, "Technical Study, Utilities." This document was consulted during the course of the analysis, is part of the Administrative Record for the EIS, and therefore is part of the. Nonetheless, as a courtesy to the commenter, the "Technical Study, Utilities" has been uploaded to the NPS' Planning, Environment, and Public Comment (PEPC) website. The document can be accessed through the following PEPC website address: <http://parkplanning.nps.gov/projectHome.cfm?projectID=15547>.

Concern ID: 30289

Commenting Agency: *San Francisco Public Utilities Commission*

CONCERN STATEMENT: *On page 192 Sanitary Sewer /Storm Drain System, ensure that all technical terms utilized are the correct term; for reference material please look at the SF Public Works code. The terms for the separate systems include 'Sanitary Sewer System and Stormwater Sewer System. Also stormwater is to be used as one word when not using the proper name of a Federal, State, or Regional Permit.*

Response: Section 3.14, Public Services and Utilities has been modified accordingly.

Concern ID: 30290

Commenting Agency: *San Francisco Public Utilities Commission*

CONCERN STATEMENT: *On page 294, in reference to NPDES general permit, the term used under paragraph 2 of section 4.11.3 Impacts of Alt 2, line 12, says 'general construction permit' the correct term is 'construction general permit'. For additional information on this permit please see the following link http://www.swrcb.ca.gov/water_issues/programs/stormwater/constpermits.shtml*

Response: The EIS has been modified accordingly.

VI100 - Visual and Aesthetic Resources

Concern ID: 30212

CONCERN STATEMENT: *Incorporate benches and native plants to soften the look of the turnaround area.*

Response: Comment noted. The inclusion of such features would be addressed during the during the design phase.

VU100 - Visitor Use

Concern ID: 30209

Commenting Agency: *San Francisco Bay Conservation and Development Commission*

CONCERN STATEMENT: *The FEIS should fully assess the potential impacts on waterfront users, including the number of people that the expanded service will bring to the waterfront, and the potential impacts on existing public access to the waterfront required in other BCDC permits.*

Response: Increased visitor use to the GGNRA, SF Maritime NHP, and Fisherman's Wharf area are described in section 4.8 (Recreation and Visitor Use) and Section 4.14 (Public Services and Utilities). Projected visitor numbers are discussed in Section 1.3 (Purpose and Need for Action) and expanded ridership is described in Section 2.2.5 (Alternatives). BCDC permits are discussed in Section 3.2.4 (Land Use); however, public access to the waterfront will not be impacted by this project.

Concern ID: 30210

CONCERN STATEMENT: *Will allowance be made for special event usage of the trolley?*

Response: Authorization for exclusive use of the F-Line Historic Streetcar for private events is not anticipated. SFMTA's policy on Charter service will be developed closer to the implementation date. However, stakeholders should be aware that it would impact the aggregate F line if single tracking is required; already long headways will be more vulnerable to disruption by extra trains.

VU2000 - Visitor Use: Methodology and Assumptions

Concern ID: 30298

CONCERN STATEMENT: *Page 9 of the DEIS quotes a 2007 Fort Mason Center Employee Survey and a 2007 Fort Mason Intercept Survey. The method of sampling and the scientific method for those surveys are not disclosed in the DEIS. The current Fort Mason Center web site lists a total of 27 employees, and 47% of them apparently stated that they would take the F-Line to Fort Mason if were running. That constitutes a total of 13 people. The intercept survey got a positive response from 45% of 729 visitors - or 328 people. If we add the 13 employees to the 328 visitors we get a total of 341 people who would take the F-line out of a total of 1.6 million estimated annual visitors, which constitutes a sample of about .02%.*

Response: In the 2007 Fort Mason Center Employee Survey, 110 surveys were distributed to Fort Mason Center employees, with a response rate of 58 individuals or 53%. While it is true that 47% of respondents stated that they would use the F-line, it is worth noting that 17% of respondents had taken MUNI on the day of the survey, while 67% drove an automobile. This survey also revealed that 96% of respondents stated that the F-line should be extended. (WSA 2007c)

In the 2007 Fort Mason Intercept Survey, 729 individuals completed the survey over a 3 day period, during which 1,227 individuals were approached as they entered the Fort Mason Center. The surveyors were instructed to approach users who were not on their phone or engaged in activity aside from casual conversation. If the surveyor encountered a large group or family, a random sampling methodology was engaged that was based on the closest birthday to a given month for the members of the group. Of the 729 survey respondents 45% stated that they would have taken the F-line that day if it served Fort Mason and 87% responded favorable that the F-line should be extended (WSA 2007b).

APPENDIX G

Comment Code by Organization Report

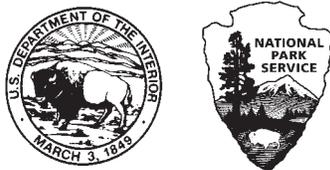
Comment Codes by Organization Type				
Organization	Corr. ID	Code	Description	
Business				
Driven Innovation	23	AL200	Turnaround Options: New Alternatives Or Elements	
		PD100	Project Design	
		SU100	General Project Support - Alternative 2	
		TT400	Transportation: SF Transit Expansion	
Red and White Fleet	20, 42 & 78	CF100	Neighborhoods, Community Facilities and Services	
		SU100	General Project Support - Alternative 2	
		TT200	Transportation: Parking	
		TT300	Transportation: Impacts from additional Vehicles in Marina Neighborhood	
		TT400	Transportation: SF Transit Expansion	
Civic Group				
Ft. Mason Center	26	AL110	Support Alternative 1 - No Action	
		CF100	Neighborhoods, Community Facilities and Services	
		PA100	Public Access	
		PC100	Project Cost	
		PH100	Public Health and Safety	
		PN100	Purpose and Need	
		TT200	Transportation: Parking	
Fort Mason Center Board of Trustees	35 & 58	AL210	Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A)	
		SU100	General Project Support - Alternative 2	
		TT200	Transportation: Parking	
		TT400	Transportation: SF Transit Expansion	
Marina Community Association	76	VU100	Visitor Use	
		AL100	Alternatives Screening	
		CE100	CEQA Exemption	
		NE100	NEPA EIS/EIR Process	
		PC300	Project Cost: Funding	
		PN100	Purpose and Need	
		TT200	Transportation: Parking	
		TT300	Transportation: Impacts from additional Vehicles in Marina Neighborhood	
		VU2000	Visitor Use: Methodology And Assumptions	

Marina Neighborhood Association	19	OP100	General Project Opposition
Pacific Heights Residents Association	36	MM100	Mitigation Measures
		RE100	Recreation
		TT100	Transportation: Traffic and Parking
		TT200	Transportation: Parking
Rincon Point-South Beach CAC	48	SU100	General Project Support - Alternative 2
SF Bicycle Coalition	1	BR100	Biological Resources
		TT600	Transportation: Bicycles/Bay Trail
SF Senior Centers	13	TT700	Transportation: Public Transit
Street Artist Program		ED1000	Editorial
		PD100	Project Design
		SE100	Socioeconomics and Environmental Justice
Conservation/Preservation Group			
Market Street Railway	15	AL210	Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A)
		PD100	Project Design
		SU100	General Project Support - Alternative 2
	37	SU100	General Project Support - Alternative 2
	40	AL210	Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A)
		ED1000	Editorial
		NV100	Noise and Vibration
		PN100	Purpose and Need
		SU100	General Project Support - Alternative 2
		TT400	Transportation: SF Transit Expansion
		VU100	Visitor Use
	45	SU100	General Project Support - Alternative 2
People For a GGNRA	33	PP100	Plans and Policies
		ST100	Streetcars
		TT200	Transportation: Parking
		TT700	Transportation: Public Transit
		VU100	Visitor Use
County Government			
San Francisco County Transportation Authority	80	PC100	Project Cost
		PP100	Plans and Policies

		TT500	Transportation: Transportation Demand Management
Federal Government			
Advisory Council on Historic Preservation	50	CR100	Cultural Resources
Environmental Protection Agency - Region 9	57	AL210	Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A)
		AQ100	Air Quality
		CU100	Cumulative Impacts
		MM100	Mitigation Measures
		PD100	Project Design
		PD500	Project Design: Green Design
		ST100	Streetcars
		SU100	General Project Support - Alternative 2
		TT100	Transportation: Traffic and Parking
Golden Gate Bridge, Highway and Transportation District	44	ED1000	Editorial
Non-Government Organization			
Blue Bear School of Music	52	AL210	Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A)
		AL250	Turnaround Options: Oppose Turnaround Option 2 (South Loop - Alternative 2B)
		TT700	Transportation: Public Transit
		VU100	Visitor Use
Museo Italo Americano	77	CF100	Neighborhoods, Community Facilities and Services
		SU100	General Project Support - Alternative 2
		TT200	Transportation: Parking
		TT300	Transportation: Impacts from additional Vehicles in Marina Neighborhood
Readers Cafe and Bookstore	82	CF100	Neighborhoods, Community Facilities and Services
		SU100	General Project Support - Alternative 2
		TT200	Transportation: Parking
		TT300	Transportation: Impacts from additional Vehicles in Marina Neighborhood
		TT400	Transportation: SF Transit Expansion
San Francisco Bay Trail	79	AL210	Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A)
		AL250	Turnaround Options: Oppose Turnaround Option 2 (South Loop - Alternative 2B)
		ED1000	Editorial
		MM100	Mitigation Measures
		SU100	General Project Support - Alternative 2
		TT600	Transportation: Bicycles/Bay Trail

San Francisco Chamber of Commerce	49	SU100	General Project Support - Alternative 2
San Francisco Planning and Urban Research Association (SPUR)	83	CF100	Neighborhoods, Community Facilities and Services
		SU100	General Project Support - Alternative 2
		TT200	Transportation: Parking
		TT400	Transportation: SF Transit Expansion
		MM100	Mitigation Measures
		UT100	Utilities
Recreational Group			
Dolphin Swimming and Boating Club	31	MU200	Muni: System Operations
		PN100	Purpose and Need
		SE100	Socioeconomics and Environmental Justice
		TT200	Transportation: Parking
State Government			
Bay Conservation and Development Commission	51	AL210	Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A)
		ED1000	Editorial
		MM100	Mitigation Measures
		PD100	Project Design
		PP100	Plans and Policies
		SU100	General Project Support - Alternative 2
		TT200	Transportation: Parking
		VU100	Visitor Use
California Public Utilities Commission	56	PD100	Project Design
		PD200	Project Design: Track Alignment
		PH100	Public Health and Safety
		PP100	Plans and Policies
Town or City Government			
District 2 Supervisor	84	TT100	Transportation: Traffic and Parking
San Francisco Public Utilities Commission	49	ED1000	Editorial
San Francisco Recreation and Parks	81	BR100	Biological Resources
		CF100	Neighborhoods, Community Facilities and Services

		CU100	Cumulative Impacts
		MM100	Mitigation Measures
		PH100	Public Health and Safety
University/Professional Society			
City College of San Francisco - Civic Center Campus	54	AL210	Turnaround Options: Support Turnaround Option 1 (North Loop - Alternative 2A)
		SU100	General Project Support - Alternative 2



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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