

Islais Creek Bridge Project

San Francisco Planning
Case No. **2022-000112ENV**
State Clearinghouse No. 2023060006

Draft EIR Publication Date:	November 29, 2023
Draft EIR Public Hearing Date:	January 11, 2024
Draft EIR Public Comment Period:	November 30, 2023 –January 22, 2024
Final EIR Certification Hearing Date:	November 6, 2025

San Francisco Planning

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MEMORANDUM

Date:	October 22, 2025
Case No.:	2022-000112ENV
Project Title:	**Islais Creek Bridge Project**
To:	Members of the Planning Commission and Interested Parties
From:	Lisa Gibson, Environmental Review Officer
Re:	Attached Responses to Comments on Draft Environmental Impact Report for Islais Creek Bridge Project (Planning Department Case No. 2022-000112ENV)

Attached for your review, please find a copy of the Responses to Comments document for the Islais Creek Bridge Project draft environmental impact report (EIR). The Responses to Comments document, along with the draft EIR, will be before the planning commission for final EIR certification on November 6, 2025. Please note that the public review period for the draft EIR ended on January 22, 2024. Comments received at the final EIR certification hearing will not be responded to in writing. The agenda for the November 6, 2025, planning commission hearing showing the start time and order of items at the hearing will be available at https://sfplanning.org/hearings-cpc-grid by close of business on Friday, October 31, 2025.

The purpose of the November 6, 2025, planning commission hearing is for the commission to certify if the final EIR is adequate, accurate and objective, reflecting the independent judgment and analysis of the commission.

The planning commission does not conduct a hearing to receive comments on the Responses to Comments document, and no such hearing is required by the California Environmental Quality Act. Interested parties, however, may write to the commission at commissions.secretary@sfgov.org (preferred) or 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103 to express an opinion on the Responses to Comments document or the commission's decision to certify the final EIR.

This Responses to Comments document, together with the draft EIR, constitutes the final EIR. The draft EIR may be downloaded from https://sfplanning.org/environmental-review-documents. If you have any questions concerning the Responses to Comments document or the environmental review process, please contact Elizabeth White, EIR coordinator, at 628.652.7557or CPC.IslaisCreekBridgeProject@sfgov.org.

Thank you for your interest in this project and your consideration of this matter.



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List of Acronyms and Abbreviations

Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
department	San Francisco Planning Department
EIR	environmental impact report
historic preservation commission	San Francisco Historic Preservation Commission
MMRP	Mitigation Monitoring and Reporting Plan
NOP	notice of preparation
Planning Commission	San Francisco Planning Commission
$PM_{2.5}$	particulate matter equal to or less than 2.5 microns in diameter
Public Works	San Francisco Department of Public Works
RTC	responses to comment
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
UCSF	University of California, San Francisco

1. INTRODUCTION

A. Purpose of the Responses to Comments Document

The purpose of this responses to comments (RTC) document is to present public comments on the draft environmental impact report (EIR) for the Islais Creek Bridge Project; respond in writing to comments on environmental issues; and revise the EIR as necessary to provide additional clarity. Pursuant to California Environmental Quality Act (CEQA) sections 21091(d)(2)(A) and (B), the San Francisco Planning Department (department) has considered the comments received on the draft EIR, evaluated the issues raised, and is providing written responses to each substantive environmental issue raised by the commenters during public review. In response to public comments on the draft EIR, the San Francisco Department of Public Works (Public Works) evaluated a bridge design that would potentially reduce the overall project construction duration to minimize construction-related transportation impacts. This revised design is described in this RTC document as the "preferred project variant."

In accordance with CEQA, this RTC document focuses on clarifying the project description, addressing physical environmental issues associated with the proposed project, and describing text changes to the draft EIR initiated by department staff.

None of the comments received or text changes provide new information that warrants recirculation of the draft EIR. The comments and text changes do not identify new significant impacts or a substantial increase in the severity of previously identified impacts. Furthermore, the comments and text changes do not identify feasible project alternatives or mitigation measures that are considerably different from those that were analyzed in the draft EIR.

The draft EIR and this RTC document constitute the final EIR for the proposed project, in fulfillment of CEQA requirements and consistent with CEQA Guidelines section 15132. The final EIR has been prepared in compliance with CEQA, including the CEQA Guidelines, and San Francisco Administrative Code chapter 31. It is an informational document for use by (1) governmental agencies and the public to aid in the planning and decision-making process by disclosing the physical environmental effects of the proposed action and identifying possible ways of reducing or avoiding the potentially significant impacts; and (2) the San Francisco Planning Commission (planning commission) and other city entities (e.g., the San Francisco Municipal Transportation Agency [SFMTA] Board of Directors), where applicable, prior to their decisions to approve, disapprove, or modify the Islais Creek Bridge Project.

The proposed project would require approvals from several agencies, including those listed below.

Federal Agencies

- United States Coast Guard: Rivers and Harbors Act section 9 approval
- United States Army Corps of Engineers: Clean Water Act section 404 permit for filling or dredging of waters of the United States

- National Marine Fisheries Service: informal consultation pursuant to section 7 of the Endangered Species Act and section 305(b) of the Magnuson–Stevens Fishery Conservation and Management Act; authorization to incidentally harass marine mammals pursuant to the Marine Mammal Protection Act
- Federal Highway Administration delegated to the California Department of Transportation (Caltrans): National Environmental Policy Act – Finding of No Significant Impact

State Agencies

- State of California, San Francisco Bay Regional Water Quality Control Board: Clean Water Act section 401
- San Francisco Bay Conservation and Development Commission (BCDC): BCDC permit
- Caltrans: type selection review for evaluation of constructability and approval of the bridge
- California Department of Fish and Wildlife (CDFW): California Endangered Species Act Incidental Take Permit and Lake and Streambed Alteration

Local Agencies

- San Francisco Planning Commission: certification of the EIR
- San Francisco Public Works Commission: Contract Award
- San Francisco Municipal Transportation Agency (SFMTA): encroachment permit or memorandum of understanding
- SFMTA Board: adoption of findings under CEQA and adoption of the Mitigation Monitoring and Reporting Plan (MMRP)
- Port of San Francisco: encroachment permit or memorandum of understanding
- San Francisco Public Utilities Commission (SFPUC): facility permit for new stormwater tie-in
- San Francisco Public Works: Director's Order to Proceed and adoption of findings under CEQA and adoption of the MMRP

B. Environmental Review Process

The EIR process provides an opportunity for the public to review and comment on the Islais Creek Bridge Project's potential environmental effects and further inform the environmental analysis. As a first step in complying with the procedural requirements of CEQA, the department published a notice of preparation (NOP) of an EIR.

Notice of Preparation

The department, as the lead agency responsible for administering environmental review of projects in the city under CEQA, published the NOP for the Islais Creek Bridge Project on May 31, 2023 (included as

Appendix A of the draft EIR). The department sent the NOP to the State Clearinghouse, responsible agencies, and interested individuals and organizations. The planning department mailed the notice of availability of the NOP to tenants and property owners within 300 feet of either side of the Islais Creek Bridge project site. The mailing included the English notice, with translations into Chinese, Spanish, Filipino, and Vietnamese. Planning staff also provided an email notification of the project to neighborhood groups in Potrero Hill and Bayview, as well as citywide organizations that have requested project notifications from the planning department.

In addition to physical mailings and e-mail notifications, the department physically posted posters on each side of the Islais Creek Bridge and posted notices in SFMTA buses and light rail vehicles for the duration of the NOP comment period. Comments received during the scoping process were considered in preparation of the EIR (see **Table 1.C-1**, draft EIR page 1-3 for a summary of the comments received on the NOP).

Draft EIR

The department prepared the draft EIR for the proposed action in accordance with CEQA, the CEQA Guidelines, and San Francisco Administrative Code chapter 31. The department published the draft EIR on November 29, 2023, and circulated the notice of availability of the draft EIR and notice of public hearing to local, state, and federal agencies, as well as interested organizations and individuals. The draft EIR comment period ended on January 22, 2024 (for a total of 54 days).

The planning department distributed paper copies of the draft EIR for public review at the following locations: (1) San Francisco Planning Department, Planning Information Counter, 49 South Van Ness Avenue, and (2) San Francisco Main Library, 100 Larkin Street. Electronic copies of the EIR were also available for review by download on the department's web page: *https://sfplanning.org/environmental-review-documents*.

The planning department distributed the notice of availability of the draft EIR and public hearing to tenants and property owners within 300 feet of either side of the Islais Creek Bridge project site. The mailing included the English notice, with translations into Chinese, Spanish, Filipino, and Vietnamese. The planning department also distributed the notice of availability electronically to Bayview, Potrero Hill, and citywide neighborhood groups registered to receive notices from the Planning Department, as well as individuals who commented on the NOP or had previously expressed interest in receiving project notices; published notification of its availability in the San Francisco Examiner; sent the notice to the State Clearinghouse; and posted the Notice of Public Hearing and Availability of the EIR at the San Francisco County Clerk's office and on the project site. Paper copies of the draft EIR were available upon request. Electronic copies of the draft EIR were made available for review or download on the planning department's "Environmental Review Documents" webpage: *https://sfplanning.org/environmental-review-documents*. In addition to physical mailings and e-mail notifications, the department physically posted posters on each side of the Islais Creek Bridge and posted notices in SFMTA buses and light rail vehicles for the duration of the draft EIR comment period.

On December 20, 2023, the San Francisco Historic Preservation Commission (historic preservation commission) held a public hearing for the Commissioners to provide comments to the planning department on the draft EIR because the project would demolish the Islais Creek Bridge, a historic resource. Subsequent to that public

hearing, the historic preservation commission submitted a comment letter to the department. The intent of the historic preservation commission hearing was for this commission to formulate comments for consideration by the planning commission; therefore, this RTC document includes only the comment letter submitted by the historic preservation commission and does not include responses to verbal comments made at the public hearing.

The planning commission conducted a public hearing to receive comments on the draft EIR on January 11, 2024. A court reporter attended the public hearing to transcribe the comments verbatim and provide a written transcript (see Attachment 1 of this RTC document).

During the DEIR public review period, the planning department received written comments from two agencies, boards, and commissions; four different nongovernmental organizations; and one individual. Attachment 2 of this RTC document includes copies of the comments submitted during the draft EIR public review period, as well as comments received after the close of the public review period from one agency and one nongovernmental organization.

Responses to Comments Document and Final EIR

This RTC document addresses all substantive written and verbal comments received during the draft EIR public review period for the EIR, as well as one letter and two emails received after the close of the public review period. Late comments are not required to be included in this RTC document, but the department has chosen to include them. They have been responded to as appropriate in RTC Chapter 4, Comments and Responses. Furthermore, CEQA Guidelines section 15204(a) states that the focus of public review should be "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated." In addition, "[w]hen responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR." CEQA Guidelines section 15088 specifies that the lead agency is required to respond to comments on the major environmental issues raised during the draft EIR public review period. Therefore, this RTC document focuses on the sufficiency and adequacy of the EIR with respect to the significance of the physical environmental impacts of the proposed action that were evaluated in the EIR.[1]

The department distributed this RTC document to the planning commission, as well as agencies, neighborhood organizations, and persons who commented on the draft EIR or expressed interest in receiving project notifications. The planning commission will consider the adequacy of the final EIR—consisting of the draft EIR and the RTC document—with respect to the requirements of CEQA and San Francisco Administrative Code chapter 31 during that planning commission hearing. If the planning commission finds that the final EIR is adequate, accurate, and complete, and complies with CEQA requirements, it will certify the final EIR under CEQA, and then the Public Works director would consider the associated MMRP as well as the requested approvals for the proposed project. The MMRP includes mitigation measures to be implemented by the city in

[1] Whenever responses to comments in this document refer to the "proposed project," those references are generally intended also to include the preferred project variant.

connection with the Islais Creek Bridge Project, and mitigation measures to be implemented by the project sponsor.

Document Organization

This RTC document consists of the following chapters and attachments:

- **Chapter 1: Introduction** – This chapter discusses the purpose of the RTC document, the environmental review process for the Islais Creek Bridge Project, and the organization of the RTC document.
- **Chapter 2: Revisions and Clarifications to the Project Description** –This section includes a description of the revisions to the proposed project that have been proposed by the project sponsor since publication of the draft EIR (the preferred project variant). A comparison of the original project design description identified in the draft EIR and the preferred project design is also included in this chapter. This chapter also clarifies and summarizes staff-initiated changes to the description of the proposed project, as described in draft EIR Chapter 2, Project Description. The minor revisions and clarifications consist of new information that updates, supplements, or replaces certain project description information and the associated environmental analysis previously presented in the draft EIR. This chapter explains why these revisions and clarifications to the proposed project would not result in any new environmental impacts that were not already discussed in the draft EIR or a substantial increase in the severity of previously identified significant environmental impacts.
- **Chapter 3: List of Commenters on the Draft EIR** – This chapter provides a list of the agencies, organizations, and individuals who submitted written comments during the draft EIR public review period or verbal comments at the public hearing regarding the draft EIR. The list is organized into the following categories: federal, state, regional, local agencies, and boards and commissions; organizations; and individuals. The list identifies whether the persons submitted comments in writing (letter or email) or verbally at the EIR public hearing (transcript), or both.
- **Chapter 4: Comments and Responses** – This chapter presents all substantive comments, excerpted verbatim from written comments and the transcript of the planning commission public hearing, regarding the draft EIR. Attachment 1 of this RTC document includes a written transcript of the planning commission public hearing regarding the draft EIR. Attachment 2 of this RTC document includes copies of the written comments submitted during the draft EIR public review period, as well as one letter and two emails received after the close of the comment period. The comments are organized by topic and, where appropriate, by subtopic, including the same environmental topics addressed in draft EIR Chapter 4, Environmental Setting and Impacts.

  This RTC document codes the comments in the following ways:

  - "A-": Comments from agencies are designated by "A-" and an acronym for the agency's name.
  - "O-": Comments from non-governmental organizations are designated by "O-" and an acronym for the organization's name.
  - "I-": Comments from individuals are designated by "I-" and the commenter's last name.

Within each category, commenters are listed in alphabetical order. In cases where commenters submitted more than one letter or email, the comment codes end with a sequential number. For example, comment codes O-EDOT_1 and O-EDOT_2 denote multiple emails submitted by the same commenter.

Following each comment or group of similar comments on a topic are the department's responses. The responses generally provide clarification of the draft EIR text. They may also include revisions or additions to the draft EIR. Such changes are shown as indented text, with new text <u>underlined</u> and deleted text shown with ~~strikethrough~~.

- **Chapter 5: EIR Revisions** – This chapter includes all changes to the draft EIR to update, correct, or clarify the information presented in the draft EIR. As discussed in RTC Chapter 5, the changes would not result in significant new information with respect to the proposed action, including the level of significance of any impacts, or any new significant impacts.
- **Attachments** – This RTC document includes the following appendices (called "attachments" to distinguish them from the draft EIR appendices):
  - Attachment 1: Draft EIR Public Hearing Transcript
  - Attachment 2: Draft EIR Comment Letters and Emails

2. REVISIONS AND CLARIFICATIONS TO THE PROJECT DESCRIPTION

During the draft EIR comment period for the Islais Creek Bridge Project, many commenters expressed concern about the Islais Creek Bridge's impacts related to traffic congestion, transit delay, the bicycling/walking network, and movement of freight goods, as well as the proposed project's construction duration. Commenters also sought clarification or further details about how public input would be sought and considered on the transportation plan for the proposed bridge closure.

In response to public comments on the draft EIR, Public Works examined ways to further minimize mobility impacts due to the Islais Creek Bridge's construction and evaluated a bridge design that would potentially reduce the overall project construction duration to minimize construction-related transportation impacts. This revised design is described in this RTC document as the "preferred project variant." In addition, as a result of public comment, the project description has been revised to include the development of a community engagement and mobility strategy. This strategy will directly inform the mobility network and transportation interventions during the approximately two-year closure of the Islais Creek Bridge. The mobility strategy shall be developed by SFMTA, in coordination with Public Works, and shall involve public outreach with community groups/members of the public to formulate the strategy and planning process for Islais Creek Bridge closure during project construction.

This chapter summarizes the preferred project variant and community engagement and mobility strategy, and minor revisions and clarifications to the project description, including the corresponding updates to the text in the draft EIR (new text is <u>underlined</u>, and deleted text is shown in ~~strikethrough~~); and describes the environmental impacts of the revisions. As discussed in Section A, below, the preferred project variant would not result in any new or substantially more severe environmental impacts than those already identified in the draft EIR. As detailed in Section C, below, Mitigation Measure M-TR-1 has been modified to ensure there are no secondary impacts to the 19-Polk transit line due to implementation of the T-Third Bus Bridge in addition to clarifying the T-Third Street bus bridge plan requirements. There are no new mitigation measures or alternatives that would be considerably different from those analyzed in the draft EIR and would substantially reduce one or more of the project's significant effects on the environment, but which the project sponsor has declined to adopt.

The EIR text revisions shown in this chapter relate specifically to the changes made in draft EIR Chapter 2, Project Description. Additional EIR text revisions and revisions made in response to the comments received on the draft EIR are presented in RTC Chapter 4, Comments and Responses. All text changes to the draft EIR, including revisions in this chapter, are presented in RTC Chapter 5, EIR Revisions. The revisions clarify, expand, or update the information presented in the draft EIR.

Section 15088.5 of the CEQA Guidelines requires recirculation of an EIR when "significant new information" is added after publication of the draft EIR but before certification. The CEQA Guidelines state that information is "significant" if "the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to

implement." Recirculation is not required if "new information in the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR."

The following sections discuss the modifications and revisions to the project description, changes to the mitigation measures, and revisions/clarifications to draft EIR text and figures; these modification and revisions do not add significant new information to the draft EIR that would require recirculation.

A. Preferred Project Variant

In response to comments received on the draft EIR, Public Works evaluated a bridge design that would potentially reduce the overall project construction duration to minimize construction-related transportation impacts. This revised design is included in the Responses to Comments document as the "preferred project variant."

Preferred Project Variant Description

On draft EIR page 2-12, a new Section 2.G.B has been added to describe the preferred project variant (before Section 2.H, Project Approvals); changes made to this section are shown below in ~~strikethrough~~ and underline:

2.G.B Preferred Project Variant

The preferred project variant features a revised bridge design that incorporates a 115-foot-long, 105-foot-wide, single-span precast/prestressed concrete adjacent box beams bridge. Similar to the proposed project bridge design, the preferred project variant would involve demolition and removal of the existing bridge deck, including all electrical equipment and drive machinery needed to open the drawbridge. The preferred project variant would meet current structural and seismic standards and would be resilient to predicted sea-level-rise impacts up to the year 2100. The revised bridge design proposes bottom and top of deck minimum elevations of 14.3 feet and 18.6 feet, respectively (see Figure 2.G.B-1), and provides an increased clearance of approximately 4 feet when compared to the existing bridge. Similar to the proposed project bridge design, the preferred project variant would not change the existing lane configuration of the bridge, with the exception of a new pedestrian and bicycle path. The revised design would accommodate a center 24-foot-wide dedicated light rail trackway, two 11-foot-wide travel lanes in each direction, a 12-foot-wide Class I pedestrian path on the eastern side of the bridge, and a 17-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge (Figure 2.G.B-2 and Figure 2.G.B-3).

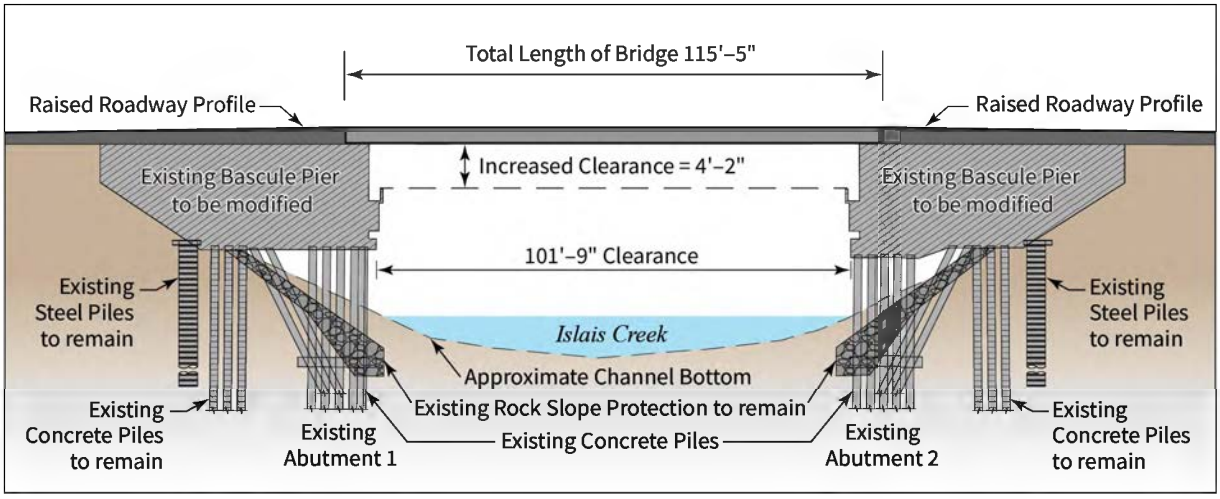


Figure 2.G.B-1 **Preferred Project Variant Bridge Longitudinal Section**

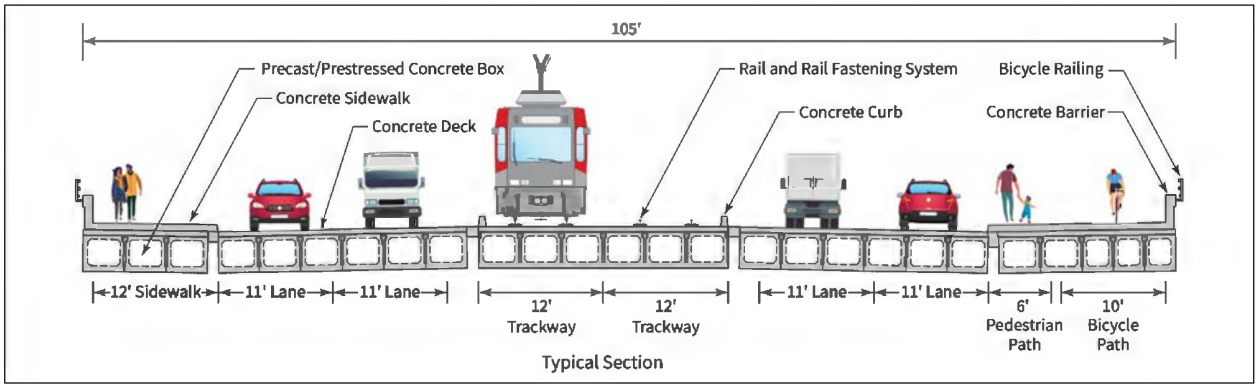


Figure 2.G.B-2 **Preferred Project Variant Bridge Cross Section**

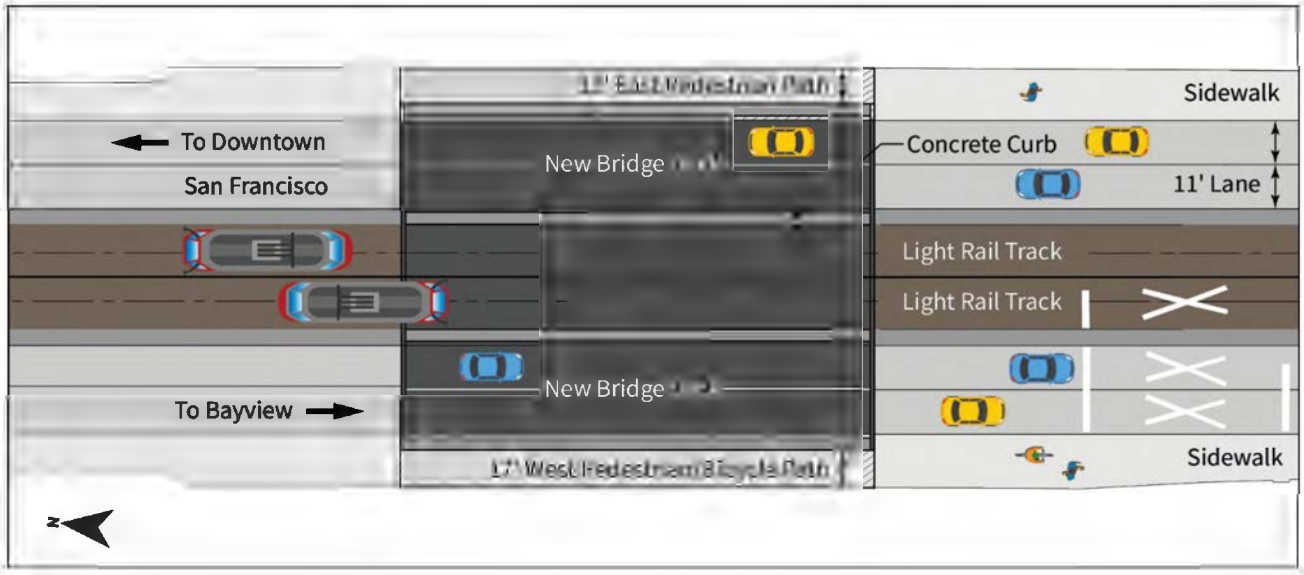


Figure 2.G.B-3 Preferred Project Variant Bridge Plan View

Under the preferred project variant, the box beams bridge structure would consist of 3-foot-wide and 4-foot-wide box beams. A box beams bridge, or box girder bridge, is a bridge in which the main beams comprise girders in the shape of a hollow box. These beams would be 3 feet 6 inches tall with a 6-inch-thick concrete deck above, for a total 4-foot-deep structure.

Following the conclusion of the draft EIR comment period, Public Works reevaluated the proposed bridge design to determine whether efficiencies with construction and a reduced bridge closure timeline could be accommodated. Although the proposed bridge design (single-span precast/prestressed concrete through-girder bridge type) is not considered complex or nonstandard, it is rare to have two types of precast members (i.e., through-girder and adjacent box beam) in a new bridge. The preferred project variant simplifies the bridge design by using a single type of precast concrete beam, making it accessible to more fabricators and contractors to construct the proposed bridge. This bridge variant also simplifies construction by reducing the number of construction sequences and connections between bridge components, effectively reducing risks that may otherwise lengthen the construction schedule past the 24-month bridge closure.

Similar to the proposed project, the preferred project variant bridge configuration, Third Street, and the sidewalk would be maintained; and the light rail alignment would be modified to eliminate the existing reverse curves required to accommodate the center girder of the existing bridge. Replacing the bridge at its current location would not require the acquisition of new right-of-way from adjacent parcels. Third Street and the pedestrian/bicycle paths would be raised to match the profile of the reconstructed bridge. The reconstruction would extend approximately 200 feet to the north of the existing bridge superstructure and 250 feet to the south of the existing bridge superstructure. Sidewalks would be constructed 8 inches above Third Street. Minor adjustments would be made to the elevation of existing driveways and drainage catch basins in the changed approach grades along Third Street.

A comparison of key bridge design differences between the proposed project and the preferred project variant is provided in Table 2.G.B.2., below. Design differences between the proposed project and the

preferred project variant are generally minor as no changes to the project footprint, construction access and staging, phasing, work crew, or number or types of construction equipment and vehicles. The new bridge design would not result in substantive changes to the overall construction duration or schedule—although, as mentioned above, the simplified design would reduce the number of construction sequences and connections between bridge components, effectively reducing risks that could otherwise lengthen the construction schedule.[2]

Table 2.G.B.2 Comparison of Bridge Designs for the Draft EIR Project and Preferred Project Variant

Bridge Design Feature	Draft EIR Project	Preferred Project Variant
Dedicated light rail trackway	Constructed in the median of Third Street; Center 26 feet wide	Constructed in the median of Third Steet; Center 24 feet wide
Travel lanes	Two 11-foot travel lanes in each direction	Same as draft EIR project
Pedestrian/bicycle path on the eastern side of the bridge	12-foot-wide Class I	Same as draft EIR project
Pedestrian/bicycle path on the western side of the bridge	16-foot-wide Class I	17-foot-wide Class I
Bridge abutments	Modified to create space for new concrete girders and deck elements. Optional pilings installed through the bottom of the existing abutments; no pile driving proposed (cast-in-drilled-hole reinforced-concrete or pipe piling only).	Modified to create space for concrete adjacent box beams and deck elements. Optional pilings installed through the bottom of the existing abutments; no pile driving proposed (cast-in-drilled-hole reinforced-concrete or pipe piling only).
Excavation depths	15 feet for combined sewer/ stormwater system; 5 feet behind the existing abutments; and up to 80 feet below the floor of the existing abutment if cast-in-drilled-hole or cast-in-steel-shell piles are necessary.	Same as draft EIR project
Lighting and electrical	Streetlight poles supporting electric wires affixed to through girders	Streetlight poles supporting electric wires affixed to sidewalks
Drainage	Stormwater runoff directed to curb and gutters along the edge of Third Street, and then to new stormwater collection drains	Same as draft EIR project
Existing fender pile system	Removal of existing fender piles and no new fenders installed.	Same as draft EIR project
Existing control tower	Control tower demolished and rehabilitated to create public observation platform	Same as draft EIR project

[2] AECOM, Preferred Project Variant Construction Duration Analysis and Assumptions Memorandum, February 25, 2025.

2.G.B.1 Preferred Project Variant Construction Duration Analysis

A preferred project variant construction duration analysis and assumptions memorandum was prepared in February 2025 identifying considerations and assumptions related to reducing the project's overall construction duration and bridge closure timeline for the preferred project variant. The preferred project variant schedule integrates several key variables to optimize the construction timeline, reduce the overall duration of construction, and minimize impacts.[10]

Although project construction for the preferred project variant is anticipated to extend for a total duration of approximately 24 months, public access to the bridge (e.g., use of the existing light rail and access for vehicular, bicycle, and pedestrian traffic) would continue for the first five months during the early phases of construction (e.g., during the project startup, submittals, and procurement and site preparation phases). Once closed to the public, there would be no access for vehicles, light rail, or pedestrians to the project area. Following construction of the new bridge, pedestrian access and vehicular traffic are expected to resume earlier than the full 24-month duration, with vehicle traffic potentially reopening as soon as 15 months after bridge closure, even while project close-out and early operations-related activities are still underway. Light rail operations are anticipated to require additional activities prior to reopening and therefore are anticipated to resume 19 months after bridge closure.[11] These timelines reflect the benefits of the preferred project variant's adjacent box beam design, which simplifies construction processes and reduces risks of delays.

[10] AECOM, Preferred Project Variant Construction Duration Analysis and Assumptions Memorandum, February 25, 2025

[11] Ibid

CEQA Considerations of the Preferred Project Variant

Public Works developed the preferred project variant to reduce the project's overall construction duration and to reduce project risks during construction. The preferred project variant would generally have similar physical environmental impacts as the proposed project and would not result in new or more significant environmental impacts than those identified in the draft EIR. According to CEQA Guidelines section 15088.5, recirculation of a draft EIR prior to certification is required only when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under section 15087 but before certification." "Significant new information" is defined as:

1. There is a new significant environmental impact that would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure would be considerably different from others previously analyzed and would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

CEQA Guidelines section 15088.5(d) states that recirculation is not required if "new information in the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR." The proposed changes associated with the preferred project variant described below would not result in significant new information, as defined in CEQA Guidelines section 15088. As indicated in Chapter 4 of this RTC document, the draft EIR is considered to be adequate. The preferred project variant is substantially similar to the project described and evaluated in the draft EIR. The preferred project variant is in addition to the draft EIR project and the alternatives analyzed in the draft EIR. Therefore, recirculation of the draft EIR pursuant to CEQA Guidelines section 15088.5 is not required.

B. Project Description Revisions

Summary of Minor Revisions and Clarifications

The minor revisions and clarifications made to draft EIR Chapter 2, Project Description, include:

- corrections to the description of transportation detours during the Islais Creek bridge construction;
- addition of a community engagement and mobility strategy; and
- addition of the "Public Works Director Order to Proceed" to the Local Agencies section of required project approvals and adoption of the CEQA findings by the SFMTA board

Updates to the Text and Figures in the Draft EIR

On draft EIR, page 2-10, additional detail and clarification has been added to the description of the anticipated transportation detours during the Islais Creek bridge construction; staff-initiated text changes made to this description are shown below in ~~strikethrough~~ and underline:

> The Islais Creek Bridge closure is expected for approximately 24 months. Throughout the construction duration, there would be no access for vehicles, light rail, or pedestrians to the project area. A traffic management plan would be established that would include a detour plan for vehicles, bicyclists, and pedestrians. Most of the vehicle traffic would be diverted to local streets, which may include~~ing~~ Evans Avenue and/or Illinois Street Bridge, and the remainder would use freeway, including U.S. 101 and I-280. People walking and bicycling would be detoured and directed to use the Illinois Street bridge. Local driveway access would be provided to owners in the project area on Third Street. Additional local access restrictions may be provided for other roadways in the project vicinity affected by the project detour routes.
>
> As part of the proposed project, Public Works is working with the SFMTA to develop a temporary bus bridge plan to replace the existing T-Third light rail service. As replacement, Muni would run a combination bus and rail service during the Islais Creek Bridge construction period. T-Third Bus service would run between Market Street and Bayshore/Sunnydale Station. T-Third light rail service would run between Chinatown Station and the University of California, San Francisco (UCSF) Medical Center Station at Third and Mariposa streets. The bus service would traverse Islais Creek via the

Illinois Street Bridge and provide a direct connection between the area south of Islais Creek Bridge to downtown. A goal of this plan is to ensure that most T-Line passengers would not have to transfer from the bus service to the T-Third light rail; passengers who must transfer would have transfer options at the 4th and King Caltrain Station and the UCSF Medical Center Station at Third and Mariposa streets.

Public Works is also working with the SFMTA to develop a detailed detour plan for the 15-Bayview Hunters Point Express, 91-Third Street/19th Avenue Owl, and T-Third Street Bus (select early-morning and late-night trips) bus routes, which would also use ~~Third Street – Islais Creek~~ the Illinois Street Bridge during project construction.

In response to public comments, Public Works modified the project to include a community engagement and mobility strategy. The strategy is described on page 2-12 in Section 2.G.A in the draft EIR; changes made to this section are shown below in ~~strikethrough~~ and underline:

2.G.A Community Engagement and Mobility Strategy

The SFMTA, in coordination with Public Works, would develop a comprehensive community engagement and mobility strategy (mobility strategy) for the approximately two-year closure of the Islais Creek Bridge Project. The mobility strategy would address the rerouting plans around the Islais Creek Bridge and T-Third (and 19-Polk bus, as applicable) bridge plans. The mobility strategy would also identify ways to reduce effects to the mobility networks for all users (e.g., private vehicles, buses, people walking and bicycling). The mobility strategy would also include the following components:

- *Public Outreach*. Public Works and SFMTA shall work with community groups and/or members of the public in Bayview Hunters Point and Potrero Hill to formulate the mobility strategy. Public Works and SFMTA shall maintain a list of outreach opportunities on the mobility strategy on the project website (Islais Creek Bridge Replacement Project | Public Works) and provide online resources (e.g., StoryMaps) to engage the public in the community mobility planning process.

- *Point of Contact*. The mobility strategy shall identify a point of contact who shall be available during construction, and this contact shall also be listed as the contact on the project's public-facing website.

- *Context-Sensitive Solutions*. The strategy shall identify measures and context-sensitive solutions for how to ensure community mobility priorities are achieved during the two-year construction period.

- *Oversight and Follow-up Actions*. After the start of Islais Creek Bridge project construction activities, Public Works and SFMTA shall post biannual reports identifying complaints received and proposed updates or modifications to the strategy. The oversight and reporting period shall end when the new Islais Creek Bridge is fully operational for private vehicles, transit, and people walking and bicycling.

On draft EIR page 2-13, the approvals for local agencies with regulatory jurisdiction over project approval have been revised. Changes made to this description are shown below in ~~strikethrough~~ and underline:

Local Agencies

- San Francisco Planning ~~c~~Commission: certification of the EIR
- San Francisco Public Works Commission: Contract Award
- SFMTA: encroachment permit or memorandum of understanding
- SFMTA Board: adoption of findings under CEQA and adoption of the MMRP
- Port of San Francisco: encroachment permit or memorandum of understanding
- SFPUC: facility permit for new stormwater tie-in
- San Francisco Public Works: Director's Order to Proceed and adoption of findings under CEQA and adoption of the MMRP

C. Environmental Effects of Revisions to the Project

Preferred Project Variant

The preferred project variant would be substantially similar to the draft EIR project; accordingly, the environmental effects of the preferred project variant would generally result in the same impacts as the draft EIR project for all environmental topics. As discussed above, design differences between the original draft EIR project and the preferred project variant do not result any changes to the project footprint, construction access and staging, phasing, work crew, or number or types of construction equipment and vehicles. The new bridge design would not result in substantive changes to the overall construction duration or schedule, though the variant would allow public access during portions of the project's construction and could avoid standard construction delays that might otherwise extend the construction period for the proposed project. Although it would not avoid the significant unavoidable historic architectural resources and transportation and circulation impacts of the draft EIR project, the preferred project variant would not create any new significant impacts or increase the severity of identified significant and unavoidable impacts. In all cases, the same mitigation measures identified for the draft EIR project would apply to the preferred project variant (and in all cases as modified below and in Section 5, Draft EIR Revisions, in this document). The environmental effects of the preferred project variant for transportation and transit delays are further summarized below, reflecting the substantive transit planning process that was completed.

Transportation and Transit Delay Analysis

Both the draft EIR project and the preferred project variant involve demolition and replacement of the Islais Creek Bridge, impacting Muni transit routes, including T-Third light rail, the T-Third late-night bus, and the 15-Bayview Hunters Point Express bus service. During the Islais Creek Bridge closure, the T-Third light rail service would be replaced with bus service, and both the T-Third and 15-Bayview Hunters Point Express bus services would be rerouted through transportation detours. As reflected in the delineated revisions included in Section B above, under "Updates to the Text and Figures in the Draft EIR," the project proposes potential transportation detours during the Islais Creek Bridge construction that directs traffic to Evans Avenue and/or the Illinois Street Bridge.

The decision as to which of these options would be pursued is still under consideration as of publication of this RTC document. Furthermore, the specifics for whether an optional detour along Illinois Street Bridge would involve closure or partial closure to general vehicle traffic along the Illinois Street Bridge are also under consideration. For this reason, the department conducted an analysis of the potential secondary impacts of precluding private vehicle traffic on Illinois Street Bridge during the Islais Creek Bridge construction.[3] Secondary impacts may include, for example, increased travel time compared to the existing condition for Muni transit and bus routes that would need to travel a longer distance and increased traffic along the roadways where Islais Creek Bridge traffic would be diverted. Specifically, the 19-Polk bus route may experience delays due to increased traffic along its route resulting from diverted Islais Creek Bridge traffic.

The *Islais Creek Bridge Transit Delay Analysis Report* evaluated transit delay under two scenarios:

- Scenario A assumes the Illinois Street Bridge would remain open to all traffic, including both general vehicles and transit vehicles, during the Islais Creek Bridge project construction; and
- Scenario B assumes the Illinois Street Bridge would be restricted to transit and commercial vehicles only, with general traffic diverted to alternate routes during the Islais Creek Bridge project construction.

To evaluate vehicle traffic pattern changes under either scenario, the transportation consultant relied on transportation models provided by the SFCTA. The consultant then applied the distribution percentage from the transportation models (i.e., identifying the percentage of traffic diverted to other streets due to a potential Illinois Street Bridge closure) to the actual traffic volumes recorded on the Islais Creek Bridge in May 2022. Additionally, the *Transit Delay Analysis Report* includes transit priority improvements (e.g., signal timing changes and midblock bus bulb installations) that are being considered to improve the transit travel time on the 19-Polk, T-Third, and 15-Hunters Point Bayview Express under both Scenarios A and B.

A comparison of Transit Delays during Construction of the Islais Creek Bridge is provided in RTC Table 2-1.

RTC Table 2-1 Comparison of Transit Delays During Construction of the Islais Creek Bridge with or without Transit Priority Improvements

	19-Polk				T-Third and 15-HP Bayview Express		
	Scenario A		Scenario B		Scenario A		Scenario B
Transit Delay(s)	No Improvements	With Improvements	No Improvements	With Improvements	No Improvements	With Improvements	No Improvements
Inbound							
Transit Delay (seconds)	63	11	274	78	282	60	72
Outbound							
Transit Delay (seconds)	107	40	283	187	138	155	72

[3] CHS Consulting Group, Islais Creek Bridge Transit Delay Analysis, September 2024.

Under Scenario B, two types of transit priority improvements are described in the *Transit Delay Analysis Report*, along with estimated reductions in transit delay:

- Traffic signal timing changes at the intersections of Cesar Chavez/Illinois and Evans/Napoleon/Toland to provide additional green time for approaches with transit routes to reduce traffic congestion delay
- Bus bulbs to reduce reentry delays at passenger stops on Evans Avenue

SFMTA reviewed and evaluated the *Transit Delay Analysis Report*, including review of transit priority improvements for the 19-Polk in the event the Illinois Street Bridge is closed to private vehicle traffic as part of Mitigation Measure M-TR-1. SFMTA confirmed that proposed improvements, including the proposed signal timing modifications, would reduce or limit transit delays to the 19-Polk to acceptable levels allowing for acceptable performance standards to be met and would be feasible to implement during construction.[4] Mitigation Measure M-TR-1 has been modified in the EIR to require the transit priority improvements called out under Scenario B of the transit delay analysis for the 19-Polk be implemented during construction and to provide clarifications regarding the T-Third bus bridge plan requirements. The text changes are shown below in ~~strikethrough~~ and underline:

> **Mitigation Measure M-TR-1: Reduce Transit Travel Times for T-Third Street and 19-Polk Riders.** San Francisco Public Works is working with the San Francisco Municipal Transportation Agency (SFMTA) to provide a bus bridge service plan (plan). The plan shall identify measures~~, to the degree feasible, that would~~ targeted to meet a performance standard ~~meet a performance standard~~ of limiting travel times to less than four minutes for ~~to~~ the T-Third bus bridge ~~vehicle to less than four minutes~~ between the Third Street/Evans Street Intersection on the south and the Third Street/ Mariposa Street intersection to the north above conditions that existed in September 2023, ~~to the degree feasible and practical~~. The plan would also identify measures that shall meet a performance standard of limiting travel times to less than four minutes for the 19-Polk between Aquatic Park and Hunters Point. The plan may include, but not be limited to, the following temporary measures during construction:
>
> - private vehicle restrictions on certain routes (e.g., Illinois Street Bridge) or reallocating roadway space to prioritize transit (e.g., Evans Avenue);
> - transit signal priority or signal timing optimization;
> - providing transit capacity consistent with customer demand to minimize waits for riders;
> - providing new safe pedestrian crossings and paths, clear directions, and wayfinding signs for any new transfers between the light rail and bus services; and installing temporary bus bulbs; and/or
> - ~~or~~ other measures that can be feasibly and practically implemented to achieve the performance standard.

[4] Email from Dustin White (SFMTA) to Chelsea Fordham (San Francisco Planning Department). SUBJ: Transit Improvements Mitigating Islais Creek Bridge Project Delay. May 21, 2025.

The following additional measures shall be required to meet the performance standard for the 19-Polk.

- Transit signal priority or signal timing optimization shall be implemented at the intersection of Evans Avenue/Toland Street/Napoleon Street.
- Temporary midblock bus bulbs shall be installed for the bus stops at Evans Avenue and Cesar Chavez Street, and Evans Avenue and Selby Street.

Full details of the bus bridge service plan, including the extent of the light rail service, passenger pick-up/drop-off locations, bus frequency, and passenger transfer routes, shall be developed by San Francisco Public Works and SFMTA as the project's design progresses.

Mitigation Measure M-TR-1 requires the project sponsor to develop and implement a bus bridge service plan with temporary measures during construction that meet a performance standard to reduce transit delays to acceptable levels. Each of the potential options identified above has been found to improve transit operations.

SFMTA is currently evaluating the exact measures that could be implemented for the T-Third bus bridge under Mitigation Measure M-TR-1 to reduce this impact to a less-than-significant level. In contrast, the measures required to reduce the impact to the 19-Polk have already been identified and would meet the performance target; therefore, the impact would be less than significant for the 19-Polk.

However, for the T-Third bus bridge, the transit improvement measures under Mitigation Measure M-TR-1 may be modified based on community input prior to being finalized, and full funding for the transit service has not yet been secured. As a result, the project's potential significant construction-related delays to T-Third Street riders would remain significant and unavoidable, even with mitigation.

Refer to Section 5.E, Revisions to Transportation and Circulation Chapter (draft EIR Chapter 4.C), for text revisions to clarify, expand, or update the information presented in the draft EIR. The revised text does not provide new information that would result in any new significant impact not already identified in the EIR or a substantial increase in the severity of an impact identified in the EIR that cannot be mitigated to a less-than-significant level with implementation of the mitigation measure agreed to by the project sponsor. The additional analysis conducted as part of the *Transit Delay Analysis Report* and the modifications made to Mitigation Measure M-TR-1 would not result in a new significant impact, and the project sponsor has agreed to adopt the measure. Therefore, recirculation pursuant to CEQA guidelines section 15088.5 is not required.

Minor Revisions and Clarifications

Minor revisions related to the project described in Section B included corrections to the anticipated transportation detours during Islais Creek bridge construction and the addition of anticipated regulatory approval by the Public Works Director for an Order to Proceed and SFMTA board approvals. The revisions to the anticipated transportation detours during Islais Creek bridge construction are clarifications and corrections, and do not represent substantial changes from the proposed project analyzed in the draft EIR. In addition, based on the nature of this project description change, it was determined that this change would not affect the impact analysis of environmental impacts discussed in the draft EIR. The addition of the anticipated regulatory approvals by the SFMTA board for an adoption of findings under CEQA, Public Works

Director for an Order to Proceed, and Public Works for an adoption of findings under CEQA are clarifications to the assumed project approvals and actions required for the Islais Creek Bridge Project. Therefore, these modifications would result in no changes to the assumptions, analysis, or conclusions described in the draft EIR assessment of environmental impacts of the proposed project as presented in draft EIR Chapter 3, Environmental Setting and Impacts, and draft EIR Appendix B, with respect to any resource topics.

Conclusion

The inclusion of the preferred project variant in addition to the minor revisions and clarifications to the project description would not result in any new significant impact not already identified in the draft EIR or a substantial increase in the severity of an impact identified in the draft EIR, nor do they suggest a feasible alternative or mitigation measure considerably different from those considered in the draft EIR. In addition, the preferred project variant would not result in new impacts or substantially more severe impacts than those identified in the draft EIR. The proposed modifications of the preferred project variant would not affect the impact conclusions presented in the draft EIR.

Based on the above, the minor revisions and clarifications, including the addition of the preferred project variant, described under "A. Project Description Revisions," would not result in significant new information pursuant to CEQA, and recirculation is not required pursuant to CEQA Guidelines section 15088.5.

3. LIST OF COMMENTERS ON THE DRAFT EIR

This RTC document includes responses to all substantive comments regarding environmental issues received on the draft EIR prior to the close of the draft EIR comment period on January 22, 2024. The comments addressed include written comments submitted by letter or email, as well as verbal comments from the draft EIR public hearing held at the San Francisco Planning Commission on January 11, 2024. This chapter provides a list of the agencies, organizations, and individuals who submitted comments on the draft EIR. **RTC Table 3-1** lists the commenters' names, along with the corresponding commenter codes used in Chapter 4, Comments and Responses, for each set of comments; the comment format (e.g., email); and the comment date.

This RTC document codes the comments in the following ways:

- "A-" : Comments from agencies are designated by "A-" and an acronym for the agency's name.
- "O-" : Comments from nongovernmental organizations are designated by "O-" and an acronym for the organization's name.
- "I-" : Comments from individuals are designated by "I-" and the commenter's last name.

Within each category, commenters are listed in alphabetical order. In cases where commenters submitted more than one letter or email, comment codes end with a sequential number. For example, comment codes O-EDOT_1 and O-EDOT_2 denote multiple comments submitted by the same commenter.

Attachment 1 of this RTC document includes a transcript of the planning commission draft EIR public hearing. Attachment 2 of this RTC document includes the comment letters submitted.

RTC Table 3-1 Commenters on the Draft EIR during the Public Review Period

Commenter Code	Name of Person and Title (if applicable)	Agency/Organization (if applicable)	Comment Format[1]	Date[2]
Federal, State, Regional, and Local Agencies, Boards, and Commissions				
A-CDFW	Becky Ota, Environmental Program Manager	California Department of Fish and Wildlife	Email with PDF Letter attachment	January 29, 2024*
A-HPC	Diane Matsuda, Commission President	Historic Preservation Commission	Letter	January 5, 2024
A-CPC-Diamond	Sue Diamond, Planning Commissioner	San Francisco Planning Commission	Transcript	January 14, 2024
A-CPC-Moore	Kathrin Moore, Planning Commissioner	San Francisco Planning Commission	Transcript	January 14, 2024
A-CPC-Tanner	Rachael Tanner, Planning Commissioner	San Francisco Planning Commission	Transcript	January 14, 2024
Organizations				
O-EDOT_1	Earl Shaddix, Executive Director	Economic Development on Third	Email	December 1, 2023
O-EDOT_2	Earl Shaddix, Executive Director	Economic Development on Third	Email	December 5, 2023
O-EDOT_3	Earl Shaddix, Executive Director	Economic Development on Third	Email	December 7, 2023
O-EDOT_4	Earl Shaddix, Executive Director	Economic Development on Third	Email	January 8, 2024
O-EDOT_5	Earl Shaddix, Executive Director	Economic Development on Third	Email	January 8, 2024
O-EDOT_6	Earl Shaddix, Executive Director	Economic Development on Third	Email	January 21, 2024
O-EDOT_7	Earl Shaddix, Executive Director	Economic Development on Third	Email	January 22, 2024
O-EDOT_8	Earl Shaddix, Executive Director	Economic Development on Third	Email	January 22, 2024
O-IBNA	Jill Fox	India Basin Neighborhood Association	Email	January 25, 2024*
O-IBNA_2	Jill Fox	India Basin Neighborhood Association	Email	January 29, 2024*
O-SCC-1	Bryan Kirchoff	Shimmick Construction Company	Email	January 12, 2024
O-SFTR	Nicholas Levi	San Francisco Transit Riders	Transcript	January 14, 2024
O-VV	Jennifer Doan, Director of Marketing Communications	Veritable Vegetable	Email	January 17, 2024
Individuals				
I-Rhett	Byron Rhett	Individual	Email	December 2, 2023
I-Rhett_2	Byron Rhett	Individual	Email	December 6, 2023

Notes:

[1] Transcript: comments made during draft EIR public hearing at the planning commission.

[2] Comments submitted after January 22, 2024, the closing date of the public comment period, are indicated with an asterisk (*). Late comments are not required to be included in this RTC document, but the department has chosen to include them and they have been responded to as appropriate in Chapter 4, Comments and Responses.

4. COMMENTS AND RESPONSES

This chapter presents all substantive comments received during the draft EIR public review period, excerpted verbatim from a transcript of the public hearing regarding the draft EIR and written comments; as well as one letter and two emails received after the close of the public review period. The document also provides responses to comments received after the close of the comment period. The chapter begins with a description of the overall organization of the comments and responses, followed by the comments and responses.

A. Organization of Comments and Responses

The comments are organized by environmental topic area and, where appropriate, by subtopic. The comments are also generally presented in the same order as the environmental topic areas in the draft EIR.

The following prefixes represent the abbreviated environmental topic areas used to group responses:

PD	Project Description	ALT	Alternatives
HR	Historic Architectural Resources	IS	Initial Study Topics
TR	Transportation and Circulation	GC	General Comment

Comments are coded as follows:

- "A-": Comments from agencies are designated by "A-" and an acronym for the agency's name
- "O-": Comments from nongovernmental organizations are designated by "O-" and an acronym for the organization's name
- "I-": Comments from individuals are designated by "I-" and the commenter's last name

This section presents verbatim comments and concludes with the commenter's name and/or the commenter's agency or organization affiliation, the comment date, and the comment code. In cases where a commenter submitted more than one comment letter or email, the commenter's last name, or acronym or abbreviation for the organization represented by the commenter, is followed by a sequential number, according to the date of submission.

For the full text of each comment, refer to either Attachments 1 or 2 of this RTC document. Attachment 1 includes a written transcript of the planning commission public hearing regarding the draft EIR, and Attachment 2 includes copies of the written comments submitted on the draft EIR.

The department's responses follow each comment or group of similar comments on a topic. The responses generally provide clarification of the draft EIR text. They may also include revisions or additions to the draft EIR. Such changes are shown as indented text, with new text <u>underlined</u> and deleted text shown with ~~strikethrough~~. Corrections and/or clarifications to the draft EIR presented in the responses are repeated in RTC Chapter 5, EIR Revisions.

B. Project Description

The comments and corresponding responses in this section cover topics in draft EIR Chapter 2, Project Description. These include topics related to:

- PD-1: Existing T-Third Street Tracks
- PD-2: Proposed Islais Creek Bridge Design
- PD-3: Project Construction

Comment PD-1: Existing T-Third Street Tracks

This response addresses the comment from the commenter listed below; the comment on this topic is quoted in full below this list.

- A-CPC-Diamond-1

_____

"So I noted in the document that it said that the tracks were recently put in over the bridge, or at least not too long ago. And now you're taking them out because we have to take the bridge down.

I'm wondering what the decision-making process was that resulted in – did you only find out that the bridge needed to be demolished after you had already put the tracks in?

Or did you put the tracks in knowing that the bridge was going to come down, but you still thought it was worthwhile to have it there for a temporary period of time because it was so beneficial to the neighborhood? I need more explanation around the decision-making engaged with that." *(Sue Diamond, San Francisco Planning Commission, January 11, 2024, [A-CPC-Diamond-1])*

_____

RESPONSE PD-1

The commenter seeks information regarding the planning process for the placement of the existing T-Third Street light rail tracks—specifically, any information known during that time about the condition of the Islais Creek Bridge and the need to replace the bridge. Planning for the T-Third Street light rail began in the early 1990s as part of the San Francisco County Transportation Authority's The Four Corridor Plan.[5] The Four Corridor Plan identified a four-phase Long-Range Fixed Guideway Plan for four transit corridors in San Francisco: the Bayshore corridor, the Geary corridor, the North Beach corridor, and the Van Ness corridor. The plan specifically identified that the Bayshore corridor:

> …would include a rail line from the County line, on surface in the median of Thid Street, transitioning to subway operations between Brannan and Bryant Streets. The new subway would continue under Third Street and would cross Market Street, providing mezzanine level connections to the Muni Metro Montgomery Street Station, and would extend under Stockton/Kearny.

[5] San Francisco County Transportation Authority, The Four Corridor Plan, June 1995, *Four corridor plan: long-range fixed guideway plan, archive.org*, accessed July 20, 2024.

During the project-specific planning and design process for the T-Third Street light rail in the late 1990s/early 2000s, a need to replace the Islais Creek Bridge had not yet been identified. Project engineers for the T-Third Street Project determined that the existing bridge structure would be sufficient to support the addition of the T-Third Street tracks with a retrofit of the existing bridge abutments.[6] As described on page 2-3 in the EIR, the SFMTA retrofitted the Islais Creek bridge as part of the T-Third Street Light Rail Project in 2007.

Public Works first identified the need to replace the Islais Creek Bridge in 2013,[7] following a 2012 biannual Caltrans Bridge Inspection Report that indicated a low sufficiency rating,[8] qualifying the bridge for federal funding through the Caltrans Highway Bridge Program.

These comments do not pertain to the adequacy, accuracy or completeness of the draft EIR's analysis of the project's physical environmental impacts. Therefore, no revisions to the draft EIR are required.

Comment PD-2: Proposed Islais Creek Bridge Design

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- I-Rhett_2-1
- O-IBNA_1-2
- O-VV-6
- O-EDOT_8-3

"Thomas. Thanks for getting back to me. I was responding to an article I read. Where can I find the replacement plan for the bridge that EIR covers." *(Bryon Rhett, Individual, December 6, 2023, [I-Rhett_2-1])*

"7. Will any mitigation related to flooding be addressed through the construction of the new bridge?" *(Jennifer Doan, Director Marketing Communications for Veritable Vegetable, January 17, 2024, [O-VV-6])*

"Besides the immediate plans for the replacement bridge are woefully simple, plain and unacceptable. The Bayview/HP community deserves a much better designed bridge that will serve as the gateway to the community. How can one submit an EIR plan when the current bridge design will not be accepted by the community?" *(Earl Shaddix, Executive Director for Economic Development on Third, January 22, 2024, [O-EDOT_8-3])*

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[6] City and County of San Francisco Municipal Railway Construction Division. Islais Creek Bridge Seismic Retrofit Strategy Report. September 2000.

[7] Letter to Mr. Jimmy Panmai (Caltrans, Office of Local Assistance) from Raymond Lui (San Francisco Department of Public Works). SUBJ: Discussion of Expected Bridge Condition and Sufficiency Rating after Rehabilitation Islais Creek Bridge (34C0024) Rehabilitation Project. May 31, 2013.

[8] Sufficiency rating is a method of evaluating bridge data by calculating four separate factors to obtain a numerical value indicative of the bridge's sufficiency to remain in service. The result of this method is a percentage value, with 100 percent representing an entirely sufficient bridge and 0 percent representing an entirely insufficient or deficient bridge. The formula considers the structural adequacy; function obsolescence and level of service; and essentiality for public use. In May 2013, the Islais Creek Bridge was determined to have a structural sufficiency rating of 20.

"Meanwhile, we do want to stay in the loop on this issue and have these questions concerning the the Islais Creek Bridge Project:

1. I know there is concern about the look of the new bridge and wonder if any of that was discussed at the Planning Commission meeting on January 11? Any graphics available?" (*Jill Fox, India Basin Neighborhood Association, January 25, 2024, [O-IBNA_1-2])*

RESPONSE PD-2

Two commenters seek additional information about the Islais Creek bridge design. One commenter expresses concern about the current bridge design, and another commenter inquires about available graphics of the proposed bridge.

Information about the Islais Creek bridge design and graphics of the proposed bridge are included in Section 2 of the EIR. As described on page 2-1:

> The Islais Creek Bridge would be resilient to projected sea-level rise impacts up to 2100 and is consistent with future planning efforts as part of the Islais Creek Adaptation Strategy. The bridge is designed at a compatible elevation to align with future shoreline armoring measures on the Islais Creek channel banks adjacent to the bridge without requiring further modification to the bridge.

Specifically, Section 2.D. describes the project sponsor objectives, and Section 2.F contains a description of the bridge with a diagrammatic plan and section. As described on page 2-4, Public Works seeks to achieve the following objective with the project:

> Increase the distance between the bridge's lowest point and the existing channel's water elevation to the maximum extent practicable. This will extend the useful life of the bridge by improving the bridge's resilience to the impacts of sea-level rise, avoiding the current recurring submersion of the bridge underdeck and flooding of the machine rooms, and reducing the bridge's exposure to seawater and sustained moisture.

More information about flooding, sea-level rise, and the Islais Creek Bridge design is provided in Appendix B, Initial Study, Section 17, Hydrology and Water Quality, on pages 95 and 96. As identified on page 96:

> Given the geometric and site constraints, the Islais Creek Bridge Project would reduce the likelihood of flooding of the bridge from sea-level rise events, compared to existing conditions.
>
> The Islais Creek Bridge Project would retain and reuse the existing bridge abutments; the project would not place any new structures in the channel that could impede the flow of water in any direction or exacerbate existing or future flooding conditions. The Islais Creek Bridge Project design is also consistent with future planning efforts as part of the Islais Creek Adaptation Strategy[111] and is designed at a compatible elevation to align with future shoreline armoring measures on the channel banks adjacent to the bridge without requiring additional augmentation of the bridge.

[111] *Islais Creek Southeast Mobility Adaptation Strategy*. San Francisco Planning Department, June 30, 2021.

Regarding comments on the design and look of the new Islais Creek bridge, the project is currently in the early design phase, and changes to the bridge design would be made as the project progresses. As part of the upcoming public outreach on the project (see Response GC-2 for more information), the project team is considering public input on adornments to the structure, such as artwork and gateway banners, that could be implemented without affecting the structural design scope of the bridge. The project is federally funded by the Federal Highway Administration through the Caltrans Highway Bridge program, and additional aesthetic enhancements would need to be paid by the City and County of San Francisco.

These comments do not pertain to the adequacy, accuracy or completeness of the draft EIR's analysis of the project's physical environmental impacts. Therefore, no revisions to the draft EIR are required.

Comment PD-3: Project Construction

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- O-VV-2
- O-VV-4
- O-SCC-1

"We are hoping you can address some outstanding questions for us that were not answered in the DRAFT EIR:

1. Will part of the bridge or a temporary bridge be available during for traffic during the 24 month construction period?" *(Jennifer Doan, Director Marketing Communications for Veritable Vegetable, January 17, 2024, [O-VV-2])*

"3. What route will traffic be detoured around the bridge construction?

4. Will buses follow the same detoured route as cars?

5. What adjustments will be made to compensate for impacted public transit?" (*Jennifer Doan, Director Marketing Communications for Veritable Vegetable, January 17, 2024, [O-VV-4])*

"I am tracking the Islais Creek Bridge Project for Shimmick Construction Company. Do you still expect construction to begin in Spring 2025? Is the project funded?" (*Bryan Kirchoff, Shimmick Construction Company, January 12, 2024, [O-SCC-1])*

RESPONSE PD-3

The comments relate to the project's transportation plan, including detour plans for private cars and public transit during construction, and seek clarification on the project's start date and funding source.

The draft EIR identified that the Islais Creek Bridge would be closed for 24 months during project construction and that there would be no access for vehicles, light rail, or pedestrians in the project area during construction. The traffic detour plan is described on draft EIR page 2-10, Section 2.G.1, Traffic Detours During Bridge Construction:

> A traffic management plan would be established that would include a detour plan for vehicles, bicyclists, and pedestrians. Most of the vehicle traffic would be diverted to local streets, including Evans Avenue and Illinois Street Bridge, and the remainder would use freeways, including U.S. 101 and I-280. People walking and bicycling would be detoured and directed to use the Illinois Street bridge. Local driveway access would be provided to owners within the project area on Third Street. Additional local access restriction may be provided for other roadways in the project vicinity affected by the project detour routes.
>
> As part of the proposed project, Public Works is working with the SFMTA to develop a temporary bus bridge plan to replace the existing T-Third light rail service. As replacement, Muni would run a combination bus and rail service during the Islais Creek Bridge construction period. T-Third Bus service would run between Market Street and Bayshore/Sunnydale Station. T-Third light rail service would run between Chinatown Station and the University of California, San Francisco (UCSF) Medical Center Station at Third and Mariposa streets. The bus service would traverse Islais Creek via the Illinois Street Bridge, and provide a direct connection between the area south of Islais Creek Bridge to downtown. A goal of this plan is to ensure that most T-Line passengers would not have to transfer from the bus service to the T-Third light rail; passengers who must transfer would have transfer options at the 4th and King Caltrain Station and the UCSF Medical Center Station at Third and Mariposa streets.
>
> Public Works is also working with the SFMTA to develop a detailed detour plan for the 15-Bayview Hunters Point Express, 91-Third Street/19th Avenue Owl, and T-Third Street Bus (select early-morning and late-night trips) bus routes, which would also use ~~Third Street – Islais Creek~~ the Illinois Street Bridge during project construction.

The draft EIR identified that the construction of the proposed project could substantially delay public transit and identified Mitigation Measure M-TR-1: Reduce Transit Travel Times for T-Third Street Riders (draft EIR pages 4-49 and 4-50) to reduce the significant impact. Mitigation Measure M-TR-1 was further refined to indicate that the bus bridge service plan shall identify measures targeted to meet a performance standard of limiting travel times to less than four minutes for noted segments of the T-Third Street and 19-Polk. For a detailed description of the revised Mitigation Measure M-TR-1, refer to page 2-12 in Chapter 2 of this RTC document.

However, as described on draft EIR page 4-50:

> The SFMTA is currently evaluating the exact measures that could result from implementation of M-TR-1. Given that this evaluation is still ongoing and may be modified based on community input prior to being finalized, the project's potential significant construction related delay to T-Third Street riders would remain significant and unavoidable, even with mitigation.

As described on RTC page 2-1, many commenters on the draft EIR expressed concern about the Islais Creek Bridge's proposed construction duration, impacts to the surrounding mobility network due to the two-year

closure of the Islais Creek Bridge, and how public input would be sought and considered on the transportation plan for the closure. In the response to public comments on the draft EIR, Public Works developed the preferred project variant, which has the potential to reduce the Islais Creek Bridge project's construction duration, and conducted an analysis of the preferred project variant's overall construction duration and bridge closure timelines. As stated on page 2-6 of Chapter 2 of this RTC document:

> A preferred project variant construction duration analysis and assumptions memorandum was prepared in February 2025, identifying considerations and assumptions related to reducing the project's overall construction duration and Islais Creek bridge closure timeline for the preferred project variant. The preferred project variant schedule integrates several key variables to optimize the construction timeline, reduce the overall duration of construction, and minimize impacts.
>
> Although project construction for the preferred project variant is anticipated to extend for a total duration of approximately 24 months, public access to the bridge (e.g., use of the existing light rail and access for vehicular, bicycle, and pedestrian traffic) would continue for the first five months during the early phases of construction (e.g., during the project startup, submittals, and procurement and site preparation phases). Once closed to the public, there would be no access for vehicles, light rail, or pedestrians to the project area. Following construction of the new bridge, pedestrian access and vehicular traffic are expected to resume earlier than the full 24-month duration, with vehicle traffic potentially reopening as soon as 15 months after bridge closure, even while project close-out and early operations-related activities are still underway. Light rail operations are anticipated to require additional activities prior to reopening and therefore are anticipated to resume 19 months after bridge closure.[9] These timelines reflect the benefits of the preferred project variant's adjacent box beam design, which simplifies construction processes and reduces risks of delays.

The draft EIR goes on to describe the establishment of a traffic management plan that would include a detour plan for vehicles, bicyclists, and pedestrians (Draft EIR, Chapter 2, Section 2.G.1). In addition, Public Works modified the project description, in response to public comments on the draft EIR, to include the development of a community engagement and mobility strategy that will inform the mobility network during the approximately two-year closure of the Islais Creek Bridge. The mobility strategy shall be developed by SFMTA, in coordination with Public Works, and shall involve public outreach with community groups/members of the public to formulate the strategy and planning process for Islais Creek Bridge closure during project construction.

Regarding construction timing, the project is anticipated to begin no sooner than summer 2027. The project is funded incrementally by the Caltrans Highway Bridge Program for each phase and is currently only authorized through preliminary engineering and environmental clearance. The schedule for starting construction is highly dependent on receiving authorization to proceed with construction advertisement by Caltrans. Final funding for the project has not been secured as of publication of this RTC document and is pending completion of prerequisite federal processes, including environmental analysis and approval of the bridge type selection by Caltrans. Public Works is maintaining a project website and will be providing updates as the project progresses toward construction.[10]

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[9] AECOM, Preferred Project Variant Construction Duration Analysis and Assumptions Memorandum, February 25, 2025.

[10] Islais Creek Bridge Rehabilitation Project Website

C. Historic Architectural Resources

The comments and corresponding response in this section cover topics in draft EIR Section 4.B, Historic Architectural Resources. These include topics related to:

- HR-1: Historic Architectural Analysis
- HR-2: Historic Architectural Resource Mitigation Measures

Comment HR-1: Historic Architectural Resource Analysis

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- O-EDOT_3-1
- A-HPC-1
- A-HPC-3
- A-HPC-8

"Good morning. Thomas, just wanted to follow up and bump my email up to the top. I was hoping to hear from you by tomorrow if that's possible. I did hear from the Friends of Islais Creek as well as the Bayview Historical Society since my earlier email and there is just a lot to look over. It seems there is a lot of discussion about the Nishkian bridge and its historical relevance. I was also sent information from the Army Corps of Engineers which itself is a novel." *(Earl Shaddix, Executive Director for Economic Development on Third, December 7, 2023, [O-EDOT_3-1])*

"Overall, the HPC found the analysis of historic resources undertaken in the draft EIR to be accurate." *(Historic Preservation Commission, January 5, 2024, [A-HPC-1])*

"However, Commission President Matsuda wanted to ensure that the significance of communities associated with the bridge and the area was acknowledged, especially Native American groups and fishing communities. Similarly, Commissioner Baldauf asked if the Islais Creek bridge had been evaluated for cultural significance with respect to the Bayview neighborhood. Some commissioners agreed with a comment made by a member of the public that the Islais Creek Bridge tower acts as a gateway to the Bayview and should be taken into consideration as part of the project." *(Historic Preservation Commission, January 5, 2024, [A-HPC-3])*

"Commission President Matsuda expressed the importance of discussing the impact of projects as they relate to different communities as part of the process, one such community in particular for this project should include the fishing communities around the Islais Creek Bridge." *(Historic Preservation Commission, January 5, 2024, [A-HPC-8])*

RESPONSE HR-1

The comments relate to the historical analysis of the bridge, including the adequacy of the information provided, the acknowledgement of Native American and fishing communities, and historical significance of the Bayview Neighborhood. This response is organized as follows:

- Adequacy of Islais Creek Bridge Historic Architectural Resource Analysis
- Native American Groups and Fishing Communities
- Historical Significance to the Bayview Neighborhood
- Conclusion

Adequacy of Islais Creek Bridge Historic Architectural Resource Analysis

One commenter states that a sizeable amount of information is provided to the public for review on the historical significance of the Islais Creek bridge (referred to by the commenter as the Nishkian bridge). Another commenter states that the analysis of the historic resources undertaken in the draft EIR is accurate.

CEQA statute requires public participation and information disclosure to the public and decision makers on a project. CEQA guidelines explain that "[a]n EIR is an informational document which will inform public agency decisionmakers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency" (CEQA guidelines, section 15121(a)). The information about the historical significance of the bridge is accurate and provided at an appropriate level of detail to inform the public and decisionmakers about the potential environmental consequences of the proposed project prior to approval.

Native American Groups and Fishing Communities

Two commenters mention the need to acknowledge communities, including Native American groups and fishing communities, around the bridge.

Native American communities are discussed in the Initial Study (Draft EIR Appendix B) under Tribal Cultural Resources. As discussed under Impact TCR-1 (Draft EIR, Appendix B: Initial Study, page 20), Native American consultation resulted in the request for holistic public interpretation of the history of the area, and a request that the public be informed of the history and significance of the Islais Creek Bridge. This is addressed in Mitigation Measure M-CR-1c: Public Interpretive Plan, which includes development and implementation of an interpretive program and coordination with Native American tribal representatives to ensure that a holistic history of the bridge and Islais Creek area is included.

Two commenters refer to fishing communities that are associated with the bridge. In accordance with Mitigation Measure M-CR-1c: Public Interpretive Plan, a holistic history of the bridge and the Islais Creek area would be developed to incorporate communities that have historically used Islais Creek for a variety of activities, including fishing.

Historical Significance to the Bayview Neighborhood

One commenter seeks clarification about whether the bridge had been evaluated for cultural significance with respect to the Bayview Neighborhood. Information about the historical significance of the bridge is described on page 4-17 of the draft EIR:

> The 1950-constructed drawbridge was built as a replacement for an earlier 1914-constructed drawbridge that carried two lines of rail traffic (freight and streetcar) and vehicular traffic over Islais Creek and allowed ships to access inland industrial facilities along Islais Creek. During World War II, wartime production at the nearby Hunters Point Shipyard saw traffic over the bridge triple between 1940 and 1943, with the movement of materials, goods, and people involved in wartime industries. The 1950–constructed Islais Creek Bridge provided four lanes of vehicular traffic (compared to the previous bridge's two-lane configuration), and the continued use of the drawbridge design allowed ships to continue to access inland industries along the creek.

Therefore, based on previous historical assessments conducted in 1997–98, 2004, 2006, 2017–18, and 2023, the Islais Creek Bridge was found to be historically significant for its engineering and design qualities, serving the larger movement of materials, goods, and people during wartime. The bridge was also evaluated against National and California registers criteria for potential associations with events; it has not been found to be historically significant with respect to any specific events or associations in the larger Bayview Neighborhood.

One commenter states that the Islais Creek Bridge tower acts as a gateway to the neighborhood and should be taken into consideration as part of the project. The Islais Creek Bridge control tower was identified as a character-defining feature of the historical architectural resource; however, the tower itself was found to be historically significant as part of the design of the bridge, not as a waymarking element.[11] In accordance with Mitigation Measure M-CR-1c: Public Interpretive Plan, the tower would be demolished down to the sidewalk level, and the remaining portion would be rehabilitated to create a public observation platform. A permanent public display of interpretive materials would be installed in a prominent public setting with high public visibility near the bridge, and developed to present the full holistic history of the Islais Creek Bridge and the Islais Creek area. In addition, in accordance with Mitigation Measure M-CR-1b: Salvage Plan, the project sponsor shall make a good-faith effort to salvage character-defining features or materials of historical interest to be used as part of the interpretive plan or incorporated into the architecture of the new bridge.

Conclusion

The draft EIR provides the necessary information to demonstrate the historical significance of the bridge. No additional analysis or changes to the EIR conclusions regarding this topic are required.

[11] Waymarking is an activity where participants mark unique locations (using GPS coordinates) and share them with others. A waymark for a historical element, such as a bridge, may include details about the architect, the date it was built, materials used, or other interesting facts.

Comment HR-2: Historic Architectural Resource Mitigation Measures

This response addresses the comment from the commenter listed below; the comment on this topic is quoted in full below this list.

- HPC-7

"Commission President Matsuda requested that the HPC provide input on the salvage and interpretive plans when they become available." *(Historic Preservation Commission, January 5, 2024, [A-HPC-7])*

RESPONSE HR-2

This commenter requests that the salvage and interpretive plans, as described in Mitigation Measures M-CR-1b and M-CR-1c (pages S-4 through S-6 and pages 4-27 through 4-28 of the draft EIR), be made available for review by the historic preservation commission. Mitigation Measures M-CR-1b and M-CR-1c have been modified accordingly:

Mitigation Measure M-CR-1b: Salvage Plan

> Prior to approval of the proposed project by the Public Works Commission, the project sponsor shall consult with the department's preservation staff as to whether any such features may be salvaged, in whole or in part, during demolition or alteration. The project sponsor shall make a good faith effort to salvage character-defining features or materials of historical interest to be used as part of the interpretative program, incorporated into the architecture of the new bridge, or offered to other city agencies, non-profit or culturally affiliated groups, or other educational or artistic groups. The project sponsor shall prepare a salvage plan for review and approval by the department's preservation staff, and for review by the San Francisco Historic Preservation Commission, prior to Public Works Commission approval.

Mitigation Measure M-CR-1c: Public Interpretative Plan

> The project sponsor shall facilitate the development of a public interpretive program focused on the history of the project site, the identified historic resource, and its significant historic context. The interpretive program should be developed and implemented by a qualified design professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, as well as a professionally qualified historian or architectural historian, or community group approved by the department. Through consultation with department preservation staff, coordination with local Native American tribal representatives should occur to ensure that a holistic history of the bridge and Islais Creek area is presented to the public. The primary goal of the program is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts.
>
> The interpretive program shall be initially outlined in an interpretive plan subject to review and approval by the department's preservation staff; it shall be provided to the San Francisco Historic Preservation Commission for review prior to Public Works Commission approval. The

plan shall include the general parameters of the interpretive program, including the substance, media, and other elements of the interpretative program. The interpretive program shall include —in publicly accessible areas of the project site —permanent display(s) of interpretive materials concerning the history and design features of the affected historic resource, including both the site as a whole and the individual contributing buildings and features. The display shall be placed in a prominent public setting near the new bridge such as the proposed public observation platform. The interpretive material(s) shall be made of durable all-weather materials and may also include digital media in addition to a permanent display. The interpretive material(s) shall be of high quality and installed to allow for high public visibility. Content developed for other mitigation measures, as applicable, including the documentation programs, may be used to inform and provide content for the interpretive program. The interpretive program may also incorporate video documentation completed under M-CR-1a, Islais Creek Bridge Documentation, as applicable to provide a narrated video that describes the materials, construction methods, current condition, historical use, historic context and cultural significance of the historic resource.

The detailed content, media, and other characteristics of such an interpretive program shall be coordinated and approved by the department's preservation staff. The final components of the public interpretation program shall be constructed and installed, and a plan for their maintenance shall be finalized prior to completion of the new bridge.

The interpretive program shall be developed in coordination with the other interpretative programs as relevant, such as interpretation under archeological mitigation measure, if required. In particular, this interpretive program shall present the full and holistic history of the Islais Creek Bridge and Islais Creek area and should be developed in consultation with the local Native American representatives as requested during tribal cultural resources consultation.

Conclusion

No additional analysis or changes to the EIR conclusions regarding this topic are required.

D. Transportation and Circulation

The comments and corresponding responses in this section cover topics in draft EIR Section 4.4, Transportation and Circulation. These consist of topics related to:

- TR-1: Construction-related Transportation Impacts
- TR-2: Operational Transportation Impacts

Comment TR-1: Construction-Related Transportation Impacts

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- O-SFTR-3
- O-VV-1
- O-IBNA_2-2
- O-IBNA_1-3
- A-CPC-Moore-1

_____

"The City spent a long time building out the T line to connect Bayview to the Downtown. It's become a really crucial transit line for the Bayview, with a lot of people, with a lot of thoughts on it, and a lot of experience going throughout it.

Two years is long time for that critical connection, which has just recently opened up to then be paused, just for the same type of service to be then reinstated. It would show a lot of inability to rely on the service, and just sort of further reduce the trust and reliance on public transit and SF City gov.

We really don't want to encourage more people to take private vehicles and start relying more on private vehicles during a time when we really should be doing all we can to get people out of the cars and onto the trains and buses, and really continuing to push that.

We've also seen bridges restored and rebuilt on a much shorter timeline throughout the state and even in the city. Again, I'm not a planning expert myself, so I don't want to try and push that.

It's a little hard to imagine that if this wasn't a critical highway connection, it wouldn't be built on a shorter timeline and with more consideration towards how this will affect its users.

Before moving forward with this, understanding that this is really early in the project decision and approval process, we really want the Department to work closely with SFMTA to create and develop either alternatives to the current project proposals or ones that really minimize impacts to the T." (*Nicholas Levi, San Francisco Transit Riders, January 11, 2024, [O-SFTR-3]*)

"Actually, the comments made by the public echo some of my own. Thank you for so clearly verbalizing your concerns.

The severed connection for 24 months to this critical area, which we are now finally extending a functional transit network to so it can be improved, is of concern to me. The area surrounding routes that would be alternative routes should be very carefully examined because mostly it is PDR and very difficult to maneuver.

The PDR traffic in that area has its own rules, its own timing, its own difficulties. And if I sometimes drive through there because it's kind of a fascinating area, it's actually kind of scary.

To overlay on that functioning people already in transportation, a substitute network is not going to be easy. So I hope that whatever is being done in the public process where you are working out the particulars, that there is a give and take of how this will work for everybody.

The construction industry works with different kinds of vehicles, different hours. However, they are more or less a 24-hour operation when you are there. It is actually – it's fascinating, but it's kind of scary.

So I hope that while that is not particularly addressed yet here in what's in front of us, that there is very, very careful attention paid to not severing or under-serving any functionalities that is required for everybody involved.

Particularly, I think our expanding population in Bayview-Hunters Point has absolute priority that what we are offering a substitute is better. How to do that? I don't have any idea.

One way, you add water taxis or whatever, but there has to be an equity that equals or expands on functionality. So those are my comments. It is what it is." *(Kathrin Moore, San Francisco Planning Commission, January 11, 2024, [A-CPC-Moore-1])*

"Veritable Vegetable is an organic produce distributor servicing wholesale customers throughout California, Nevada, Arizona, New Mexico, Colorado and Hawaii. We have been in operation for 50 years, based in San Francisco for our entire existence and located in the Dogpatch/Bayview neighborhoods for the last 40 years. We are a San Francisco Legacy Business, California Green Business and a Certified B Corporation. Our company is unique in our values-based approach to business; we believe in building a sustainable food system to preserve the environment and the vitality of the communities we serve.

We are in support of the Islais Creek Bridge replacement but have some concerns and questions about the impact on traffic in the area during construction and disruptions to public transportation. We ask you to consider these concerns as you figure out the traffic detour plan. Our 100 employees reside throughout San Francisco and the greater Bay Area. They commute to work via car, bike and public transportation (SFMTA, MUNI, BART). We are a 24/7 business; we have staff working 7 days a week and all hours of the day. Disruptions and cancellations to the T-Train and buses servicing the area are highly impactful and can affect whether someone can arrive at work on time or return home at the end of their shift. Veritable Vegetable's main operating warehouses are at 1100 Cesar Chavez Street and another at 1370 Marin Street. Our truck yard is adjacent to Pier 80. Our delivery trucks travel between our buildings and to/from our truck yard throughout the day. Our staff move between buildings via car, electric cart and on foot. In addition to the potential delays or cancellations to public transit, we are concerned about increased traffic from detours clogging up Cesar Chavez Street." *(Jennifer Doan, Director of Marketing Communications for Veritable Vegetable, January 17, 2024, [O-VV-1])"*

"2. Will there be public meetings about the Third Street closure and the impact on and mitigations around: public transit, walking, biking, vehicle traffic? For example, can you give details on "detour around the site" for the public transit? I mean public meetings not on a Thursday at noon? Something where people can ask questions, perhaps supply ideas about mitigations?" (*Jill Fox, India Basin Neighborhood Association, January 25, 2024, [O-IBNA_1-3]*)

"I do have concerns about mitigations during the construction to keep traffic moving and keep pedestrians and bikers safe.

Do you know if any improvements will be made to Illinois Street or Evans considering how much more traffic they will be getting during the bridge construction?" (*Jill Fox, India Basin Neighborhood Association, January 29, 2024, [O-IBNA_2-2]*)

RESPONSE TR-1

The commenters inquire about ways to minimize construction-related impacts to the T-Third Street lightrail and seek more information about the proposed construction duration of the Islais Creek Bridge. The commenters also seek clarification regarding the mobility network during bridge construction and opportunity for public input on the development of the mobility network.

In response to public comments on the draft EIR, Public Works examined ways to further minimize mobility impacts due to the Islais Creek Bridge's approximately two-year closure and evaluated a bridge design that would potentially reduce the overall project construction duration to minimize construction-related transportation impacts. Refer to PD-3 Project Construction as well as Response ALT-2: Alternative to Reduce Construction-Related Transportation Impacts.

As described in the draft EIR and further clarified in Response PD-3, the Islais Creek Bridge would require a detour plan during project construction for private vehicles, public transit and people bicycling and walking. During the draft EIR comment period, members of the public inquired about ways to minimize the proposed construction duration and impacts to the surrounding mobility network during the Islais Creek Bridge closure. Members of the public also sought clarification regarding how public input on the proposed mobility plan would be considered. In response to comments, Public Works further examined ways to minimize project construction and evaluated a preferred project variant that could reduce the construction duration of the project and revised the project to include a comprehensive community engagement and mobility strategy (mobility strategy) for the approximately two-year closure of the Islais Creek Bridge Project. The mobility strategy would be developed by the SFMTA, in coordination with Public Works and would address the rerouting plans for private vehicles as well as people bicycling and walking around the Islais Creek Bridge and T-Third bus bridge plan. As described in Chapter 2, Revisions and Clarifications to the Project Description, the mobility strategy would also identify ways to reduce effects to the mobility networks for all users (e.g., private vehicles, buses, people walking and bicycling) and include a public outreach component, point of contact to be available during construction, measures and context-sensitive solutions for how to ensure community mobility priorities are achieved, and oversight and follow-up activities. For a detailed description of the mobility strategy, refer to page 2-8 in Chapter 2, Revisions and Clarifications to the Project Description.

One commenter appears to suggest providing water taxis as mitigation during the closure of the Islais Creek Bridge. The planning department identified Mitigation Measure M-TR-1 in the draft EIR to reduce transit travel time impacts for transit riders related to project construction. As stated on draft EIR page 4-50:

> If implemented, M-TR-1 would reduce the Islais Creek Bridge project's significant construction-related delays to T-Third Street riders to less-than-significant levels. The SFMTA is currently evaluating the exact measures that could result from implementation of M-TR-1. Given that this evaluation is still ongoing and may be modified based on community input prior to being finalized, the project's potential significant constructed-related delays to T-Third Street riders would remain significant and unavoidable, even with mitigation.

Therefore, all feasible transit options would be evaluated during the mitigation process, and public input received through the community engagement and mobility strategy (described on page 2-8 in Chapter 2 of this RTC document) would also be considered as part of this process. Although the preferred project variant may reduce construction-related impacts in comparison to the proposed project, the construction-related

impact would remain significant and Mitigation Measure M-TR-1 would apply to the preferred project variant. In response to comments, Mitigation Measure M-TR-1 and the succeeding paragraph has been modified in the EIR (pages 4-49 and 4-50) as follows:

Mitigation Measure M-TR-1: Reduce Transit Travel Times for T-Third Street and 19-Polk Riders

San Francisco Public Works is working with the San Francisco Municipal Transportation Agency (SFMTA) to provide a bus bridge service plan (plan). The plan shall identify measures~~, to the degree feasible,~~ targeted to meet a performance standard ~~meet a performance standard~~ of limiting travel times to less than four minutes for ~~to~~ the T-Third bus bridge ~~vehicle to less than four minutes~~ between the Third Street/Evans Street Intersection on the south and the Third Street/Mariposa Street intersection to the north above conditions that existed in September 2023. The plan would also identify measures that shall meet a performance standard of limiting travel times to less than four minutes for the 19-Polk between Aquatic Park and Hunters Point. The plan may include, but not be limited to, the following temporary measures during construction:

- private vehicle restrictions on certain routes (e.g., Illinois Street Bridge) or reallocating roadway space to prioritize transit (e.g., Evans Avenue);
- transit signal priority or signal timing optimization;
- providing transit capacity consistent with customer demand to minimize waits for riders;
- providing new safe pedestrian crossings and paths, clear directions, and wayfinding signs for any new transfers between the light rail and bus services; and installing temporary bus bulbs; and/or
- ~~or~~ other measures that can be feasibly and practically implemented to achieve the performance standard.

The following additional measures shall be required to meet the performance standard for the 19-Polk.

- Transit signal priority or signal timing optimization shall be implemented at the intersection of Evans Avenue/Toland Street/Napoleon Street.
- Temporary midblock bus bulbs shall be installed for the bus stops at Evans Avenue and Cesar Chavez Street, and Evans Avenue and Selby Street

Full details of the bus bridge service plan, including the extent of the light rail service, passenger pick-up/drop-off locations, bus frequency, and passenger transfer routes, shall be developed by Public Works and SFMTA as the project's design progresses.

Implementing Mitigation Measure M-TR-1 would minimize transit delays for T-Third Street and 19-Polk riders because it would require Public Works and SFMTA to develop measures to meet a performance standard to reduce or limit transit delays to acceptable levels, and each of the potential options identified above have been determined to improve transit operations. If implemented, Mitigation Measure M-TR-1 would reduce the Islais Creek Bridge project's significant construction-related delays to T-Third Street and 19-Polk riders to less-than-significant levels. The SFMTA is

currently evaluating the exact measures that could result from implementation of Mitigation Measure M-TR-1~~.~~ for the T-Third bus bridge that would reduce this impact to a less-than-significant level. The measures required to reduce the impact to the 19-Polk have been identified and would meet the performance target; therefore, this impact would be less-than-significant for the 19-Polk. However, for the T-Third bus bridge, because implementation of the transit improvement measures under Mitigation Measure M-TR-1 may be modified based on community input prior to being finalized, and full funding for the transit service has not yet been identified, ~~Given that this evaluation is still ongoing and may be modified based on community input prior to being finalized~~, the project's potential significant construction-related delays to T-Third Street riders would remain ***significant and unavoidable***, even with mitigation.

These revisions and clarifications to the transportation mitigation measure do not constitute significant new information, because the proposed changes provide clarifications or updates to species status. Pursuant to CEQA guidelines section 15088.5, the proposed changes are not considered "significant new information," and no recirculation of the EIR is required.

Comment TR-2: Operational Transportation Impacts

This response addresses the comment from the commenter listed below; the comment on this topic is quoted in full below this list.

- O-SFTR-4

_____

"And if nothing else, just taking the opportunity to drastically improve the service of the T when it comes back from a project like this, really making sure that the neighborhood experience is taken into account.

The last thing we want to do is cut off the neighborhood from the rest of the city and sow more distrust in the neighborhood for San Francisco City government. And that's something that us as the transit riders, we're really concerned with.

We really want MTA and Planning to have another project similar to the Potrero Yards Project, where this is a single unified vision that we can move forward. I think that's something we can really do.

Anyway, thank you for your time. We really do appreciate it." *(Nick Levi, San Francisco Transit Riders, January 11, 2024, [O-SFTR-4])*

RESPONSE TR-2

The commenter encourages the city to improve the T-Third Street service following the completion of construction for the Islais Creek Bridge Project. The comment does not present specific examples or substantial evidence as to how the EIR is inadequate, and does not present new information that would require changes or updates to the analysis provided in the EIR. Therefore, no additional analysis or changes to the EIR conclusions regarding this topic are required.

For informational purposes, the SFMTA monitors Muni performance and presents this information to the public, including on the T-line reliability at the following website: https://www.sfmta.com/strategic-planning-metrics-service-quality.

E. Alternatives

The comments and corresponding responses in this section cover topics in draft EIR Chapter 6, Alternatives. These include topics related to:

- ALT-1: Range of Alternatives
- ALT-2: Alternative to reduce construction-related transportation impacts

Comment ALT-1: Range of Alternatives

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- A-HPC-4
- A-HPC-6

"Most members of HPC agreed that the draft EIR analyzed a reasonable and appropriate range of preservation alternatives to address historic resource impacts. Some members of the HPC commented that the draft EIR addressed their previous comments when the alternatives were presented to the HPC in May 2023. Commissioner Nageswaran commented that she appreciated the additional information about how the new bridge was part of a larger City effort to address sea level rise in the neighborhood and how this informed the development of alternatives. Commission President Matsuda said the level of evaluation of alternatives has seen great improvement since she has been on the HPC. Commissioner Foley also noted that considerable deliberation around the selection of appropriate alternatives took place during the HPC's previous alternative hearing that led to the alternative being considered in the draft EIR." *(Historic Preservation Commission, January 5, 2024, [A-HPC-4])*

"Commissioner Baldauf requested additional information about the process of evaluation and rejection of alternatives and asked for further clarification on the role of economics in evaluation of alternatives. Commissioner Baldauf did not feel enough justification was provided to reject constructing a new bridge nearby as an alternative and requested additional information about rejecting this alternative.

Commissioner Baldauf requested additional information for why the full rehabilitation of the bridge was rejected as infeasible. Commissioner Baldauf thought there should be more information about the full rehabilitation due to the fact that it was a previously approved project." *(Historic Preservation Commission, January 5, 2024, [A-HPC-6])*

RESPONSE ALT-1

These comments relate to the range of alternatives analyzed in the draft EIR. One commenter asserts that the draft EIR evaluates a reasonable and appropriate range of preservation alternatives to address historic resource impacts. Another commenter asks about the process of evaluation and rejection of alternatives and seeks clarification on the role of economics in alternative evaluation. One commenter requests additional information about why a new bridge at a different location and rehabilitation of the existing Islais Creek bridge were rejected. This response is organized as follows:

- CEQA Requirements for Evaluation and Rejection of Alternatives
- New Bridge at Different Location Alternative
- Full Preservation Alternative – Bridge Rehabilitation
- Conclusion

CEQA Requirements for Evaluation and Rejection of Alternatives

CEQA guidelines section 15126.6(a) provides that "An EIR shall describe a range of reasonable alternatives to the project, or location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The alternatives need not meet all project objectives but should meet most of the basic project objectives. The CEQA guidelines recognize that the range of conceivable alternatives to a proposed project is potentially vast and that an EIR need not consider every conceivable alternative to a project. However, it must include a reasonable range of potentially feasible alternatives, based on the "rule of reason," that will foster informed decision-making and public participation (see CEQA guidelines section 15126.6[a]).

As described in Section 6.A.1 on page 6-1 in the draft EIR, the range of potential alternatives is limited to those that could feasibly attain most of the basic objectives of the proposed project while reducing the significant impacts. Among the factors considered for feasibility are site suitability, economic viability, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the project sponsor can reasonably acquire or have access to an alternative site (CEQA guidelines section 15126.6[f][1]). As discussed in draft EIR page 6-3, Section 6.B, Alternative Selection, as part of the selection process the planning department evaluated whether (1) the alternative would first meet the project's objectives; (2) the alternative would avoid or lessen significant impacts of the proposed project, and (3) the alternative would be feasible.

The purpose of presenting a range of alternatives compared with a proposed project is to focus on those alternatives that can reduce or eliminate the significant effects identified in an EIR (CEQA guidelines section 15126.6). The draft EIR for the Islais Creek Bridge Project meets this requirement.

Regarding the role of economics in the evaluation and rejection of alternatives, the planning commission will certify the EIR if they determine that the EIR has been completed in compliance with CEQA, including that it describes a range of potentially feasible alternatives. The Public Works director will determine the actual feasibility of the alternatives as part of the adoption of CEQA findings and separate from the EIR certification. Public Works may consider nonenvironmental information in making the feasibility determination, such as an economic/financial feasibility analysis, as part of adoption of the CEQA findings.

New Islais Creek Bridge at Different Location

Section 6.E.1 on page 6-27 of the draft EIR discusses the reasons for dismissing the New Islais Creek Bridge at Different Location alternative. This alternative was rejected from further consideration in the EIR because it would permanently displace businesses along Third Street to construct the approaches to the new Islais Creek bridge, and therefore would require property acquisitions. Additionally, as described in the draft EIR on page 6-27, depending on the configuration and location of the new bridge, this alternative could impact existing recreational resources along Islais Creek channel, including Bayview Gateway, Tulare Park, and Islais Creek Park. Consequently, although this alternative would potentially reduce significant impacts to a historical resource, it also has potential to result in more severe impacts to recreational resources. Furthermore, this alternative would not meet the proposed project objectives for addressing the existing Islais Creek bridge's seismic deficiencies, increase freeboard or the lifespan of the bridge relative to sea-level rise, increase operational utility to Muni light rail operations, or increase the serviceability of the bridge. In addition, even with the construction of a new bridge at a different location, rehabilitation of the existing bridge would still be needed, which would ultimately result in the construction of two bridges as opposed to one. For these reasons, the New Islais Creek Bridge at Different Location alternative was dismissed from further consideration.

Full Preservation Alternative – Islais Creek Bridge Rehabilitation

Studies conducted by a team of San Francisco agencies, including Public Works, Port of San Francisco, SFMTA, planning department, and SFPUC found that the Full Preservation Alternative – Islais Creek Bridge Rehabilitation would not provide the ability to adapt the bridge to future sea-level rise projections, which is one of the project objectives, as discussed in Draft EIR Section 6.E.2 on page 6-28. The bottom of the existing bridge's access hatches and the thresholds at the wall slots below the girders of the bridge are below an anticipated 100-year storm surge (1 percent coastal flood event) for existing conditions. Beyond direct impairment, repeated flooding with saltwater can damage equipment and accelerate corrosion. The access hatches can only be accessed during low tide, and the metal doors of the access hatches show rust due to exposure to saltwater. As sea levels rise, the vulnerabilities to stormwater-related flooding and coastal flooding will increase. The bridge could become inoperable due to flooding within 20 years and inaccessible due to the bridge access being flooded within 50 years. [12] As discussed in the 2021 Report, "Islais Creek Southeast Mobility Adaption Strategy," studies found that the rehabilitation of the bridge would give the bridge a lifespan of only an additional 50 years, due to sea-level rise and flooding issues. [13] Accordingly, the report examined several long-term adaptive strategies. Long-term strategies must be implemented to adapt to sea-level rise of 12 inches; prolong the life of the bridge; and protect the bridge access hatches, machinery pit, and gap at abutment from flooding. One of these options involved replacement of the existing, non-operable drawbridge at a higher elevation. As discussed on page 6-28 in Section 6.E.2, upon reexamination of the bridge rehabilitation alternative in 2021, Public Works concluded that a fixed-span bridge, rather than an operable drawbridge, "aligns better with the interests of the department and the city as a whole, addresses sea-level rise concerns, and would be more economical to construct to reduce future maintenance needs and costs." For these reasons, the Full Preservation Alternative -Bridge Rehabilitation alternative was dismissed from further consideration.

[12] Islais Creek (Third Street) Bridge Charrette, prepared for Port of San Francisco, CH2M/Arcadis Team, April 2022.
[13] Islais Creek Southeast Mobility Adaptation Strategy, June 2021, *210630-ICSMAS-Report-Final.indd (sfplanning.org)*.

Conclusion

The EIR provides a range of reasonable alternatives to the proposed action that meets the basic project objectives and reduces the significant impacts of the project. The comments do not provide substantial evidence that the range of alternatives in the draft EIR is inadequate. No additional analysis or changes to the EIR are required.

Comment ALT-2: Alternative to Reduce Construction-Related Transportation Impacts

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- I-Rhett_1-1
- A-CPC-Tanner-1
- A-CPC-Moore-2
- O-VV-3

_____

"Just read an article about the loss of rail traffic to the Bayview with the bridge replacement project. There are rail tracks on the Illinois Street bridge that are relatively new. Could you create a temporary bypass for the T line there." *(Byron Rhett, Individual, December 5, 2023, [I-Rhett_1-1])*

_____

"Yes. I would second Commissioner Moore's comments in terms of the alternatives being at least in terms of efficiency, timeliness, getting to primary destinations, being really, really carefully looked at.

I think there was note that construction happened during regular hours, but to the speaker's point and to the location, some days there could be longer, 24-hour construction without limited disruption to residents being nearby.

I know that's part of how highway work often will happen. And I'm not a construction expert. I know everything doesn't necessarily have night work and night work has its own costs, expenses, and impacts to the project.

But just think about how could the timeline be shortened? What would it take? What are the impacts environmentally if the timeline is shortened in order to not break folks' habit of taking transit? We saw this during the pandemic. People may have taken transit to work. Then they stopped for a long time and then they never restarted again.

A similar thing could happen in a neighborhood we already have low transit use. Folks who are taking transit will find alternatives perhaps if the transit route alternatives are not sufficient or efficient enough, and then may not return to those transit uses.

So if we can think about how to shorten the timeline, that'd be great. And make sure we are looking at any construction-related impacts or environmental-related impacts to the shortened timeline, that would behoove us. And then we have the option to do those shortenings if we have the budget and the capacity to

have those shortened timelines." *(Rachael Tanner, San Francisco Planning Commission, January 11, 2024, [A-CPC-Tanner-1])*

"This gets a little bit into the weed, but we have major bridges built in the Bay Area for the last 20-30 years, Carquinez, et cetera. And sometimes an old bridge is being used for functionality while the new bridge is slightly built alongside the existing bridge.

I am not really familiar exactly where the limitations on the alignments are, but we do know that the T line can make a 90 degree turn.

So my question would be, have you considered an alternative location? While the new bridge is being built, the existing bridge remains functional." *(Kathrin Moore, San Francisco Planning Commission, January 11, 2024, [A-CPC-Moore-2])*

"2. Could the construction period be shortened?" *(Jennifer Doan, Director Marketing Communications for Veritable Vegetable, January 17, 2024, [O-VV-3])*

RESPONSE ALT-2

These comments are regarding alternatives to reduce transportation impacts during the construction of the proposed project, such as looking at other options to reduce impacts to T-Line service and shortening the construction schedule. This response is organized as follows:

- Reduced Impacts to T-Line Services
- Reduced Construction Schedule and Nighttime Work
- Interim Bridge Use

Reduced Impacts to T-Line Services

Public Works examined use of Illinois Street Bridge as a potential bypass to provide uninterrupted T-Line service during project construction. This was found to be infeasible for the following reasons:

1. The existing railroad tracks on the Illinois Street bridge are owned by the Union Pacific Railroad for freight rail and may not be suitable for sharing with light-rail vehicles due to private ownership.
2. The tracks on the Illinois Street bridge do not have the infrastructure for an overhead contact system and traction power electrification needed to operate light-rail.
3. The tracks are in a single-track configuration. This presents a hazardous condition for passing trains in the north-south direction, which would need to switch over on each side of the channel.

4. The track alignment does not connect to the Third Street T-Line trackway. It would require major new tracks with associated electrification, switches, and crossovers through adjacent streets and private property, creating its own major construction disruption.

For these reasons, an alternative that uses Illinois Street Bridge as a bypass to provide uninterrupted T-Line service was not examined further.

Reduced Construction Schedule and Nighttime Work

Comments received also relate to potentially shortening the construction schedule of the proposed project by using nighttime work. As discussed on page 6-30 in Section 6.E.6 of the draft EIR, consideration was given for a 24-hour, 7-day-a-week construction schedule and ultimately, this alternative was rejected due to the dangers of working in the dark over water (e.g., increased risk to construction workers) and after-hours noise and vibration disruption to nearby sensitive receptors.

As described in Chapter2 and in Responses PD-3 and TR-1 (above), in response to public comments on the draft EIR, Public Works examined ways to minimize mobility impacts due to the Islais Creek Bridge's two-year closure. Public Works evaluated a preferred project variant that has the potential to reduce the overall construction duration and the transportation and circulation impacts associated with the Islais Creek bridge closure by reducing risk during construction. The preferred project variant simplifies the design by using a single type of precast concrete beam, making it accessible to more fabricators and contractors. This bridge variant also simplifies construction by reducing the number of construction sequences and connections between bridge components, effectively reducing risks that may otherwise lengthen the construction schedule by weeks or even months.

Alternatives that Allow interim Bridge Use

One commenter asks whether an alternative location for the new Islais Creek bridge was considered so that the existing bridge may remain functional while the new bridge is being built. As discussed in the Response ALT-1 above, the New Bridge at Different Location was considered and examined in the draft EIR in Section 6.E.1 on page 6-27. The same limitations discussed in Response ALT-1 apply to this option; for example, permanent displacements of businesses along Third Street would result in higher costs related to permanent acquisitions and ultimately funding eligibility issues; and potentially significant impacts to recreational and biological resources.

Commenters reference other bridges, such as the Bay and Carquinez bridges, as examples where an existing bridge has been used during the interim construction period. The construction of the new Islais Creek Bridge differs from the construction of the Bay and Carquinez bridges because those bridges had ample right-of-way to build a detour road that could smoothly transition to and from the approaches to those bridges. Moreover, those bridges did not carry rail transit. Additionally, average daily traffic is substantially higher on Bay Bridge than on the Islais Creek Bridge; there would be much greater impacts to the greater Bay Area transportation system if the Bay Bridge required full closure during construction. Islais Creek Bridge's average daily traffic does not warrant building a new bridge on a new alignment due to the constraints listed above. For these reasons, this option was not examined further.

F. Initial Study Topics

The comments and corresponding responses in this section relate to the project's initial study. These include topics related to:

- IS-1: Archeological Resources
- IS-2: Air Quality
- IS-3: Biological Resources

Comment IS-1: Archeological Resources

This response addresses the comment from the commenter listed below; the comment on this topic is quoted in full below this list.

- A-HPC-2

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"Commission President Matsuda appreciated the level of detail given in the archeological section of the Draft EIR." *(San Francisco Historic Preservation Commission, January 5, 2024 [A-HPC-2])*

_____

RESPONSE IS-1

This is a general comment regarding the adequacy of the archeological resources section of the draft EIR. Therefore, no additional analysis or changes to the EIR conclusions regarding this topic are required.

Comment IS-2: Air Quality

This response addresses the comment from the commenter listed below; the comment on this topic is quoted in full below this list.

- O-VV-5

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"6. How much can we expect, as close neighbors of the construction project and staging area, airborne dust or debris?" *(Jennifer Doan, Director of Marketing Communications for Veritable Vegetable, January 17, 2024, [O-VV-5])*

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RESPONSE IS-2

The commenter seeks clarification regarding the air quality impacts during the Islais Creek Bridge Project construction activities.

Information regarding the project's air quality impacts is discussed in Appendix B., Initial Study Section E.8, and is based on an Air Quality Technical Result Memorandum[14] prepared for the project, which provides detailed estimates of project-related emissions and associated health risks for residential and worker receptors. Project-related demolition, site preparation, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Public Works Order No. 171,378[15] outlines strict requirements for excavators to follow for the protection of the health and safety of the general public when excavation of material occurs, which the project sponsor is required to follow by law. As described on pages 46 and 47 of the project's initial study:

> In compliance with Public Works Order No. 171, 378, the project sponsor (Public Works) and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site, or other practices that result in equivalent dust control that are acceptable to the Director of Public Works. Dust suppression activities include misting/spraying during any dust-generating activities in such a way that prevents puddling and/or generation of runoff that could potentially reach storm drains; minimizing the amount of excavated material or demolition waste stored at the construction site and removing all hazardous or suspected hazardous materials from the site no later than the end of each workday; wetting all exposed soil surfaces at least three times daily during dry weather or as needed; and performing wet sweeping at the end of each shift and keeping the construction site and adjacent area clean. In addition, haul trucks carrying excavated materials shall be loaded so that the excavated materials would not extend above the walls or back of the truck bed, and each load shall be wetted and tightly covered prior to leaving the site.
>
> Compliance with the regulations and procedures set forth by Public Works Order No. 171,378 would reduce potential dust-related air quality impact levels to ***less than significant***, and no mitigation measures would be required.

In addition to fugitive dust, the proposed project would result in emissions of criteria air pollutants; the six criteria air pollutants are ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide, and lead. As described on initial study page 45, Islais Creek Bridge project construction activities are required to comply with the San Francisco Clean Construction Ordinance, which requires the proposed project to use low-emitting construction equipment in the Air Pollutant Exposure Zone.[16] As shown in Tables 7 and 8 on page 48 in the initial study, average daily criteria air pollutant emissions during construction would not exceed the applicable significance threshold for reactive organic gases, oxides of nitrogen, particulate matter equal to or less than 10 microns in diameter or particulate matter equal to or less than 2.5 microns in diameter ($PM_{2.5}$) during the 2 years of anticipated project construction. Because the proposed project would not exceed any significance threshold for criteria air pollutants, the impact would be *less than significant*, and no mitigation is required.

The project's air quality analysis also evaluated health risks to toxic air contaminants at sensitive receptor and offsite worker locations, in accordance with air district guidance. As described on page 49 of the initial study, the

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[14] AECOM Technical Services Inc., Air Quality Technical Results Memorandum for the Islais Creek Bridge Project, October 5, 2023.

[15] Department of Public Works, Order No. 171,378, 1998, Public Works Order 171,378, *https://sfpublicworks.org/sites/default/files/Public%20Works%20Order%20171%2C378.pdf*.

[16] The Air Pollutant Exposure Zone is an area determined to have poor air quality and is identified based on health-protective criteria that consider estimated cancer risk, exposures to $PM_{2.5}$, proximity to freeways, and locations with particularly vulnerable populations. These zones are established by the San Francisco Department of Public Health and regulated under San Francisco's Environment Code Chapter 25, Clean Construction Requirements for Public Works, *https://www.sfdph.org/dph/files/ehsdocs/airquality/airpollutantexposurezonemap.pdf*, accessed August 9, 2024.

nearest residential receptor is at 3908 Third Street, approximately 1,800 feet from the proposed project boundary; and firefighters at San Francisco Fire Station 25 (15 feet south of the proposed project boundary) were identified as the closest worker receptors to the project site. No significant health risk impacts were identified to residential receptors. However, the analysis identified that the maximum annual average $PM_{2.5}$ concentration for worker receptors would occur at San Francisco Fire Station 25 and that workers could be exposed to $PM_{2.5}$ concentrations up to 0.21 microgram per cubic meter. This would exceed the 0.2-microgram-per-cubic-meter threshold and could result in a significant health risk impact at the maximally exposed worker receptor. Accordingly, Mitigation Measure M-AQ-3: Off-Road Construction Equipment is required to reduce this significant impact. With the implementation of Mitigation Measure M-AQ-3, health risk impacts to worker receptors would be reduced to *less than significant.* There are anticipated to be fewer health risk impacts to worker receptors at Veritable Vegetable because Veritable Vegetable is farther from the project site (approximately 80 feet from the nearest project site boundary) compared to San Francisco Fire Station 25 (approximately 15 feet from the nearest project boundary). This means that adverse health effects on the surrounding worker receptors are not anticipated.

Comment IS-3: Biological Resources

This response addresses the comments from the commenter listed below; the comments on this topic are quoted in full below this list.

- A-CDFW-1
- A-CDFW-2
- A-CDFW-3
- A-CDFW-4

"I. Marine Project Level Impacts and Other Considerations
Pacific Herring

Comment: Mitigation Measure M-BI-5: Protection of Herring Spawn describes protections for herring and having biological monitors present during the herring spawning season from December 1 through February 28. CDFW is in agreement with the purpose of the mitigation measure, however, the spawning season timeframe listed is incorrect. Additionally, CDFW recommends that if any in-water work is to occur during the herring spawning season, coordination with CDFW should occur prior to any work outside the work window.

Recommendation: CDFW recommends that M-BI-5 spawning season timeframe be changed to December 1 through March 15. Additionally, M-BI-5 should include the following language.

- If in-water work is to take place during the herring spawning season, coordination with CDFW shall occur prior to November 15th.

Mitigation Measure M-BI-2: Fish and Marine Mammal Protection during Pile Removal

Comment: The proposed work window of June 1 through November 30 within M-BI-2 is consistent with CDFW recommendations. This work window is likely to be effective in minimizing potential impacts to salmonids and Pacific herring. However, it is unclear why this mitigation measure is specific only to pile removal. The Project includes pile installation via pile driving and drilling, both of which may cause underwater sound levels high enough to impact aquatic species. Driving larger diameter piles with impact hammers can cause sound levels high enough to cause take of aquatic species. The Hydroacoustic Working Group (Attachment 1) has identified sounds levels in which take is likely to occur.

Recommendation: CDFW recommends M-BI-2 include pile installation (driving and drilling) within the same June 1 through November 30 work window.

Recommendation: CDFW recommends further consultation and a sound monitoring plan if underwater sound levels are expected to exceed the thresholds identified in Attachment 1 and/or if pile driving or removal work is to occur outside of the specified work window within M-BI-2." *(Becky Ota, Environmental Program Manager at California Department of Fish and Wildlife, January 29, 2024, [O-CDFW-1])*

"State Listed Chinook Salmon

Comment: Table 12 in Appendix B (Special-Status Wildlife Species with Potential to Occur in the Islais Creek Bridge Project Area) lists only Central Valley fall and Central Valley late fall ESU for Chinook salmon. In addition to these two runs of Chinook that are considered state species of special concern, there are two additional runs of state listed Chinook salmon that may be present within the Project area, Sacramento River Spring run, state listed as threatened, and the Sacramento River Winter run, state listed as endangered.

Recommendation: CDFW recommends the final EIR include both listed ESU of Sacramento River Chinook salmon to Table 12 in Appendix B. The DEIR should also include analysis of potential impacts to these Chinook ESU along with the Central Valley fall and late fall ESU." *(Becky Ota, Environmental Program Manager at California Department of Fish and Wildlife, January 29, 2024, [O-CDFW-2])*

"White Sturgeon

Comment: White sturgeon is a state species of special concern (SSC). Although the SSC designation does not have a formal legal status, species are designated to bring additional attention to conservation, research, and recovery of species that have previously been subject to population declines or are generally rare. SSCs should be considered during the environmental review process. CEQA (California Public Resources Code §§ 21000-21177) requires State agencies, local governments, and special districts to evaluate and disclose impacts from "projects" in the State. Section 15380 of the CEQA guidelines indicates that species of special concern should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outlined therein. Sections 15063 and 15065 of the CEQA guidelines, which address how an impact is identified as significant, are particularly relevant to SSCs. Project-level impacts to listed (rare, threatened, or endangered species) species are generally considered significant thus requiring lead agencies to prepare an Environmental Impact Report to fully analyze and evaluate the impacts. In assigning "impact significance" to populations of non-listed species, analysts usually consider factors such as population-level effects, proportion of the taxon's range affected by a project, regional effects, and impacts to habitat features.

Additionally, CDFW received a petition to list White sturgeon as threatened under CESA on November 29, 2023. CDFW is expected to complete our review of the petition by April 2024. Information regarding this petition for listing can be found on the California Fish and Game Commission webpage at, https://fgc.ca.gov/CESA?utm_medium=email&utm_source=govdelivery#ws.

Recommendation: CDFW recommends the final EIR include analysis of the potential impacts to White sturgeon from Project activities and that White sturgeon be added to Table 12 in Appendix B (Special-Status

Wildlife Species with Potential to Occur in the Islais Creek Bridge Project Area)." *(Becky Ota, Environmental Program Manager at California Department of Fish and Wildlife, January 29, 2024, [O-CDFW-3])*

"California Brown Pelican

Comment: Table 12 in Appendix B list California brown pelican (*Pelecanus occidentalis californicus*) as state fully protected. The California brown pelican was removed from the state list of fully protected species in 2023 and is no longer state fully protected under Fish and Game Code section 3511.

Recommendation: CDFW recommends removing the state fully protected status from California brown pelican in Table 12 within Appendix B." *(Becky Ota, Environmental Program Manager at California Department of Fish and Wildlife, January 29, 2024, [O-CDFW-4])*

RESPONSE IS-3

These comments include revisions and recommendations for the biological resources section of the initial study, including revisions to proposed mitigation measures. This response is organized as follows:

- Pacific Herring
- Fish and Marine Mammal Protection
- State Listed Chinook Salmon
- White Sturgeon
- Brown Pelican
- Conclusion

Pacific Herring

The comment recommends revising the herring spawning season timeframe identified in Mitigation Measure M-BI-5 and identifying as part of the mitigation measure that, should in water work take place during the herring spawning season, coordination would occur with CDFW. Accordingly, Mitigation Measure M-BI-5 in Appendix B to the EIR (page 83 of the Initial Study) has been revised as follows:

> **Mitigation Measure M-BI-5: Protection of Herring Spawn**
>
> To ensure the protection of herring spawn, biological monitoring to identify spawn events shall occur during the herring spawning season, from December 1 through ~~February 28~~ March 15. If herring spawning is observed, in-water work shall be suspended within 500 meters of spawning activity, and the work shall not resume until spawning has ended and eggs have hatched (up to 21 days). If in-water work is to take place during the herring spawning season, coordination with CDFW shall occur prior to November 15 of the year when in-water work will occur.

Fish and Marine Mammal Protection

The commenter seeks clarification regarding why Mitigation Measure M-BI-2 only applies to pile removal and does not apply to pile installation. As described on page 79 of the Initial Study (see Appendix B of the EIR), the planning department acknowledges that in-water construction activities has the potential to cause

short-term, temporary behavioral disruptions to marine mammals that may be foraging or hauled out in nearby waters. However, no impact-pile driving is proposed as part of the proposed project. As described on page 2-8 of the draft EIR, piles to support the existing abutments would consist of either cast-in-drilled-hole reinforced-concrete or pipe piling, drilled to the appropriate foundation depth. Therefore, the *Agreement in Principle for Interim Criteria for Injury to Fish from Pile Driving Activities* referenced in the comment letter does not apply to the proposed project.

The commenter also recommends that further consultation and a sound monitoring plan be prepared if underwater sound levels are expected to exceed the thresholds identified in Attachment 1 of the comment letter, and/or if pile driving or removal work is to occur outside of the work window specified in Mitigation Measure M-BI-2. However, as described above, no impact-pile driving is proposed as part of the proposed project. The National Marine Fisheries Service and Caltrans completed informal consultation to address the potential effects of underwater noise on fish, using the thresholds identified in their comment letter (see Appendix G of the Biological Technical Memorandum[17]). Underwater noise levels are not expected to exceed the thresholds identified in Attachment 1, and pile extraction shall be restricted to a work window of June 1 to November 30, as described in Mitigation Measure M-BI-2. As a result, no additional consultation or sound monitoring plan are needed.

State-Listed Chinook Salmon

The commenter recommends that the final EIR provide an impact analysis for Sacramento River Spring-run (there is no species regulated under this name; the commentor meant to refer to Central Valley Spring-run[18]) and the Sacramento River Winter-run chinook salmon, both of which are state-listed species as well as federally listed species. As discussed in Section 15, Central Valley Spring-run and Sacramento River Winter-run chinook were considered but were determined not to be impacted by the project because those species are unlikely to occur in the project area. The text in Section 15 has been modified to further clarify that these species have no potential to occur:

> "Central Valley fall/late fall-run Chinook salmon, which is a California species of special concern, is the only population of chinook that spawns in San Francisco Bay tributary streams. The Sacramento River winter-run and Central Valley spring-run Chinook salmon would not be affected by the proposed project. This is because they spawn only in tributaries of the Sacramento and San Joaquin Rivers and migrate through the northern part of the Bay proximal to the Golden Gate, and so have no potential to occur at the project site ~~and thus would not be affected by the project~~."

This is consistent with the informal consultation conducted under section 7 of the Endangered Species Act between Caltrans and the National Marine Fisheries Service for the proposed project, in which Caltrans concluded that the project would not affect Sacramento River winter-run and Central Valley Spring-run chinook.[19]

White Sturgeon

The commenter recommends that the final EIR include impact analysis for white sturgeon, which as of publication of the draft EIR in November 2023, had been petitioned for listing under the California Endangered Species Act. As of June 2024, the California Fish and Game Commission provided notice that the

[17] AECOM Technical Services Inc., Islais Creek Bridge Project Biological Technical Memo, November 2023.
[18] AECOM Senior Biologist, David Pecora contacted CDFW on September 5, 2024 to confirm the species referenced in CDFW's comment letter. CDFW Environmental Scientist, Arn Aarreberg, confirmed that CDFW intended to reference Central Valley Spring run chinook.
[19] AECOM Technical Services Inc., Islais Creek Bridge Project Biological Technical Memo, November 2023.

white sturgeon is a candidate species, as defined by section 2068 of the Fish and Game Code. The Islais Creek Bridge Project's environmental analysis considered impacts to the white sturgeon as a State Species of Concern, as described on pages 78 and 79 of the initial study, under "Special-Status Fish Species." As impacts to this species are already considered, no additional impact analysis is needed. Table 12, in Section E.15 of the initial study, on pages 72 and 73, has been updated to reflect the change in species status, as excerpted below:

Table 12 Special-Status Wildlife Species with Potential to Occur in the Islais Creek Bridge Project Area

Animals					
Common Name	**Scientific Name**	**Federal Status**	**State Status**	**Potential to Occur**	**FESA Effects Determination**
Pacific herring	*Clupea pallasii*	—	State-Managed Fishery	low	NA
Green sturgeon Southern DPS	*Acipenser medirostris*	FT and DCH	—	low	NLAA
Longfin smelt	*Spirinchus thaleichthys*	FP	ST	low	NA
Steelhead – Central California Coast DPS	*Oncorhynchus mykiss*	FT and DCH	—	low	NLAA
Chinook salmon – Central Valley fall/late fall ESU	*Oncorhynchus tshawytscha*	—	SSC	low	NA
White sturgeon	*Acipencer transmontanus*	—	~~SSC~~ SCT, SSC	low	NA
California sea lion	*Zalophus californianus*	MMPA	—	low	NA
Pacific harbor seal	*Phoca vitulina*	MMPA	—	low	NA
California brown pelican	*Pelecanus occidentalis californicus*	MBTA, FD	~~FP~~ =	moderate	NA
Double-crested cormorant	*Phalacrocorax auratus*	MBTA	WL	high	NA
American peregrine falcon	*Falco peregrinus anatum*	MBTA	FP	low	NA
Townsend big-eared bat	*Corynorhinus townsendii*	—	SCT, SSC	low	NA
Pallid bat	*Antrozous pallidus*	—-	SSC	low	NA

Notes:
DPS = distinct population segment
FESA = federal Endangered Species Act

FESA Effects Determination
NA = Not Applicable
NE = No Effect
NLAA = Not Likely to Adversely Affect

Federal Status Designations
MBTA = Species protected by the Migratory Bird Treaty Act
DCH = Designated Critical Habitat present in project area
FT = Federal threatened
FD = Federal delisted
FC = Federal candidate
MMPA = species protected by the Marine Mammal Protection Act

State of California Status Designations
FP = Fully protected under California Fish and Game Code
SCT = State candidate threatened
SE = State endangered
SSC = State species of concern
ST = State threatened
WL = Species of Special Concern Watch List

Additionally, page 75 of Appendix B, Section E.15 of the initial study, is updated as follows to reflect the status change of this species:

> **"WHITE STURGEON**
>
> White sturgeon (*Acipenser transmontanus*) is listed as a candidate for threatened species status under CESA and is designated as a state species of concern by CDFW. White sturgeon are the largest bony fish found in North America and have a very long life span. Spawning adults….."

Brown Pelican

The commenter recommends that the status of brown pelican be updated to reflect recent changes to the state's fully protected species list. Table 12, in Section E.15 of the initial study, on pages 72 and 73, has been updated to reflect this change; see the comment under "White Sturgeon," above, for an excerpt of the updated table.

Additionally, text in Section 15 "Brown Pelican" will be updated to reflect this change, as follows:

> **"CALIFORNIA BROWN PELICAN**
>
> California brown pelican (*Pelecanus occidentalis californicus*) are a federally delisted species.~~, and their nesting colony and communal roosts are State Fully Protected.~~ Nesting colonies are found ……."

Conclusion

These revisions and clarifications to the biological resource impact analysis and mitigation measures do not constitute significant new information, because the proposed changes provide clarifications or updates to species status. Pursuant to CEQA guidelines section 15088.5, the proposed changes are not considered "significant new information," and no recirculation of the EIR is required.

G. General

The comments and corresponding responses in this section cover general issues. These include topics related to:

- GC-1: General Comments on the EIR
- GC-2: Public Outreach
- GC-3: Request to Postpone the Draft EIR Public Hearing
- GC-4: Project Merits
- GC-5: Tulare Park Construction Activities

Comment GC-1: General Comments on the EIR

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- O-EDOT_1-2
- O-HPC-5
- A-HPC-9

"Happy to work with everyone to make this project a success but I feel there is much more work needed including community impact, historical impact and environmental impact. This has not been addressed properly to our community." *(Earl Shaddix, Executive Director for Economic Development on Third, December 1, 2023, [O-EDOT_1-2])*

"Commissioner Baldauf thought the cover photo of the draft EIR showing the existing Islais Creek bridge was inappropriate given the scope of the project." *(Historic Preservation Commission, January 5, 2024, [A-HPC-5])*

"Some commissioners noted that another bridge in San Francisco, the article 10 landmark Lefty O'Doul bridge, was not demolished but rehabilitated." *(Historic Preservation Commission, January 5, 2024, [A-HPC-9])*

RESPONSE GC-1

These general comments on the draft EIR relate to the overall adequacy for evaluation of impacts on the community, the draft EIR cover photograph, and a statement regarding a different bridge rehabilitation project in San Francisco.

One commenter asserts that more evaluation is needed to understand community impacts, historical impacts, and environmental impacts. The commenter does not, however, present specific examples or substantial evidence as to how the evaluation of community impacts in the draft EIR is inadequate and does not present new information that would require changes or updates to the analysis provided in the EIR. As discussed in draft EIR Section 1.A (page 1-1), and in accordance with the CEQA guidelines (section 15064[f][1]), the purpose of an EIR is to disclose potential environmental impacts of a project to public agency decision makers and the general public; identify possible ways to minimize the significant effects; and describe reasonable alternatives to the proposed project that could feasibly attain most of the basic objectives of the proposed project, while substantially lessening or avoiding any of the significant environmental impacts. Information on and analysis of environmental impacts to communities is provided in Chapter 4 of the draft EIR, which includes an evaluation of impacts to historical architectural resources in Section 4.B; and in the initial study, which is included as Appendix B. No additional analysis or changes to the EIR conclusions regarding this topic are required. See Response GC-2: Public Outreach and Noticing for more information on public outreach.

One commenter states that the draft EIR cover photograph is "inappropriate given the scope of the project." Consistent with planning department practice, environmental document covers show the existing conditions

of a project site. Accordingly, the existing cover photograph for the Islais Creek Bridge EIR reflects an image for the current Islais Creek bridge infrastructure. This comment does not present new information that would require changes or updates to the analysis provided in the EIR. Therefore, no additional analysis or change to the EIR is required.

One commenter notes that the article 10 landmark Lefty O'Doul bridge was rehabilitated rather than demolished. Like the Islais Creek bridge, the Lefty O'Doul bridge is also a drawbridge on the Third Street corridor. The Lefty O'Doul bridge is geometrically constrained, with no opportunities to raise the bridge approaches to address sea-level rise. The draw span of the Lefty O'Doul bridge is heavily used for maritime access in Mission Channel to the harbor upstream; therefore, it was determined that this bridge should have the deck replaced and the structure repainted.

Chapter 6, Alternatives, of the draft EIR describes alternative projects that were evaluated, as required by CEQA. As discussed above in Response ALT-1, Range of Alternatives, bridge rehabilitation (also referred to as the "Full Preservation Alternative -Bridge Rehabilitation" alternative) would not allow for improvements that address future sea-level rise, which is a primary project objective. As discussed in Response ALT-1 and Section 6.E.2 of the draft EIR, on page 6-28, upon reexamination of the bridge rehabilitation alternative in 2021, Public Works concluded that a fixed-span bridge, rather than an operable drawbridge, "aligns better with the interests of the department and the city as a whole, addresses sea-level rise concerns, and would be more economical to construct to reduce future maintenance needs and costs." For these reasons, the rehabilitation of the bridge was rejected as infeasible. No additional analysis or changes to the EIR are required in response to this comment.

Comment GC-2: Public Outreach and Noticing

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- O-EDOT_2-1
- O-EDOT_3-3
- O-EDOT_7-1
- O-EDOT_8-2
- O-EDOT_8-4
- O-IBNA_1-1
- O-IBNA_1-4

"Thank you Thomas for your reply. We sent out this information in our newsletter to our merchants and shared it on our social media today. I am getting a tremendous amount of responses from community stakeholders as well as our merchants stating that they were not informed of this project. It's pretty remarkable the volume of responses.

So that I can better learn of how outreach was done, could you kindly provide me with the methodology of the outreach? Could you also provide me with any consultants or agencies that were used for outreach? I am simply baffled how literally no one is aware of this project. I am hopeful we can learn what happened and why such a large gap and develop a better strategy to engage stakeholders and merchants as this will be a very impactful project." *(Earl Shaddix, Executive Director for Economic Development on Third, December 5, 2023, [O-EDOT_2-1])*

"So that I can better learn of how outreach was done, could you kindly provide me with the methodology of the outreach? Could you also provide me with any consultants or agencies that were used for outreach? I am simply baffled how literally no one is aware of this project. I am hopeful we can learn what happened and why such a large gap and develop a better strategy to engage stakeholders and merchants as this will be a very impactful project." *(Earl Shaddix, Executive Director for Economic Development on Third, December 7, 2023, [O-EDOT_3-3])*

"Thank you Liz. I guess I am a bit confused as I have been asking for an extension of the hearing date at SF Planning as the community and business owners have been woefully uninformed and as I have stated repeatedly, the outreach has not been adequate. I expressed this in more than one email and I believe a zoom call with you. I will send in my comments now, again, and hope it reaches someone.

With this development, I do think it's important to meet with Supervisor Walton's office to discuss this development and will also inform merchants and the community that you are proceeding without allowing adequate notice for comments.

I had hoped there for a minute that we were going to work together. Our first merchant meeting is scheduled February 5th, 6pm and we would hope this project can be presented. I will also alert community groups and invite them as well." *(Earl Shaddix, Executive Director for Economic Development on Third, January 22, 2024, [O-EDOT_7-1])*

"I have repeatedly expressed my concerns that merchants in the 300ft radius of this project have not been informed nor have they received the EIR to review. I know this as I personally visited every single businesses that was supposedly notified and not one single business knew of this.

It's hardly fair to ram through an EIR without proper notification." *(Earl Shaddix, Executive Director for Economic Development on Third, January 22, 2024, [O-EDOT_8-2])*

"This needs to go back and proper notification given so businesses and community can review the EIR." *(Earl Shaddix, Executive Director for Economic Development on Third, January 22, 2024, [O-EDOT_8-4])*

"Sorry for the late response but if you really don't want to hear from the general public on an issue, but pretend that you do, publish materials in mid December for input by January 11." *(Jill Fox, India Basin Neighborhood Association, January 25, 2024, [O-IBNA_1-1])*

"3. Is there an updated short fact sheet and / public website that I can share with general members to get people knowledge without expecting them to read an entire EIR? Perhaps something with graphics and maps about the detours?" *(Jill Fox, India Basin Neighborhood Association, January 25, 2024, [O-IBNA_1-4])*

RESPONSE GC-2

Generally, comments relate to the adequacy of the public outreach, noticing efforts, publication of materials, and requests for clarification on the project's outreach process. Various stages of public outreach are conducted by various agencies for large public infrastructure projects like the Islais Creek Bridge. As of publication of this RTC document, the various outreach phases planned for the Islais Creek Bridge Project are as follows:

- Phase 1 – Fall 2022-Fall 2025: Environmental Review outreach and initial community meetings
- Phase 2 – Fall 2024-Fall 2026: Detailed Design/Community Meetings/Development of Mobility Plan
- Phase 3 – Winter 2026: Pre-Construction Outreach
- Phase 4- Summer 2027-Summer 2029: Construction Outreach

To advance the project's engineering design, one of the first major milestones is obtaining environmental clearance for the project. The project is currently in phase 1 of its public outreach plan; Section 1.C of the draft EIR (pages 1-1 through 1-6) provides a detailed description of the public noticing process for the project's environmental review and is also summarized here.

Public outreach efforts for the project's environmental review began with the circulation of a notice of availability of NOP on May 31, 2023, which began a 30-day comment period that ended on June 30, 2023 (see Appendix A). In addition to English, the planning department translated the notice of availability into Chinese, Spanish, Filipino, and Vietnamese. The planning department mailed the notice of availability in all five languages to tenants and property owners within 300 feet of the project site and posted these notices on the planning department's environmental review webpage. The planning department also sent email notifications about the opportunity for public comment to neighborhood groups[20] in Potrero Hill and Bayview, along with citywide organizations who requested notifications for projects citywide. In addition to physical mailings and email notifications, the department posted signage on each side of the Islais Creek Bridge and posted notices in SFMTA buses and light rail vehicles, announcing the opportunity for public input during the NOP comment period. On May 31, 2023, the department placed an advertisement in the San Francisco Examiner to announce the opportunity for public input on the Islais Creek Bridge Project's environmental review.

On November 29, 2023, the planning department published the Islais Creek Bridge Draft EIR for public review and comment, which began a 54-day comment period that ended on January 22, 2024. Similar to efforts conducted for the project's NOP, the planning department issued the notice of availability of an EIR and public hearing in English, Chinese, Spanish, Filipino, and Vietnamese. The planning department mailed the notice of availability in all five languages to tenants and property owners within 300 feet of the project site, and posted these notices on the planning department's environmental review webpage. The planning department also sent email notifications about the opportunity to comment on the draft EIR to the Islais Creek Bridge Project listserve, which included neighborhood groups in Potrero Hill and Bayview, along with citywide organizations who requested notifications for project citywide, and individuals who commented on the NOP or expressed interest in the project. In addition to physical mailings and email notifications, the department posted signage on each side of the Islais Creek Bridge and posted notices in SFMTA buses and

[20] The planning department maintains a list it uses to distribute planning project notifications to individuals and neighborhood groups that have expressed interest in receiving such notices. Individuals and organizations can register and obtain a complete list of registered groups, along with their contact detail at Neighborhood Group Organizations | SF Planning. The website contains a link to the neighborhood group notification form, which must be filled out and emailed to planningnews@sfgov.org. It takes approximately two to four weeks to start receiving notices.

light rail vehicles, announcing the opportunity for public input during of the draft EIR comment period. On November 29, 2023, the department placed an advertisement in the San Francisco Examiner to announce the opportunity for public input on the Islais Creek Bridge Project's draft EIR.

Regarding the project's noticing process, the planning department has made a good faith effort to provide notice to organizations and persons who may have an interest in the proposed project, consistent with CEQA guidelines sections 15063, 15082, and 15087, and the city's Administrative Code Chapter 31.

For informational purposes, representatives from Public Works and/or SFMTA have met with various community groups prior to the publication of this RTC document to discuss construction-related impacts; these groups include the Chinatown Community Development Center, the Third Street Merchants Group (EDOT), the Southeast Community Facility Commission, Bayview Hunters Point Citizen Advisory Committee, Bayview Residents Improving Their Environment, Southern Advisory Committee, Potrero Boosters Neighborhood Association, and Dogpatch Neighborhood Association. As discussed under Response TR-1, the draft EIR has been revised to include a comprehensive community engagement and mobility strategy (mobility strategy) for the approximately two-year closure of the Islais Creek Bridge Project, as developed by the SFMTA, in coordination with Public Works. The mobility strategy would address the rerouting plans around the Islais Creek Bridge and T-Third (and 19-Polk bus, as applicable) bridge plans and identify ways to reduce effects to the mobility networks for all users (e.g., private vehicles, buses, people walking and bicycling). For a detailed description of the mobility strategy, refer to Chapter 2, Revisions and Clarifications to the Project Description of this RTC document.

One commenter asks for abridged materials (e.g., a short fact sheet) that can be shared with the public, allowing reviewers to understand the project without reading the entire EIR; the comment specifically references graphics and maps of the detours. The planning department acknowledges the comprehensive nature of the draft EIR and the length of the document. The draft EIR content has been outlined and developed in a deliberate way to allow reviewers to find information of interest to their individual concerns and provide a range of information, including both detailed and summarized informational content. Chapter 1 of the draft EIR includes a project summary and a description of the outline of chapters and appendices to allow for streamlined review. Graphics and maps are included throughout the EIR and are itemized in the Table of Contents (page iv), including figures that depict detour routes (see Figure 4.C-4, Pedestrian and Bicycle Detour Routes during Project Construction Period).

As a result of the above-described efforts, noticing conducted for the project has exceeded the requirements of the CEQA guidelines sections 15063, 15082, and 15087 and the city's Administrative Code Chapter 31.

Comment GC-3: Request to Postpone the Draft EIR Public Hearing

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- O-EDOT_1-1
- O-EDOT_1-3
- O-EDOT_2-2
- O-EDOT_3-2
- O-EDOT_3-4
- O-EDOT_5-1
- O-EDOT_5-3
- O-EDOT_6-1
- O-EDOT_8-1

_____

"Good morning Liz, thank you so much for getting back to me. As you can imagine we have many concerns over this project. Not doubting it needs to get done at some point. However, this month is the busiest month for our merchants and there is just no way I can ask them to put aside time to review this very important report, especially about a project that will have a serious impact on them. I know they will have lots to say but the timing of this is horrible.

I am asking to table the January meeting and reschedule to February or March thus giving time for Public Works to visit our merchants and do proper outreach and engage merchants and community. Not a single merchant on 3rd Street has heard of this project and to spring it on them in December/January is a bit much." *(Earl Shaddix, Executive Director, Economic Development on Third, December 1, 2023, [O-EDOT_1-1])*

"Greatly appreciate rescheduling and Thomas, please let me know when in January/February you could present to our merchants." *(Earl Shaddix, Executive Director for Economic Development on Third, December 1, 2023, [O-EDOT_1-3])*

"I would also like to request this item be tabled from the January 4th SF Planning meeting to give us more time to do better outreach to inform the community.

Thank you kindly. We look forward to working with you to make this project a success!!" *(Earl Shaddix, Executive Director for Economic Development on Third, December 5, 2023, [O-EDOT_2-2])*

"This is why in addition to the information requested below, I would like to table the January 4th, SF Planning meeting until I hear from more stakeholders." *(Earl Shaddix, Executive Director for Economic Development on Third, December 7, 2023, [O-EDOT_3-2])*

"I would also like to request this item be tabled from the January 4th SF Planning meeting to give us more time to do better outreach to inform the community." *(Earl Shaddix, Executive Director for Economic Development on Third, December 7, 2023, [O-EDOT_3-4])*

"SF Planning Commision, I would like to request the EIR Draft Report presentation scheduled for this week be rescheduled until February at the earliest." *(Earl Shaddix, Executive Director for Economic Development on Third, January 8, 2024, [O-EDOT_5-1])*

"Please confirm this agenda item will be rescheduled until February thus giving more time for Planning and Public Works to address better community outreach of this very important project." *(Earl Shaddix, Executive Director for Economic Development on Third, January 8, 2024, [O-EDOT_5-3])*

"Hi there. I didn't see the EIR on the SF Planning agenda or notes. Did you all postpone? Was there a reschedule date? Looks like we are having a merchant meeting Monday, Feb 5 at 6pm. Can someone present the EIR to the merchants? Let me know asap so I can also invite the Supervisor's office." *(Earl Shaddix, Executive Director for Economic Development on Third, January 21, 2024, [O-EDOT_6-1])*

"I am writing to comment on the draft EIR for the Islais Creek Bridge Replacement Project.

This is at least the fourth of fifth email that I am sending. I have asked more than twice that this EIR report hearing be delayed until merchants and community could have time to review." *(Earl Shaddix, Executive Director for Economic Development on Third, January 22, 2024, [O-EDOT_8-1])*

RESPONSE GC-3

Overall, these comments request an extension of the public hearing date and reference a lack of sufficient time for public comment and public noticing. Regarding the adequacy of the public outreach and noticing process, refer to Response GC-2.

Regarding the length of the draft EIR comment period, the planning department provided adequate time for public agencies and members of the public to review and comment on the draft EIR, as required by CEQA guidelines section 15203. The Islais Creek Bridge Project draft EIR was published for public review on November 29, 2023, and the comment period concluded on January 22, 2024 (a 54-day comment period). This review period is consistent with CEQA guidelines section 15105 and Chapter 31 of the San Francisco Administrative Code.

Regarding the planning commission hearing, the planning commission hearing was originally scheduled to be held on January 4, 2024 (as noticed on November 29, 2023) but was ultimately continued to January 11, 2024. Department staff notified interested parties via email of the hearing date continuance on December 7, 2023.

The draft EIR comment period concluded on January 22, 2024, ending a 54-day comment period. During the public review period, interested parties had the opportunity to provide comments, feedback, and input on the environmental impacts, mitigation measures, and alternatives in the draft EIR.

Comment GC-4: Project Merits

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- O-SFTR-2
- O-IBNA_2-1

"Hi Commissioners. Long time, no see. To be honest, the San Francisco Transit Riders are pretty concerned with this project. We mostly just want to make sure that Bayview considerations are really taken into account, given the historical injustices that have happened—

Thank you.

Given all of the historical injustices that have happened in the neighborhood, it would mean a lot to us. Given the state of the bridge, also, we understand the necessity for this project. We don't want to go through with the no-project option." *(Nicholas Levi, San Francisco Transit Riders, January 11, 2024 [O-SFTR-2])*

"I am not at all opposed to rebuilding the bridge. I walk over it regularly and it is actually quite frightening!" *(Jill Fox, India Basin Neighborhood Association, January 29, 2024, [O-IBNA_2-1])*

RESPONSE GC-4

These commenters express general opinions regarding the proposed project, support for the proposed project, and general concern for whether community interests have been considered.

Pursuant to CEQA guidelines section 15088(c), general comments that do not contain or specifically reference readily available information may receive a general response. These comments do not raise specific environmental issues about the adequacy or accuracy of the draft EIR's coverage of physical environmental impacts. Therefore, these comments do not require a response in this RTC document under CEQA guidelines section 15088(c).

Comment GC-5: Tulare Park Construction Activities

This response addresses the comments from the commenters listed below; the comments on this topic are quoted in full below this list.

- O-EDOT_4-1
- O-EDOT_5-2

"There was a lot of construction these past two weeks over at the Islais Creek Bridge site. I didn't get a photo of the bulldozers but did get some pics of the aftermath. They were excavating it seems. I thought construction was not starting? Also, with the exception of the small 9x12 poster that no one could possibly see, there are no visible notifications posted.

Could you kindly update me on what's happening? I am going to formally request an extension for the EIR presentation for this week's SF Planning as it seems there is more happening than what's being presented.

Please let me know asap and my next email will be to formally postone this agenda item until February at the earliest." *(Earl Shaddix, Executive Director for Economic Development on Third, January 8, 2024, [O-EDOT_4-1])*

"Although we have been told there will be no construction starting for some time, these past two weeks there have been some extensive excavating work with heavy machinery of which we were not informed. I would like to take this time extension to make sure the community is fully aware of any construction or pre-construction at the site." *(Earl Shaddix, Executive Director for Economic Development on Third, January 8, 2024, [O-EDOT_5-2])*

RESPONSE GC-5

On January 8, 2024, the planning department received notification of construction work occurring at Tulare Park, near the Islais Creek Bridge; the commenter seeks clarification regarding whether the work was related to the proposed Islais Creek Bridge Project. The construction vehicles, heavy machinery, and excavation work referenced by the commenter at Tulare Park, near Islais Creek Bridge, were not affiliated with the proposed Islais Creek Bridge Project. Planning Department and Public Works staff clarified with the commenter on January 8, 2024, that the Port of San Francisco was improving Tulare Park in accordance with requirements established in their San Francisco Bay Conservation and Development Commission permit.

As discussed in Section 2.G, Project Construction, on page 2-9 of the draft EIR, construction of the proposed project was assumed to begin no sooner than spring 2025; however, as of publication of this RTC document, construction is not anticipated to begin until summer 2027. The above comments do not raise specific environmental issues about the adequacy or accuracy of the draft EIR's coverage of physical environmental impacts; therefore, no further response is provided.

5. EIR REVISIONS

This chapter includes all changes to the draft EIR text and figures noted in the responses to comments or to clarify, expand, or update the information presented in the draft EIR. The revisions to the draft EIR derive from three sources: 1) the inclusion of a preferred project variant and community engagement mobility strategy (developed in response to public comments on the draft EIR), 2) comments raised in one or more of the comments received by the department during the draft EIR public review period; and 3) staff-initiated changes that correct minor inaccuracies and typographical errors or clarify or update material found in the draft EIR subsequent to its publication and circulation. Staff-initiated changes to clarify information presented in the draft EIR are highlighted with an asterisk (*) in the margin to distinguish them from text changes in response to comments.

The revisions made to draft EIR project description, including the preferred project variant and community engagement mobility strategy, changes to mitigation measures,[21] revisions to draft EIR text and figures do not provide new information that would result in any new significant impact not already identified in the draft EIR or a substantial increase in the severity of an impact identified in the draft EIR that cannot be mitigated to less than significant with implementation of mitigation measures. Therefore, none of the draft EIR text or figure revisions would require recirculation pursuant to CEQA Guidelines section 15088.5. The draft EIR and RTC document constitute the final EIR for the proposed action, in fulfillment of CEQA requirements and consistent with CEQA Guidelines section 15132. Where revisions to the draft EIR text and figures are called for, changes are shown as indented text, with new text <u>underlined</u> and deleted text shown with ~~strikethrough~~. Page numbers correspond to the page numbers of the draft EIR.

A. Revisions to the Draft EIR Cover and Title Pages

* On the cover of the draft EIR, the date of the draft EIR public hearing has been revised as follows:

Draft EIR Publication Date:	November 29, 2023
Draft EIR Public Hearing Date:	January 4<u>11</u>, 2024
Draft EIR Public Comment Period:	November 30, 2023 – January 22, 2024

Written comments should be sent to:

Elizabeth White
49 South Van Ness Ave, Suite 1400
San Francisco, CA 94103
or
CPC.IslaisCreekBridgeProject@sfgov.org

[21] The modified mitigation measures include M-CR-1b: Salvage Plan, M-CR-1c: Public Interpretive Plan, M-AQ-3: Requirements for Off-Road Construction Equipment, M-BI-1: Special-Status Species and Jurisdictional Waters Impact Avoidance, M-BI-5: Protection of Herring Spawn, and M-TR-1: Reduce Transit Travel Times for T-Third Street and 19-Polk Riders.

* On the title page of the draft EIR, the date of the draft EIR public hearing has been revised as follows:

Draft EIR Publication Date:	November 29, 2023	*Written comments should be sent to:* **Elizabeth White** 49 South Van Ness Ave, Suite 1400 San Francisco, CA 94103 or CPC.IslaisCreekBridgeProject@sfgov.org
Draft EIR Public Hearing Date:	January ~~4~~11, 2024	
Draft EIR Public Comment Period:	November 30, 2023 – January 22, 2024	

B. Revisions to Draft EIR Summary Chapter

On draft EIR pages S-4 and S-5, the summary of impact statement Impact CR-1 has been as follows revised to incorporate updates to Mitigation Measures M-CR-1b and M-CR-1c and be consistent with the analysis (the significance determination is unchanged):

Impact CR-1: The proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code.	Significant (S)	**Mitigation Measure M-CR-1b: Salvage Plan** Prior to approval of the proposed project by the Public Works Commission, the project sponsor shall consult with the department's preservation staff as to whether any such features may be salvaged, in whole or in part, during demolition or alteration. The project sponsor shall make a good faith effort to salvage character-defining features or materials of historical interest to be used as part of the interpretative program, incorporated into the architecture of the new bridge, or offered to other city agencies, non-profit or culturally affiliated groups, or other educational or artistic groups. The project sponsor shall prepare a salvage plan for review and approval by the department's preservation staff, and for review by the San Francisco Historic Preservation Commission,	Significant and Unavoidable with Mitigation (SUM)

		prior to Public Works Commission approval. **Mitigation Measure M-CR-1c: Public Interpretive Plan** The project sponsor shall facilitate the development of a public interpretive program focused on the history of the project site, the identified historic resource, and its significant historic context. The interpretive program should be developed and implemented by a qualified design professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, as well as a professionally qualified historian or architectural historian, or community group approved by the department. Through consultation with department preservation staff, coordination with local Native American tribal representatives should occur to ensure that a holistic history of the bridge and Islais Creek area is presented to the public. The primary goal of the program is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. The interpretive program shall be initially outlined in an interpretive plan subject to review and approval by the department's preservation staff; it shall be provided to the San Francisco Historic	

		Preservation Commission for review prior to Public Works Commission approval. The plan shall include the general parameters of the interpretive program, including the substance, media, and other elements of the interpretative program. The interpretive program shall include—in publicly accessible areas of the project site—permanent display(s) of interpretive materials concerning the history and design features of the affected historic resource, including both the site as a whole and the individual contributing buildings and features. The display shall be placed in a prominent public setting near the new bridge such as the proposed public observation platform. The interpretive material(s) shall be made of durable all-weather materials and may also include digital media in addition to a permanent display. The interpretive material(s) shall be of high quality and installed to allow for high public visibility. Content developed for other mitigation measures, as applicable, including the documentation programs, may be used to inform and provide content for the interpretive program. The interpretive program may also incorporate video documentation completed under M-CR-1a, Islais Creek Bridge Documentation, as applicable to provide a narrated video that describes the materials, construction methods, current	

* On draft EIR page S-21, the summary of impact statement Impact AQ-3 has been revised as follows to incorporate updates to Mitigation Measure M-AQ-3 and be consistent with the analysis (the significance determination is unchanged):

Impact AQ-3: The proposed project would generate toxic air contaminates, including diesel particulate matter, and could expose sensitive receptors to substantial pollutant concentrations.	Significant (S)	**Mitigation Measure M-AQ-3: Requirements for Off-Road Construction Equipment.** The contractor shall comply with the following: A. Engine Requirements 1. All off-road equipment greater than 25 horsepower shall have engines that meet or exceed either the United States Environmental Protection Agency's or the California Air Resources Board's Tier 4 final off-road emission standards. 2. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions and safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. 3. The contractor shall instruct construction workers and equipment operators	Less Than Significant with Mitigation (LTSM)

		in the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. B. Construction Emissions Minimization Plan Before starting onsite construction activities, the contractor shall submit a construction emissions minimization plan to the ERO or designee for review and approval. The plan shall state, in reasonable detail, how the contractor will meet the engine requirements listed above. 1. The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include but is not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.	

		2. Public works shall ensure that all applicable requirements of the plan have been incorporated into the contract specifications. The plan shall include a ~~certification statement that Public Works~~ statement from the contractor certifying that the contractor agrees to comply fully with the plan. 3. Public works shall make the plan available to the public for review on site during working hours. Public works shall post at the construction site a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the proposed project at any time during working hours and shall explain how to request to inspect the plan. The project sponsor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. C. Monitoring After start of construction activities, the contractor shall submit reports every six months to the ERO or designee, documenting compliance with the plan.	

* On draft EIR page S-25, the summary of impact statement Impact BI-1 has been revised as follows to incorporate updates to Mitigation Measure M-BI-1 and be consistent with the analysis (the significance determination is unchanged):

Impact BI-1: Project construction could have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service.	Significant (S)	**Mitigation Measure M-BI-1: Special-Status Species and Jurisdictional Waters Impact Avoidance.** Construction activities shall avoid or minimize adverse effects to special-status species and their habitats, and on jurisdictional waters to the full extent feasible. Specifically: 1. A materials management disposal plan shall be prepared by the selected contractor to prevent any debris from falling into the bay during construction to the maximum extent practicable. ~~This plan shall be submitted to the Regional Water Quality Control Board (RWQCB) for review and approval.~~ The measures identified in this plan shall be based on the best available technology, and shall include, but not be limited to, the following measures: • During construction, the barges performing the work shall be moored in a position to capture and contain the debris generated during any substructure or in-water work. In the event that debris does reach the bay, personnel in workboats in the work area shall immediately retrieve the debris for proper handling and disposal. All debris shall be disposed of at an authorized upland disposal site. • Debris containment systems shall be implemented for work over water to prevent	Less Than Significant with Mitigation (LTSM)

		airborne or falling debris from entering the waters below. An encapsulation containment system shall be used to contain debris for rust, lead paint, and asbestos. • Measures shall be taken to ensure that fresh cement or concrete shall not be allowed to enter the bay. Construction materials, stockpiles, debris, and all grindings and asphaltic-concrete waste shall be stored in previously disturbed areas absent of habitat and at a minimum of 150 feet from any aquatic habitat, culvert, or drainage feature. • All equipment and vehicles shall be fueled only in designated areas away from catchbasins and at least 150 feet from the shoreline, fitted with functional, appropriate leak-containment best management practices (BMPs), including drip pans or other containment beneath each connection point to capture all spills and drips. For small equipment on barges, secondary containment shall also be provided during fueling. • All hazardous material shall be stored upland in storage trailers and/or shipping containers designed to provide adequate containment. Short-term laydown of hazardous materials for immediate use shall be permitted with the same antispill precautions.	

On draft EIR page S-28, the summary of impact statement Impact BI-1 has been revised as follows to incorporate updates to Mitigation Measure M-BI-5 and be consistent with the analysis (the significance determination is unchanged):

Impact BI-1: Project construction could have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service.	Significant (S)	**Mitigation Measure M-BI-5: Protection of Herring Spawn.** To ensure the protection of herring spawn, biological monitoring to identify spawn events shall occur during the herring spawning season, from December 1 through ~~February 28~~ March 15. If herring spawning is observed, in-water work shall be suspended within 500 meters of spawning activity, and the work shall not resume until spawning has ended and eggs have hatched (up to 21 days). If in-water work is to take place during the herring spawning season, coordination with CDFW shall occur prior to November 15 of the year when in-water work will occur.	Less Than Significant with Mitigation (LTSM)

* On draft EIR page S-7, the summary of impact statement Impact TR-1 has been revised as follows to incorporate updates to Mitigation Measure M-TR-1 and be consistent with the analysis (the significance determination is unchanged):

Impact TR-1: Construction of the proposed project would result in intensive and disruptive activities that would not create potentially hazardous conditions for people driving, walking, or bicycling, or for public transit operations, but could substantially delay public transit.	Significant (S)	**Mitigation Measure M-TR-1: Reduce Transit Travel Times for T-Third Street and 19-Polk Riders.** San Francisco Public Works is working with the San Francisco Municipal Transportation Agency (SFMTA) to provide a bus bridge service plan (plan). The plan shall identify measures~~, to the degree feasible, that would~~ targeted to meet a performance	Significant and Unavoidable with Mitigation (SUM)

		standard ~~meet a performance standard~~ of limiting travel times to less than four minutes for ~~to~~ the T-Third bus bridge ~~vehicle to less than four minutes~~ between the Third Street/ Evans Street Intersection on the south and the Third Street/Mariposa Street intersection to the north above conditions that existed in September 2023. The plan would also identify measures that shall meet a performance standard of limiting travel times to less than four minutes for the 19-Polk between Aquatic Park and Hunters Point. The plan may include, but not be limited to, the following temporary measures during construction: • private vehicle restrictions on certain routes (e.g., Illinois Street Bridge) or reallocating roadway space to prioritize transit (e.g., Evans Avenue); • transit signal priority or signal timing optimization; • providing transit capacity consistent with customer demand to minimize waits for riders; • providing new safe pedestrian crossings and paths, clear directions, and wayfinding signs for any new transfers between the light rail and bus services; and installing temporary bus bulbs; and/or • ~~or~~ other measures that can be feasibly and	

		practically implemented to achieve the performance standard. The following additional measures shall be required to meet the performance standard for the 19-Polk. • Transit signal priority or signal timing optimization shall be implemented at the intersection of Evans Avenue/Toland Street/ Napoleon Street. • Temporary midblock bus bulbs shall be installed for the bus stops at Evans Avenue and Cesar Chavez Street, and Evans Avenue and Selby Street Full details of the bus bridge service plan, including the extent of the light rail service, passenger pick-up/ drop-off locations, bus frequency, and passenger transfer routes, shall be developed by San Francisco Public Works and SFMTA as the project's design progresses.	

C. Revisions to Introduction Chapter (Chapter 1)

* On draft EIR page 1-2, Section 1.C.1 Notice of Preparation of an Environmental Impact Report and Public Scoping, the second paragraph has been revised to correct a typographical error:

> In addition to English, the planning department translated the notice of availability into Chinese, Spanish, Filipino, and Vietnamese. The planning department mailed the notice of availability in all ~~four~~ five languages to tenants and property owners within 300 feet of the project site and posted these notices on the planning department's environmental review webpage.

* On draft EIR page 1-4, section 1.C.2, Draft EIR Review and Opportunities for Public Participation, the third paragraph has been revised to correct details of the project's San Francisco Planning Commission hearing:

> The public review period for the draft EIR and the initial study is from November 29, 2023, through January 22, 2024. The planning commission will hold a public hearing during the 54-day public review and comment period to solicit public comment on the information presented in the draft EIR

and initial study. The planning commission public hearing will be held on January ~~4~~11, 2024, beginning at 12 PM or later. Members of the public may attend this hearing in person at San Francisco City Hall ~~or participate remotely using videoconferencing technology~~. Additional information may be found on the planning department's website at https://sfplanning.org/hearings-cpc-grid.

D. Revisions to Project Description Chapter (Chapter 2)

On draft EIR page 2-10, Section 2.G.1, Traffic Detours During Bridge Construction, the first and third paragraphs have been revised as follows to clarify the anticipated traffic detour:

> The Islais Creek Bridge closure is expected for approximately 24 months. Throughout the construction duration, there would be no access for vehicles, light rail, or pedestrians to the project area. A traffic management plan would be established that would include a detour plan for vehicles, bicyclists, and pedestrians. Most of the vehicle traffic would be diverted to local streets, which may include~~ing~~ Evans Avenue and/or Illinois Street Bridge, and the remainder would use freeway, including U.S. 101 and I-280. People walking and bicycling would be detoured and directed to use the Illinois Street bridge. Local driveway access would be provided to owners in the project area on Third Street. Additional local access restriction may be provided for other roadways in the project vicinity affected by the project detour routes.
>
> As part of the proposed project, Public Works is working with the SFMTA to develop a temporary bus bridge plan to replace the existing T-Third light rail service. As replacement, Muni would run a combination bus and rail service during the Islais Creek Bridge construction period. T-Third Bus service would run between Market Street and Bayshore/Sunnydale Station. T-Third light rail service would run between Chinatown Station and the University of California, San Francisco (UCSF) Medical Center Station at Third and Mariposa streets. The bus service would traverse Islais Creek via the Illinois Street Bridge and provide a direct connection between the area south of Islais Creek Bridge to downtown. A goal of this plan is to ensure that most T-Line passengers would not have to transfer from the bus service to the T-Third light rail; passengers who must transfer would have transfer options at the 4th and King Caltrain Station and the UCSF Medical Center Station at Third and Mariposa streets.
>
> Public Works is also working with the SFMTA to develop a detailed detour plan for the 15-Bayview Hunters Point Express, 91-Third Street/19th Avenue Owl, and T-Third Street Bus (select early-morning and late-night trips) bus routes, which would also use ~~Third Street – Islais Creek~~ the Illinois Street Bridge during project construction.

On draft EIR page 2-12 (before section 2.H Project Approvals), the project description has been modified to include a community engagement and mobility strategy:

> ## 2.G.A Community Engagement and Mobility Strategy
>
> The SFMTA, in coordination with public works, would develop a comprehensive community engagement and mobility strategy (mobility strategy) for the approximately two-year closure of the Islais Creek Bridge Project. The mobility strategy would address the rerouting plans around the Islais Creek Bridge and T-Third (and 19-Polk bus, as applicable) bridge plans. The mobility strategy would also identify ways to reduce effects to the mobility networks for all users (e.g., private vehicles, buses, people walking and bicycling). The mobility strategy would also include the following components:

- *Public Outreach*. Public Works and the SFMTA shall work with community groups and/or members of the public in Bayview Hunters Point and Potrero Hill to formulate the mobility strategy. Public Works and SFMTA shall maintain a list of outreach opportunities on the mobility strategy on the project website (Islais Creek Bridge Replacement Project | Public Works) and provide online resources (e.g., StoryMaps) to engage the public in the community mobility planning process.

- *Point of Contact*. The mobility strategy shall identify a point of contact who shall be available during construction, and this contact shall also be listed as the contact on the project's public-facing website.

- *Context-Sensitive Solutions*. The strategy shall identify measures and context-sensitive solutions for how to ensure community mobility priorities are achieved during the two-year construction period.

- *Oversight and Follow-up Actions*. After the start of Islais Creek Bridge project construction activities, Public Works and SFMTA shall post biannual reports identifying complaints received and proposed updates or modifications to the strategy. The oversight and reporting period shall end when the new Islais Creek Bridge is fully operational for private vehicles, transit, and people walking and bicycling.

On draft EIR page 2-12, a new Section 2.G.B has been added to describe the preferred project variant (before section 2.H Project Approvals):

2.G.B Preferred Project Variant

The preferred project variant features a revised bridge design that incorporates a 115-foot-long, 105-foot-wide, single-span precast/prestressed concrete adjacent box beams bridge. Similar to the project bridge design described in the original draft EIR , the preferred project variant would involve demolition and removal of the existing bridge deck, including all electrical equipment and drive machinery needed to open the drawbridge. The preferred project variant would meet current structural and seismic standards and would be resilient to predicted sea-level-rise impacts up to the year 2100. The revised bridge design proposes bottom and top of deck minimum elevations of 14.3 feet and 18.6 feet, respectively (see Figure 2.G.B-1), and provide an increased clearance of approximately 4 feet when compared to the existing bridge. Similar to the project bridge design described in the original draft EIR, the preferred project variant would not change the existing lane configuration of the bridge, with the exception of a new pedestrian and bicycle path. The revised design would accommodate a center 24-foot-wide dedicated light rail trackway, two 11-foot-wide travel lanes in each direction, a 12-foot-wide Class I pedestrian path on the eastern side of the bridge, and a 17-foot-wide Class I shared pedestrian/bicycle path on the western side of the bridge (Figure 2.G.B-1 and Figure 2.G.B-3).

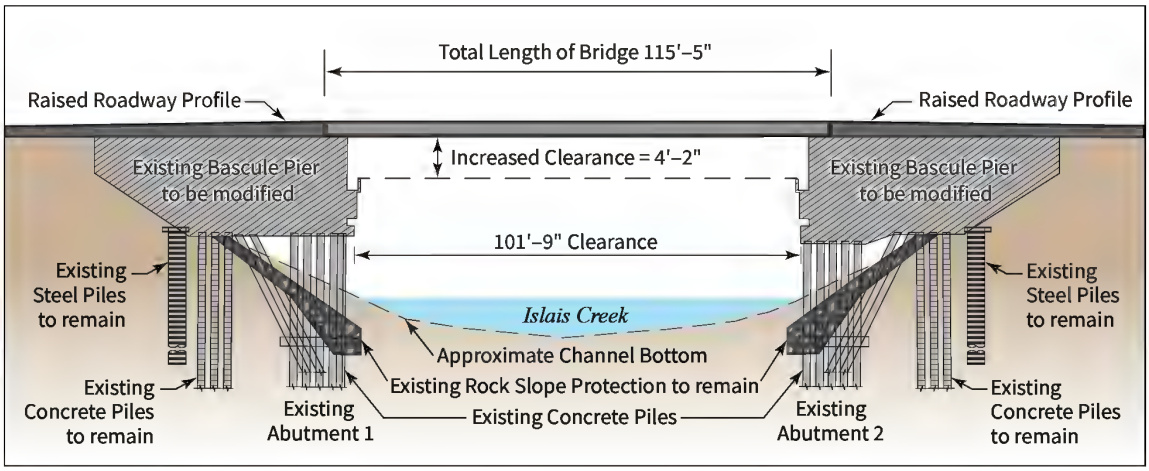


Figure 2.G.B-1 Preferred Project Variant Bridge Longitudinal Section

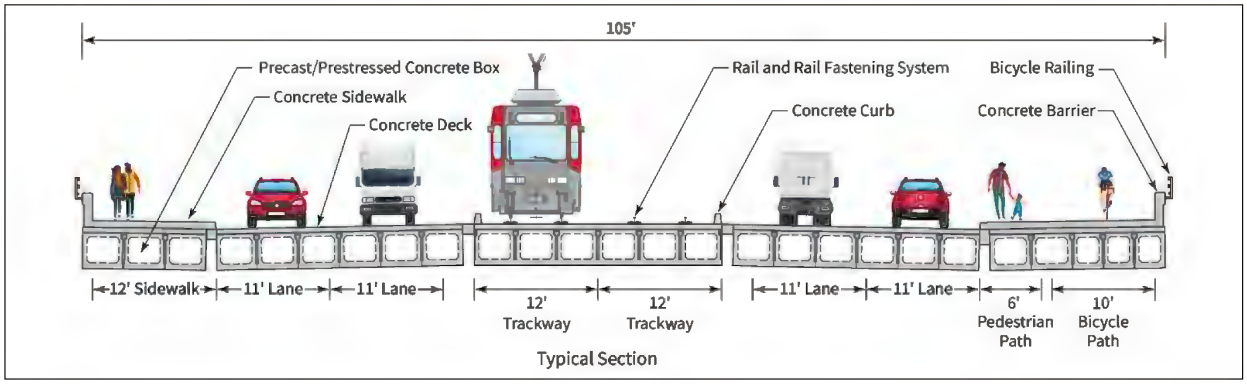


Figure 2.G.B-2 Preferred Project Variant Bridge Cross Section

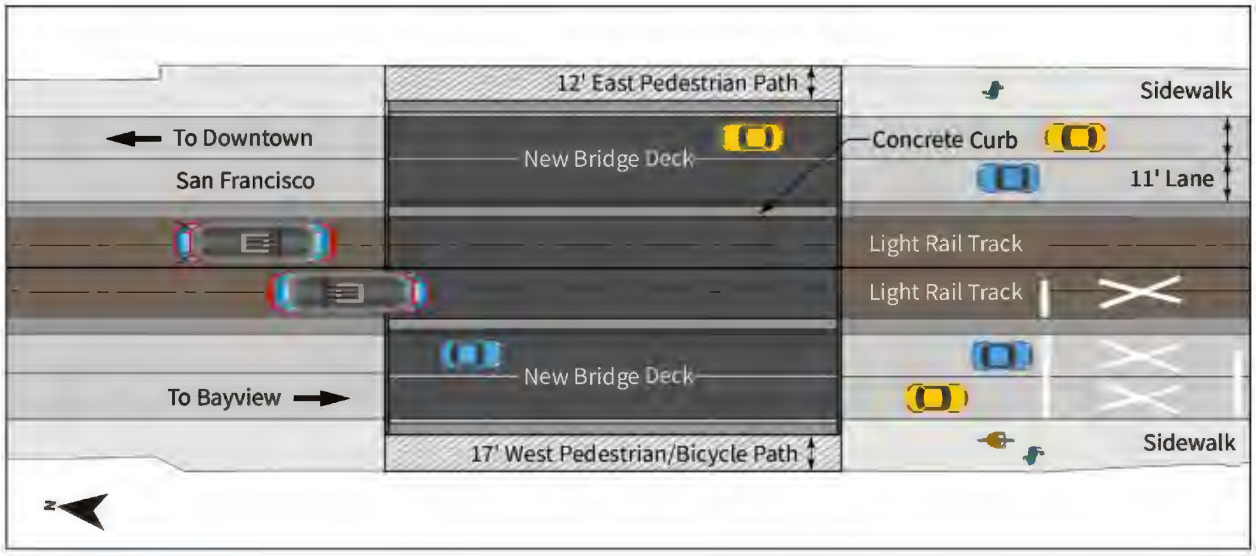


Figure 2.G.B-3 Preferred Project Variant Bridge Plan View

Under the preferred project variant, the box beams bridge structure would consist of 3-foot-wide and 4-foot-wide box beams. A box beams bridge, or box girder bridge, is a bridge in which the main beams comprise girders in the shape of a hollow box. These beams would be 3 feet 6 inches tall with a 6-inch-thick concrete deck above, for a total 4-foot-deep structure.

Following the draft EIR comment period, Public Works reevaluated the proposed bridge design to determine whether efficiencies with construction and a reduced bridge closure timeline could be accommodated. Although the original draft EIR bridge design (single-span precast/prestressed concrete through-girder bridge type) is not considered complex or nonstandard, it is rare to have two types of precast members (i.e., through-girder and adjacent box beam) in a new bridge. The preferred project variant simplifies the bridge design by using a single type of precast concrete beam, making it accessible to more fabricators and contractors to construct the proposed bridge. This bridge variant also simplifies construction by reducing the number of construction sequences and connections between bridge components, effectively reducing risks that may otherwise lengthen the construction schedule past the 24-month bridge closure .

Similar to the original draft EIR, the preferred project variant bridge configuration, Third Street, and the sidewalk would be maintained; and the light rail alignment would be modified to eliminate the existing reverse curves required to accommodate the center girder of the existing bridge. Replacing the bridge at its current location would not require the acquisition of new right-of-way from adjacent parcels. Third Street and the pedestrian/bicycle paths would be raised to match the profile of the reconstructed bridge. The reconstruction would extend approximately 200 feet to the north of the existing bridge superstructure and 250 feet to the south of the existing bridge superstructure. Sidewalks would be constructed 8 inches above Third Street. Minor adjustments would be made to the elevation of existing driveways and drainage catch basins in the changed approach grades along Third Street.

A comparison of key bridge design differences between the draft EIR project and the preferred project variant is provided in Table 2.G.B-2, below. As summarized in the table, design differences between the original draft EIR project and the preferred project variant are generally minor. There would be no changes to the project footprint, construction access and staging, phasing, work crew, or number or types of construction equipment and vehicles. The new bridge design would not result in substantive changes to the overall construction duration or schedule—although, as mentioned above, the simplified design would reduce the number of construction sequences and connections between bridge components, effectively reducing risks that could otherwise lengthen the construction schedule.[1]

Table 2.G.B-2 Comparison of Bridge Designs for the Draft EIR Project and Preferred Project Variant

Bridge Design Feature	Draft EIR Project	Preferred Project Variant
Dedicated light rail trackway	Constructed in the median of Third Steet; Center 26 feet wide	Constructed in the median of Third Steet; Center 24 feet wide
Travel lanes	Two 11-foot travel lanes in each direction	Same as draft EIR project
Pedestrian/bicycle path on the eastern side of the bridge	12-foot-wide Class I	Same as draft EIR project
Pedestrian/bicycle path on the western side of the bridge	16-foot-wide Class I	17-foot-wide Class I
Bridge abutments	Modified to create space for new concrete girders and deck elements. Optional pilings installed through the bottom of the existing abutments; no pile driving proposed (cast-in-drilled-hole reinforced-concrete or pipe piling only).	Modified to create space for concrete adjacent box beams and deck elements. Optional pilings installed through the bottom of the existing abutments; no pile driving proposed (cast-in-drilled-hole reinforced-concrete or pipe piling only).
Excavation depths	15 feet for combined sewer/ stormwater system; 5 feet behind the existing abutments; and up to 80 feet below the floor of the existing abutment if cast-in-drilled-hole or cast-in-steel-shell piles are necessary.	Same as draft EIR project
Lighting and electrical	Streetlight poles supporting electric wires affixed to through girders	Streetlight poles supporting electric wires affixed to sidewalks
Drainage	Stormwater runoff directed to curb and gutters along the edge of Third Street, and then to new stormwater collection drains	Same as draft EIR project
Existing fender pile system	Removal of existing fender piles and no new fenders installed.	Same as draft EIR project
Existing control tower	Control tower demolished and rehabilitated to create public observation platform	Same as draft EIR project

2.G.B-1 Preferred Project Variant Construction Duration Analysis

A preferred project variant construction duration analysis and assumptions memorandum was prepared in February 2025 identifying considerations and assumptions related to reducing the project's overall construction duration and bridge closure timeline for the preferred project variant. The preferred project variant schedule integrates several key variables to optimize the construction timeline, reduce the overall duration of construction, and minimize impacts.[10]

Although project construction for the preferred project variant is anticipated to extend for a total duration of approximately 24 months, public access to the bridge (e.g., use of the existing light rail and

access for vehicular, bicycle, and pedestrian traffic) would continue for the first five months during the early phases of construction (e.g., during the project startup, submittals, and procurement and site preparation phases). Once closed to the public, there would be no access for vehicles, light rail, or pedestrians to the project area. Following construction of the new bridge, pedestrian access and vehicular traffic are expected to resume earlier than the full 24-month duration, with vehicle traffic potentially reopening as soon as 15 months after bridge closure, even while project close-out and early operations-related activities are still underway. Light rail operations are anticipated to require additional activities prior to reopening and therefore are anticipated to resume 19 months after bridge closure.[11] These timelines reflect the benefits of the preferred project variant's adjacent box beam design, which simplifies construction processes and reduces risks of delays.

[10] AECOM, Preferred Project Variant Construction Duration Analysis and Assumptions Memorandum, February 25, 2025

[11] Ibid

* On draft EIR page 2-13, Section 2.H.3, *Local Agencies*, the list of local agency approvals has been revised as follows:

- San Francisco Planning ~~c~~Commission: certification of the EIR
- San Francisco Public Works Commission: Contract Award
- SFMTA: encroachment permit or memorandum of understanding
- SFMTA Board: adoption of findings under CEQA and adoption of the MMRP
- Port of San Francisco: encroachment permit or memorandum of understanding
- SFPUC: facility permit for new stormwater tie-in
- San Francisco Public Works Director's Order to Proceed and adoption of findings under CEQA and adoption of the MMRP

E. Revisions to Environmental Setting, Impacts and Mitigation Measures (Chapter 4)

* On draft EIR, page 4-1 in section 4.A, the following paragraph has been revised to indicate that the draft EIR analysis for the proposed project is also generally intended to include the preferred project variant.

This chapter includes an overview of the approach to analysis and an overview of the existing and cumulative environmental setting. This chapter also describes more detailed existing conditions in the project vicinity for each environmental resource discussed in this EIR, and analyzes the physical environmental effects of the proposed project and the preferred project variant, described in Chapter 3, Project Description. Whenever this document refers to "the proposed project," those references are generally intended to include the preferred project variant. The preferred project variant and the proposed project are substantially similar, and although they might have the same overall construction duration, the variant would allow public access during portions of the project's construction and could reduce construction risks that that might otherwise cause construction delays for the proposed project.

F. Revisions to Historic Architectural Resources Chapter (Draft EIR Chapter 4.B)

On draft EIR page 4-27, Mitigation Measure M-CR-1b has been revised as follows:

> Prior to approval of the proposed project by the Public Works Commission, the project sponsor shall consult with the department's preservation staff as to whether any such features may be salvaged, in whole or in part, during demolition or alteration. The project sponsor shall make a good faith effort to salvage character-defining features or materials of historical interest to be used as part of the interpretative program, incorporated into the architecture of the new bridge, or offered to other city agencies, non-profit or culturally affiliated groups, or other educational or artistic groups. The project sponsor shall prepare a salvage plan for review and approval by the department's preservation staff, and for review by the San Francisco Historic Preservation Commission, prior to Public Works Commission approval.

On draft EIR page 4-27, Mitigation Measure M-CR-1c has been revised as follows:

> The project sponsor shall facilitate the development of a public interpretive program focused on the history of the project site, the identified historic resource, and its significant historic context. The interpretive program should be developed and implemented by a qualified design professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, as well as a professionally qualified historian or architectural historian, or community group approved by the department. Through consultation with department preservation staff, coordination with local Native American tribal representatives should occur to ensure that a holistic history of the bridge and Islais Creek area is presented to the public. The primary goal of the program is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts.
>
> The interpretive program shall be initially outlined in an interpretive plan subject to review and approval by the department's preservation staff; it shall be provided to the San Francisco Historic Preservation Commission for review prior to Public Works Commission approval. The plan shall include the general parameters of the interpretive program, including the substance, media, and other elements of the interpretative program. The interpretive program shall include —in publicly accessible areas of the project site —permanent display(s) of interpretive materials concerning the history and design features of the affected historic resource, including both the site as a whole and the individual contributing buildings and features. The display shall be placed in a prominent public setting near the new bridge such as the proposed public observation platform. The interpretive material(s) shall be made of durable all-weather materials and may also include digital media in addition to a permanent display. The interpretive material(s) shall be of high quality and installed to allow for high public visibility. Content developed for other mitigation measures, as applicable, including the documentation programs, may be used to inform and provide content for the interpretive program. The interpretive program may also incorporate video documentation completed under M-CR-1a, Islais Creek Bridge Documentation, as applicable to provide a

narrated video that describes the materials, construction methods, current condition, historical use, historic context and cultural significance of the historic resource.

The detailed content, media, and other characteristics of such an interpretive program shall be coordinated and approved by the department's preservation staff. The final components of the public interpretation program shall be constructed and installed, and a plan for their maintenance shall be finalized prior to completion of the new bridge.

The interpretive program shall be developed in coordination with the other interpretative programs as relevant, such as interpretation under archeological mitigation measure, if required. In particular, this interpretive program shall present the full and holistic history of the Islais Creek Bridge and Islais Creek area and should be developed in consultation with the local Native American representatives as requested during tribal cultural resources consultation.

G. Revisions to Transportation and Circulation Chapter (Draft EIR Chapter 4.C)

* On draft EIR pages 4-49 and 4-50, Mitigation Measure M-TR-1 and the succeeding paragraph has been revised as follows:

Mitigation Measure M-TR-1: Reduce Transit Travel Times for T-Third Street and 19-Polk Riders. San Francisco Public Works is working with the San Francisco Municipal Transportation Agency (SFMTA) to provide a bus bridge service plan (plan). The plan shall identify measures~~, to the degree feasible, that would~~ targeted to meet a performance standard ~~meet a performance standard~~ of limiting travel times to less than four minutes for ~~to~~ the T-Third bus bridge ~~vehicle to less than four minutes~~ between the Third Street/Evans Street Intersection on the south and the Third Street/ Mariposa Street intersection to the north above conditions that existed in September 2023. The plan would also identify measures that shall meet a performance standard of limiting travel times to less than four minutes for the 19-Polk between Aquatic Park and Hunters Point. The plan may include, but not be limited to, the following temporary measures during construction:

- private vehicle restrictions on certain routes (e.g., Illinois Street Bridge) or reallocating roadway space to prioritize transit (e.g., Evans Avenue);
- transit signal priority or signal timing optimization;
- providing transit capacity consistent with customer demand to minimize waits for riders;
- providing new safe pedestrian crossings and paths, clear directions, and wayfinding signs for any new transfers between the light rail and bus services; and installing temporary bus bulbs; and/or
- ~~or~~ other measures that can be feasibly and practically implemented to achieve the performance standard.

The following additional measures shall be required to meet the performance standard for the 19-Polk.

- Transit signal priority or signal timing optimization shall be implemented at the intersection of Evans Avenue/Toland Street/Napoleon Street.
- Temporary midblock bus bulbs shall be installed for the bus stops at Evans Avenue and Cesar Chavez Street, and Evans Avenue and Selby Street

Full details of the bus bridge service plan, including the extent of the light rail service, passenger pick-up/drop-off locations, bus frequency, and passenger transfer routes, shall be developed by San Francisco Public Works and SFMTA as the project's design progresses.

Implementing Mitigation Measure M-TR-1 would minimize transit delays for T-Third Street and 19-Polk riders because it would require Public Works and SFMTA to develop measures to meet a performance standard to reduce or limit transit delays to acceptable levels, and each of the potential options identified above have been determined to improve transit operations. If implemented, Mitigation Measure M-TR-1 would reduce the Islais Creek Bridge project's significant construction-related delays to T-Third Street and 19-Polk riders to less-than-significant levels. The SFMTA is currently evaluating the exact measures that could result from implementation of Mitigation Measure M-TR-1~~.~~ for the T-Third bus bridge that would reduce this impact to a less-than-significant level. The measures required to reduce the impact to the 19-Polk have been identified and would meet the performance target; therefore, this impact would be less than significant for the 19-Polk. However, for the T-Third bus bridge, because implementation of the transit improvement measures under Mitigation Measure M-TR-1 may be modified based on community input prior to being finalized, and full funding for the transit service has not yet been identified, ~~Given that this evaluation is still ongoing and may be modified based on community input prior to being finalized~~, the project's potential significant construction~~ed~~-related delays to T-Third Street riders would remain ***significant and unavoidable***, even with mitigation.

* On draft EIR page 4-50, the following paragraph under the Environmental Effects of Mitigation Measure M-TR-1:

Mitigation Measure M-TR-1 would require Public Works and the SFMTA to reduce transit travel time impacts for T-Third Street and 19-Polk riders. Implementation of this mitigation measure could result in temporary private vehicular restrictions or reallocation of roadway space to the surrounding street network, such as on Illinois Street or Evans Avenue, during project construction. In turn, existing vehicle trips could be temporarily redistributed to other streets with transit, such as the 44 O'Shaughnessy ~~and the 19 Polk~~, or could result in temporary loss of protected bicycle facilities. However, is not anticipated that such measures would result in substantial delays to these transit routes (44 O'Shaughnessy ~~and the 19 Polk~~) based on the anticipated numbers of vehicles being redistributed. Potentially hazardous conditions would not result for people bicycling because measures would be in place for access that reduces potential conflicts and would be consistent with SFMTA Blue Book requirements.

H. Revisions to Appendix B, Initial Study Section E.8, Air Quality

* Mitigation Measure M-AQ-3 on initial study page 53 (see draft EIR Appendix B) was revised as follows (the significance determination is unchanged):

Mitigation Measure M-AQ-3: Requirements for Off-Road Construction Equipment.

The contractor shall comply with the following:

A. Engine Requirements

1. All off-road equipment greater than 25 horsepower shall have engines that meet or exceed either the United States Environmental Protection Agency's or the California Air Resources Board's Tier 4 final off-road emission standards.

2. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions and safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.

3. The contractor shall instruct construction workers and equipment operators in the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. Construction Emissions Minimization Plan

Before starting onsite construction activities, the contractor shall submit a construction emissions minimization plan to the ERO or designee for review and approval. The plan shall state, in reasonable detail, how the contractor will meet the engine requirements listed above.

1. The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include but is not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.

2. Public Works shall ensure that all applicable requirements of the plan have been incorporated into the contract specifications. The plan shall include a ~~certification statement that Public Works~~ statement from the contractor certifying that the contractor agrees to comply fully with the plan.

3. Public Works shall make the plan available to the public for review on site during working hours. Public Works shall post at the construction site a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the proposed project at any time during working hours and shall explain how to request to inspect the plan. The project sponsor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

C. Monitoring

After start of construction activities, the contractor shall submit reports every six months to the ERO or designee, documenting compliance with the plan.

I. Revisions to Appendix B, Initial Study Section E.15, Biological Resources

* Mitigation Measure M-BI-1 on initial study page 80 (see draft EIR Appendix B) has been revised as follows (the significance determination is unchanged):

Mitigation Measure M-BI-1: Special-Status Species and Jurisdictional Waters Impact Avoidance. Construction activities shall avoid or minimize adverse effects to special-status species and their habitats, and on jurisdictional waters to the full extent feasible. Specifically:

1. A materials management disposal plan shall be prepared by the selected contractor to prevent any debris from falling into the bay during construction to the maximum extent practicable. ~~This plan shall be submitted to the Regional Water Quality Control Board (RWQCB) for review and approval.~~ The measures identified in this plan shall be based on the best available technology, and shall include, but not be limited to, the following measures:

   - During construction, the barges performing the work shall be moored in a position to capture and contain the debris generated during any substructure or in-water work. In the event that debris does reach the bay, personnel in workboats in the work area shall immediately retrieve the debris for proper handling and disposal. All debris shall be disposed of at an authorized upland disposal site.

   - Debris containment systems shall be implemented for work over water to prevent airborne or falling debris from entering the waters below. An encapsulation containment system shall be used to contain debris for rust, lead paint, and asbestos.

   - Measures shall be taken to ensure that fresh cement or concrete shall not be allowed to enter the bay. Construction materials, stockpiles, debris, and all grindings and asphaltic-concrete waste shall be stored in previously disturbed areas absent of habitat and at a minimum of 150 feet from any aquatic habitat, culvert, or drainage feature.

   - All equipment and vehicles shall be fueled only in designated areas away from catchbasins and at least 150 feet from the shoreline, fitted with functional, appropriate leak-containment best management practices (BMPs), including drip pans or other containment beneath each

connection point to capture all spills and drips. For small equipment on barges, secondary containment shall also be provided during fueling.

- All hazardous material shall be stored upland in storage trailers and/or shipping containers designed to provide adequate containment. Short-term laydown of hazardous materials for immediate use shall be permitted with the same antispill precautions.

Mitigation Measure M-BI-5 on initial study page 83 (see draft EIR Appendix B) has been revised as follows (the significance determination is unchanged):

> **Mitigation Measure M-BI-5: Protection of Herring Spawn**
>
> To ensure the protection of herring spawn, biological monitoring to identify spawn events shall occur during the herring spawning season, from December 1 through ~~February 28~~ March 15. If herring spawning is observed, in-water work shall be suspended within 500 meters of spawning activity, and the work shall not resume until spawning has ended and eggs have hatched (up to 21 days). If in-water work is to take place during the herring spawning season, coordination with CDFW shall occur prior to November 15 of the year when in-water work will occur.

On initial study page 75 (see draft EIR Appendix B), the second paragraph under the *Chinook Salmon* section has been revised as follows:

> "Central Valley fall/late fall-run Chinook salmon, which is a California species of special concern, is the only population of chinook that spawns in San Francisco Bay tributary streams. The Sacramento River winter-run and Central Valley spring-run Chinook salmon would not be affected by the proposed project. This is because they spawn only in tributaries of the Sacramento and San Joaquin Rivers and migrate through the northern part of the Bay proximal to the Golden Gate, and so have no potential to occur at the project site ~~and thus would not be affected by the project~~."

On initial study page 75 (see draft EIR Appendix B), the first paragraph under the *White Sturgeon* section has been revised as follows:

> **"WHITE STURGEON**
>
> White sturgeon (*Acipenser transmontanus*) is listed as a candidate for threatened species status under CESA and is ~~are~~ designated as a state species of concern by CDFW. White sturgeon are the largest bony fish found in North America and have a very long life span. Spawning adults….."

On initial study page 76 (see draft EIR Appendix B), the first paragraph under the *California Brown Pelican* section has been revised as follows:

> **"CALIFORNIA BROWN PELICAN**
>
> California brown pelican (*Pelecanus occidentalis californicus*) are a federally delisted species.~~, and their nesting colony and communal roosts are State Fully Protected.~~ Nesting colonies are found ……."

ATTACHMENT 1 DRAFT EIR PUBLIC HEARING TRANSCRIPT

SAN FRANCISCO PLANNING COMMISSION

+ + + + +

PUBLIC HEARING

+ + + + +

THURSDAY
JANUARY 11, 2024

+ + + + +

The Commission met in Commission Chambers, Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, California at 12:00 p.m. PST, Rachael Tanner, President, presiding.

COMMISSIONERS PRESENT
RACHAEL TANNER, President
KATHRIN MOORE, Vice-President
DEREK W. BRAUN, Commissioner
SUE DIAMOND, Commissioner
THERESA IMPERIAL, Commissioner
JOEL KOPPEL, Commissioner
GABRIELLA RUIZ, Commissioner

PLANNING STAFF PRESENT
JONAS P. IONIN, Director of Commission Affairs
GABRIELA PANTOJA, Planner
JOSEPH SACCHI, Assistant Planner
AARON STARR, Principal Planner
ELIZABETH WHITE, Senior Environmental Planner

COMMISSIONER MOORE: Aye.

MR. IONIN: And Commission President Tanner?

PRESIDENT TANNER: Aye.

MR. IONIN: So moved, Commissioners. That motion passes unanimously, 7-0.

PRESIDENT TANNER: Very well done. Thank you all.

MR. IONIN: That will place us on the final item on your agenda today. Number 13, Case No. 2022-000112ENV for the Islais Creek Bridge Project. This is the draft EIR for your review and comment.

MS. WHITE: Good afternoon. Could I get the overhead, please? Thank you.

Good afternoon, President Tanner and Planning Commissioners. My name is Liz White, Environmental Planner. And I'm here to present on the Environmental Review for the Islais Creek Bridge project.

I am joined today by Chelsea Fordham, Principal Environmental Planner; Thomas Roitman,

Project Manager from Public Works; and Chava Kronenberg, Project Manager from SFMTA.

The item before you is review and comment on the draft Environmental Impact Report, or EIR, for the Islais Creek Bridge Project. No approval of this document is requested at this time.

The purpose of today's hearing is to take public comment on the adequacy, accuracy, and completeness of the draft EIR, pursuant to the California Environmental Quality Act, or CEQA.

The Historic Preservation Commission reviewed and commented on the draft EIR on December 20, 2023, and a letter with their comments was sent to the Planning Commission on Monday, January 8, 2024.

Before beginning the draft EIR presentation, Thomas will provide an overview of the proposed project and project objectives.

MR. ROITMAN: Thanks, Liz.

Good afternoon, Commissioners. As

shown in this image, the Islais Creek Bridge is located on Third Street over the Islais Creek Channel in San Francisco's Bayview neighborhood. The land uses surrounding the bridge are primarily industrial and commercial.

I'd like to briefly mention the impetus for initiating the project in the first place. Caltrans performs periodic inspections of highway bridges and local roads.

In 2011, they assigned a National Bridge Inventory rating of 20 out of 100, or poor, in terms of structural sufficiency to the Islais Creek Bridge. As the bridge continues to deteriorate over time, it's imperative that the bridge is repaired or replaced to maintain continued safe operation.

The objectives of the project are to improve the bridge's resilience to sea level rise impact, address the existing bridge's seismic deficiencies, minimize construction-related transit impact, improve multi-modal transportation safety, increase operational

utility to Muni light rail operations, ensure the bridge is operationally and structurally adequate for its entire design life, and provide a bicycle facility as part of the project that can eventually be incorporated into the city's bicycle route planning.

The project would involve the demolition and removal of the existing bridge, and the configuration of the new bridge would be similar to the existing bridge. The new bridge would accommodate a center 26-foot-wide, dedicated light rail trackway, two travel lanes in each direction, and a new pedestrian bicycle path on the bridge.

The new bridge would meet current structural and seismic standards, and would be resilient to predicted sea level rise impacts up to the year 2100.

Working with the city's existing right-of-way constraints, the new bridge's bottom and top of deck would be approximately 5.2 feet and three feet higher, respectively, than the

existing bridge, accommodating for future sea level rise.

Project construction is anticipated to occur for approximately 24 months. During this time, no vehicle, light rail, or pedestrian traffic would be allowed through the project area.

The project would use typical eight-hour work shifts during daylight hours, and no nighttime work is anticipated. Public Works and SFMTA would develop a traffic management plan that will include a detailed detour plan for vehicles, bicyclists, and pedestrians.

A temporary bus bridge plan would replace the existing T Third light rail service, and would involve a combination of bus and rail service during construction.

The T Third light rail service would run between Chinatown Station and the UCSF Medical Center Station. T Third bus service would run between Market Street and the Bayshore-Sunnydale Station via the Illinois Street Bridge.

Detour plans would also be developed for other buses and vehicles that use the Islais Creek Bridge.

Now, I'm going to turn the presentation back to Liz, but I'm available for any follow-up questions on the project design. Thank you.

MS. WHITE: Thank you, Thomas. Now, I'll give an overview of the project's impacts and mitigation measures.

The proposed project would have significant impacts to archeological and tribal cultural resources, construction-related transit delay, health risk impacts to offsite worker receptors at Fire Station 25, biological resources, and historic resources. Impacts to all other topics will be less than significant.

The proposed project identified mitigation measures that reduce most impacts to less than significant. For example, mitigation measure M-AQ-3, requirements for off-road construction equipment, would reduce significant

health risk impacts to worker receptors at Fire Station 25 to less-than-significant levels.

And the five biological mitigation measures shown on this slide would reduce significant impacts to less than significant. However, the impacts to construction-related transit delay in historic resources would remain significant and unavoidable even with mitigation measures.

A Caltrans evaluation of the bridge's historic significance determined that the bridge is eligible for listing in the National Register as an example of the Art Moderne style applied to the bridge. Because the bridge is a historic resource under CEQA, impacts to historic resources would remain significant and unavoidable even with mitigation, as the project would demolish a historic resource.

Regarding the construction-related transportation impacts of the project, the EIR describes the existing transit conditions in the area surrounding the bridge.

In 2020, the SFMTA published the Bayview Community-Based Transportation Plan and identified that decades of institutional racism and disinvestment have left residents in this neighborhood with limited mobility options.

The plan identified that Bayview-Hunters Point residents use transit less frequently than other areas of San Francisco, and cite low reliability and long travel times as key factors. In the report, the SFMTA acknowledged the need to improve the T Third line's reliability.

Since publication of the plan, the SFMTA made changes to address the line's unreliability, including retiming signals along Third Street and ending the practice of regular switchbacks on the line where T Third Street cars are turned around north of the Bayview neighborhood.

These transit conditions were considered when analyzing the project's construction-related delays to the transit line.

To reduce transit delay impacts during construction, the draft EIR identifies mitigation measure M-TR-1: reduce transit travel times for T Third Street riders. The SFMTA is currently evaluating the exact measures that could result from implementation of this mitigation.

Given that this evaluation is ongoing and may be modified based on community input prior to being finalized, the project's potentially significant construction-related delays to T Third Street riders would mean significant and unavoidable, even with mitigation.

Now I'll give an overview of the project's alternatives considered. The project team looked at a variety of different alternatives, including six alternatives that were considered but rejected due to infeasibility. Ultimately, two alternatives were carried forward for additional analysis.

The first alternative is the no-project alternative, and would involve no

demolition or construction of improvements to the Islais Creek bridge.

The second alternative is the preservation alternative, which would demolish the existing bridge and replace the bridge at the same elevation as the proposed project. This alternative would salvage, rehabilitate, and reinstall as many of the character-defining features of the original bridge as feasible, including the control tower.

The seismic retrofit of the control tower would also require a longer construction duration, as well as more in-water construction, therefore increasing the impacts of this alternative.

And in closing, I'll discuss the next steps in the environmental review process as well as future public outreach phases. As shown here, the draft comment period closes on January 22nd.

After the close of the public comment period, the Department will prepare and then publish a Responses to Comments document to all

relevant written and verbal comments received.

The Planning Commission will then hold a hearing to decide whether to certify the EIR. And this is tentatively anticipated to occur this spring or summer.

Environmental review occurs in the early stages of a project's development process, and includes outreach to the community and the project's environmental impacts. Accordingly, the first phase of the project's outreach is associated with the environmental review processes, which we've discussed here today.

The second phase of project outreach would occur from spring 2024 to spring 2025. The purpose of this outreach would be to seek input from community members and discuss logistic concerns regarding the bridge's closure and associated transportation plan during construction.

The third phase of outreach would occur once the detailed design and construction time line are finalized. Public Works and SFMTA

would host a series of public meetings outlining a detailed transit plan, detour routes, major events and milestones, and anticipated construction disruptions. Throughout construction, Public Works and SFMTA would continue to engage with the community.

Anyone who would like to comment on the draft EIR in writing may email comments to cpc.islaiscreekbridgeproject@sfgov.org, or mail comments to me at the address shown here by 5:00 p.m. on January 22nd.

You may also use the same contact information to request a hard copy of the draft EIR or a copy of the written of the written responses to comments.

And this concludes my presentation. Thank you.

MR. IONIN: Thank you.

With that, we should open up public comment. Members of the public, this is your opportunity to address the Commission on the accuracy and adequacy of the draft Environmental

Impact Report.

MR. LEVI: Hi, Commissioners. Long time, no see. To be honest, the San Francisco Transit Riders are pretty concerned with this project. We mostly just want to make sure that Bayview's considerations are really taken into account, given the historical injustices that have happened --

O-SFTR-2

PRESIDENT TANNER: Can you speak a little closer to the microphone just so we can make sure we get your comments? Thank you.

MR. LEVI: Thank you.

Given all of the historical injustices that have happened in the neighborhood, it would mean a lot to us. Given the state of the bridge, also, we understand the necessity for this project. We don't want to go through with the no-project option.

The City spent a long time building out the T line to connect Bayview to the Downtown. It's become a really crucial transit line for the Bayview, with a lot of people, with

O-SFTR-3

a lot of thoughts on it, and a lot of experiences going throughout it.

Two years is a long time for that critical connection, which has just recently opened up to then be paused, just for the same type of service to be then again reinstated. It would show a lot of inability to rely on the service, and just sort of further reduce the trust and reliance on public transit and SF City gov.

We really don't want to encourage more people to take private vehicles and start relying more on private vehicles during a time when we really should be doing all we can to get people out of the cars and onto the trains and busses, and really continuing to push that.

O-SFTR-3 (cont'd)

We've also seen bridges restored and rebuilt on a much shorter time line throughout the state and even in the city. Again, I'm not a planning expert myself, so I don't want to try and push that.

It's a little hard to imagine that if

O-SFTR-3 (cont'd)

this wasn't a critical highway connection, it wouldn't be built on a shorter time line and with more consideration towards how this will affect its users.

Before moving forward with this, understanding that this is really early in the project decision and approval process, we really want the Department to work closely with SFMTA to create and develop either alternatives to the current project proposals or ones that really minimize impacts to the T.

And if nothing else, just taking the opportunity to drastically improve the service of the T when it comes back from a project like this, really making sure that the neighborhood experience is taken into account.

O-SFTR-4

The last thing we want to do is cut off the neighborhood from the rest of the city and sow more distrust in the neighborhood for San Francisco City government. And that's something that us as the transit riders, we're really concerned with.

O-SFTR-4 (cont'd)

We really want MTA and Planning to have another project similar the Potrero Yards Project, where this is a single unified vision that we can move forward. I think that's something we can really do.

Anyway, thank you for your time. We really do appreciate it.

PRESIDENT TANNER: Thank you.

MR. IONIN: Last call for public comment on the draft Environmental Impact Report. Seeing none, public comment is closed.

Commissioners?

PRESIDENT TANNER: Commissioner Moore?

COMMISSIONER MOORE: Actually, the comments made by the public echo some of my own. Thank you for so clearly verbalizing your concerns.

A-CPC-Moore-1

The severed connection for 24 months to this critical area, which we are now finally extending a functional transit network to so it can be improved, is of concern to me. The area surrounding routes that would be alternative

A-CPC-Moore-1 (cont'd)

routes should be very carefully examined because mostly it is PDR and very difficult to maneuver.

The PDR traffic in that area has its own rules, its own timing, its own difficulties. And if I sometimes drive through there because it's kind of a fascinating area, it's actually kind of scary.

To overlay on that functioning people already in transportation, a substitute network is not going to be easy. So I hope that whatever is being done in the public process where you are working out the particulars, that there is a give and take of how this will work for everybody.

The construction industry works with different kinds of vehicles, different hours. However, they are more or less a 24-hour operation when you are there. It is actually -- it's fascinating, but it's kind of scary.

So I hope that while that is not particularly addressed yet here in what's in front of us, that there is very, very careful attention paid to not severing or under-serving

A-CPC-Moore-1 (cont'd)

any functionalities that is required for everybody involved.

Particularly, I think our expanding population in Bayview-Hunters Point has absolute priority that what we are offering a substitute is better. How to do that? I don't have any idea.

One way, you add water taxis or whatever, but there has to be an equity that equals or expands on functionality. So those are my comments. It is what it is.

PRESIDENT TANNER: Yes. I would second Commissioner Moore's comments in terms of the alternatives being at least in terms of efficiency, timeliness, getting to primary destinations, being really, really carefully looked at.

A- CPC-Tanner-1

I think there was a note that construction happened during regular hours, but to the speaker's point and to the location, some days there could be longer, 24-hour construction without limited disruption to residents being

A-CPC-Tanner-1 (cont'd)

nearby.

I know that's part of how highway work often will happen. And I'm not a construction expert. I know everything doesn't necessarily have night work and night work has its own costs, expenses, and impacts to the project.

But just to think about how could the time line be shortened? What would it take? What are the impacts environmentally if the time line is shortened in order to not break folks' habit of taking transit? We saw this during the pandemic. People may have taken transit to work. Then they stopped for a long time and then they never restarted again.

A similar thing could happen in a neighborhood we already have low transit use. Folks who are taking transit will find alternatives perhaps if the transit route alternatives are not sufficient or efficient enough, and then may not return to those transit uses.

So if we can think about how to

A-CPC-Tanner-1 (cont'd)

shorten the time line, that'd be great. And make sure we are looking at any construction-related impacts or environmental-related impacts to the shortened time line, that would behoove us. And then we have the option to do those shortenings if we have the budget and the capacity to have those shortened time lines.

Commissioner Diamond?

A-CPC-Diamond-1

COMMISSIONER DIAMOND: So I noted in the document that it said that the tracks were recently put in over the bridge, or at least not too long ago. And now you're taking them out because we have to take the bridge down.

I'm wondering what the decision-making process was that resulted in -- did you only find out that the bridge needed to be demolished after you had already put the tracks in?

Or did you put the tracks in knowing that the bridge was going to come down, but you still thought it was worthwhile to have it there for a temporary period of time because it was so beneficial to the neighborhood? I need more

A-CPC-Diamond-1 (cont'd)

explanation around the decision-making engaged with that.

PRESIDENT TANNER: Thank you. Good questions. Hopefully we'll get answers when we hear this project again.

Any other comments from Commissioners on this topic? Commissioner Moore?

COMMISSIONER MOORE: This gets a little bit into the weeds, but we have major bridges built in the Bay Area for the last 20-30 years, Carquinez, et cetera. And sometimes an old bridge is being used for functionality while the new bridge is slightly built alongside the existing bridge.

A-CPC-Moore-2

I am not really familiar exactly where the limitations on the alignments are, but we do know that the T line can make a 90 degree turn.

So my question would be, have you considered an alternative location? While the new bridge is being built, the existing bridge remains functional.

PRESIDENT TANNER: Creative solutions

from the dais today. We'll see what they can come up with. Any other comments or questions on this draft EIR? All right.

Thank you, Commissioners.

Thank you, staff, as well.

MR. IONIN: That's all, folks.

PRESIDENT TANNER: That's it. All right. Happy New Year. Happy 2024. We are adjourned.

(Whereupon, the above-entitled matter went off the record at 1:54 p.m.)

ATTACHMENT 2 DRAFT EIR COMMENT LETTERS AND EMAILS

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Marine Region
1933 Cliff Drive, Suite 9
Santa Barbara, CA 93109
wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

A-CDFW

January 29, 2024

Elizabeth White, Senior Environmental Planner
San Francisco Planning Department
49 South Van Ness Ave, Suite 1400
San Francisco, CA 94103
CPC.IslaisCreekBridgeProject@sfgov.org

Dear Ms. White:

Islais Creek Bridge Project (Project)
Draft Environmental Impact Report (DEIR)
SCH# 2023060006

The California Department of Fish and Wildlife (CDFW) received a DEIR from the San Francisco Planning Department (Department) for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the state. (Fish & G. Code, Section 711.7, subd. (a) & 1802; Pub. Resources Code, Section 21070; CEQA Guidelines Section 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, Section 1802.) Similarly for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources. The CDFW is also responsible for marine biodiversity protection under the Marine Life Protection Act in coastal marine waters of California, and ensuring fisheries are sustainably managed under the Marline Life Management Act.

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. CDFW requires a Lake and Streambed Alteration Agreement (LSA) notification, pursuant to Fish and Game Code § 1600 et. seq., for any activity that may substantially divert or obstruct the natural flow; change or use material from the bed, bank or channel or deposit or dispose of material where it may pass into a river, lake or stream. Work within ephemeral streams, washes, watercourses with a subsurface flow, and floodplains are generally subject to notification requirements. As proposed, implementation of the Project may also result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: San Francisco Public Works

Objective: The objective of the Project is to replace the existing Islais Creek Bridge along Third Street to increase the height of the bridge, to address sea level rise impacts, and address structural and seismic deficiencies.

Location: The bridge is located on Third Street, over the Islais Creek Channel within City and County of San Francisco.

Timeframe: The Project is proposed to start in spring 2025 and take approximately 24 months to complete.

MARINE BIOLOGICAL SIGNIFICANCE

The San Francisco Bay-Delta is the second largest estuary in the United States and supports numerous aquatic habitats and biological communities. It encompasses 479 square miles, including shallow mudflats. This ecologically significant ecosystem supports both state and federally threatened and endangered species and sustains important commercial and recreational fisheries.

STATE AND FEDERALLY LISTED AND COMMERCIALLY/RECREATIONALLY IMPORTANT SPECIES

Protected species under the State and Federal Endangered Species Acts that could potentially be present near Project activities include:

- Chinook salmon (*Oncorhynchus tshawytscha*), state and federally threatened (Sacramento River Spring-run evolutionary significant units (ESU), state and federally endangered (Sacramento River Winter-run ESU),

- Chinook salmon (*O. tshawytscha*), state species of special concern (Central Valley fall and Late fall ESU),
- Steelhead (*Oncorhynchus mykiss*), federally threatened (Central California Coast and Central Valley ESU),
- Green sturgeon (*Acipenser medirostris)*, federal threatened (Southern Distinct Population Segment),
- White sturgeon (*A. transmontanus)*, state species of special concern,
- Longfin smelt (*Spirinchus thaleichthys*), state-threatened,

Several species with important commercial/recreational fisheries could potentially be present near Project activities. These include:

- Dungeness crab (*Cancer magister*),
- Pacific herring (*Clupea pallasii*),
- California halibut (*Paralichthys californicus*)
- Surfperches (*Embiotocidae*),

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the Port in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

I. Marine Project Level Impacts and Other Considerations

Pacific Herring

A-CDFW-1

Comment: Mitigation Measure M-BI-5: Protection of Herring Spawn describes protections for herring and having biological monitors present during the herring spawning season from December 1 through February 28. CDFW is in agreement with the purpose of the mitigation measure, however, the spawning season timeframe listed is incorrect. Additionally, CDFW recommends that if any in-water work is to occur during the herring spawning season, coordination with CDFW should occur prior to any work outside the work window.

Recommendation: CDFW recommends that M-BI-5 spawning season timeframe be changed to December 1 through March 15. Additionally, M-BI-5 should include the following language.

- If in-water work is to take place during the herring spawning season, coordination with CDFW shall occur prior to November 15th.

Mitigation Measure M-BI-2: Fish and Marine Mammal Protection during Pile Removal

A-CDFW-1 (cont'd)

Comment: The proposed work window of June 1 through November 30 within M-BI-2 is consistent with CDFW recommendations. This work window is likely to be effective in minimizing potential impacts to salmonids and Pacific herring. However, it is unclear why this mitigation measure is specific only to pile removal. The Project includes pile installation via pile driving and drilling, both of which may cause underwater sound levels high enough to impact aquatic species. Driving larger diameter piles with impact hammers can cause sound levels high enough to cause take of aquatic species. The Hydroacoustic Working Group (Attachment 1) has identified sounds levels in which take is likely to occur.

Recommendation: CDFW recommends M-BI-2 include pile installation (driving and drilling) within the same June 1 through November 30 work window.

Recommendation: CDFW recommends further consultation and a sound monitoring plan if underwater sound levels are expected to exceed the thresholds identified in Attachment 1 and/or if pile driving or removal work is to occur outside of the specified work window within M-BI-2.

State Listed Chinook Salmon

A-CDFW-2

Comment: Table 12 in Appendix B (Special-Status Wildlife Species with Potential to Occur in the Islais Creek Bridge Project Area) lists only Central Valley fall and Central Valley late fall ESU for Chinook salmon. In addition to these two runs of Chinook that are considered state species of special concern, there are two additional runs of state listed Chinook salmon that may be present within the Project area, Sacramento River Spring run, state listed as threatened, and the Sacramento River Winter run, state listed as endangered.

Recommendation: CDFW recommends the final EIR include both listed ESU of Sacramento River Chinook salmon to Table 12 in Appendix B. The DEIR should also include analysis of potential impacts to these Chinook ESU along with the Central Valley fall and late fall ESU.

White Sturgeon

A-CDFW-3

Comment: White sturgeon is a state species of special concern (SSC). Although the SSC designation does not have a formal legal status, species are designated to bring additional attention to conservation, research, and recovery of species that have previously been subject to population declines or are generally rare. SSCs should be considered during the environmental review process. CEQA (California Public Resources Code §§ 21000-21177) requires State agencies, local governments, and special districts to evaluate and disclose impacts from "projects"

A-CDFW-3 (cont'd)

in the State. Section 15380 of the CEQA Guidelines indicates that species of special concern should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outlined therein. Sections 15063 and 15065 of the CEQA Guidelines, which address how an impact is identified as significant, are particularly relevant to SSCs. Project-level impacts to listed (rare, threatened, or endangered species) species are generally considered significant thus requiring lead agencies to prepare an Environmental Impact Report to fully analyze and evaluate the impacts. In assigning "impact significance" to populations of non-listed species, analysts usually consider factors such as population-level effects, proportion of the taxon's range affected by a project, regional effects, and impacts to habitat features.

Additionally, CDFW received a petition to list White sturgeon as threatened under CESA on November 29, 2023. CDFW is expected to complete our review of the petition by April 2024. Information regarding this petition for listing can be found on the California Fish and Game Commission webpage at, https://fgc.ca.gov/CESA?utm_medium=email&utm_source=govdelivery#ws.

Recommendation: CDFW recommends the final EIR include analysis of the potential impacts to White sturgeon from Project activities and that White sturgeon be added to Table 12 in Appendix B (Special-Status Wildlife Species with Potential to Occur in the Islais Creek Bridge Project Area).

California Brown Pelican

A-CDFW-4

Comment: Table 12 in Appendix B list California brown pelican (Pelecanus occidentalis californicus) as state fully protected. The California brown pelican was removed from the state list of fully protected species in 2023 and is no longer state fully protected under Fish and Game Code Section 3511.

Recommendation: CDFW recommends removing the state fully protected status from California brown pelican in Table 12 within Appendix B.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/SubmittingData#44524420-pdf-field-survey-form. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, Section 753.5; Fish & G. Code, Section 711.4; Pub. Resources Code, Section 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the DEIR to assist the Department in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed Arn Aarreberg, Environmental Scientist, at (707) 791-4195 or R7CEQA@wildlife.ca.gov.

Sincerely,

Becky Ota
Environmental Program Manager

ENCLOSURES

Attachment 1: Agreement in Principle for Interim Criteria for Injury to Fish from Pile Driving Activities

ec: Becky Ota, Environmental Program Manager
Department of Fish and Wildlife

Eric Wilkins, Senior Environmental Scientist
Department of Fish and Wildlife

Wesley Stokes, Senior Environmental Scientist
Department of Fish and Wildlife

Arn Aarreberg, Environmental Scientist
Department of Fish and Wildlife

Tahsa Sturgis
Regional Water Quality Control Board

Katharine Pan
San Francisco Bay Conservation and Development Commission

Julie Garren
San Francisco Bay Conservation and Development Commission

Habitat Conservation Program Branch CEQA Program Coordinator
California Department of Fish and Wildlife

State Clearinghouse (SCH No. 2023060006)

A-HPC

San Francisco Planning
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

January 5th, 2024

Ms. Lisa Gibson
Environmental Review Officer
San Francisco Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

Dear Ms. Gibson,

On December 20, 2023, the Historic Preservation Commission (HPC) held a public hearing for the Commissioners to provide comments to the San Francisco Planning Department on the Draft Environmental Impact Report (draft EIR) for the proposed Islais Creek Bridge replacement project (2022-000112ENV). After discussion, the HPC arrived at the comments below on the draft EIR:

A-HPC-1, A-HPC-2, A-HPC-3

- Overall, the HPC found the analysis of historic resources undertaken in the draft EIR to be accurate. Commission President Matsuda appreciated the level of detail given in the archeological section of the draft EIR. However, Commission President Matsuda wanted to ensure that the significance of communities associated with the bridge and the area was acknowledged, especially Native American groups and fishing communities. Similarly, Commissioner Baldauf asked if the Islais Creek bridge had been evaluated for cultural significance with respect to the Bayview neighborhood. Some commissioners agreed with a comment made by a member of the public that the Islais Creek Bridge tower acts as a gateway to the Bayview and should be taken into consideration as part of the project.

A-HPC-4

- Most members of HPC agreed that the draft EIR analyzed a reasonable and appropriate range of preservation alternatives to address historic resource impacts. Some members of the HPC commented that the draft EIR addressed their previous comments when the alternatives were presented to the HPC in May 2023. Commissioner Nageswaran commented that she appreciated the additional information about how the new bridge was part of a larger City effort to address sea level rise in the neighborhood and how this informed the development of alternatives. Commission President Matsuda said the level of evaluation of alternatives has seen great improvement since she has been on the HPC. Commissioner Foley also noted that considerable deliberation around the selection of appropriate alternatives took place during the HPC's previous alternative hearing that led to the alternative being considered in the draft EIR.

A-HPC-5

- Commissioner Baldauf thought the cover photo of the draft EIR showing the existing Islais Creek bridge was inappropriate given the scope of the project.

A-HPC-6

- Commissioner Baldauf requested additional information about the process of evaluation and rejection of alternatives and asked for further clarification on the role of economics in evaluation of alternatives.

A-HPC-6 (cont'd)

Commissioner Baldauf did not feel enough justification was provided to reject constructing a new bridge nearby as an alternative and requested additional information about rejecting this alternative.

- Commissioner Baldauf requested additional information for why the full rehabilitation of the bridge was rejected as infeasible. Commissioner Baldauf thought there should be more information about the full rehabilitation due to the fact that it was a previously approved project.

A-HPC-7

- Commission President Matsuda requested that the HPC provide input on the salvage and interpretive plans when they become available.

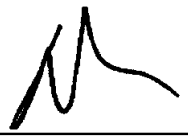
A-HPC-8

- Commission President Matsuda expressed the importance of discussing the impact of projects as they relate to different communities as part of the process, one such community in particular for this project should include the fishing communities around the Islais Creek Bridge.

A-HPC-9

- Some commissioners noted that another bridge in San Francisco, the article 10 landmark Lefty O'Doul bridge, was not demolished but rehabilitated.

The HPC appreciates the opportunity to participate in review of this environmental document.



Commission President Diane Matsuda
Historic Preservation Commission

O-EDOT_1

From: Earl Shaddix
To: CPC.IslaisCreekBridgeProject
Cc: White, Elizabeth (CPC); Fordham, Chelsea (CPC); Roitman, Thomas (DPW); Burch, Percy (BOS); Earl Shaddix
Subject: Re: Islais Creek project
Date: Friday, December 1, 2023 8:44:20 AM

O-EDOT_1-1

Good morning Liz, thank you so much for getting back to me. As you can imagine we have many concerns over this project. Not doubting it needs to get done at some point. However, this month is the busiest month for our merchants and there is just no way I can ask them to put aside time to review this very important report, especially about a project that will have a serious impact on them. I know they will have lots to say but the timing of this is horrible.

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O-EDOT_1-2

Happy to work with everyone to make this project a success but I feel there is much more work needed including community impact, historical impact and environmental impact. This has not been addressed properly to our community.

O-EDOT_1-3

Greatly appreciate rescheduling and Thomas, please let me know when in January/February you could present to our merchants.

Thank you

earl shaddix | executive director
economic development on third

www.edotbayview.org
415.756.3678

On Fri, Dec 1, 2023 at 7:41 AM CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org> wrote:

Hi Earl,

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on the adequacy and accuracy of the environmental analysis. If you have comments on the project's environmental analysis, I encourage you to provide these comments in writing to CPC.IslaisCreekBridgeProject@sfgov.org.

January 8 is during the project's public comment period and the planning department would like to ensure that all public comments during this time (November 30-January 22, 2024) are received in writing, or are provided verbally at the San Francisco Planning Commission's Draft EIR hearing where we will have a court reporter transcribing comments.

I am also looping in Thomas Roitman, the SF Public Works Project Manager, on this email who will be the best person to attend a future meeting. Public Works and SFMTA will conduct further outreach and coordination on construction logistics and the bus plan as the project advances in its planning and gets closer to construction. Are there any other meetings in spring that would work to meet? Please let me know if you would like to have a call to discuss this further.

Thank you,

Liz

Elizabeth White, Senior Environmental Planner

Environmental Planning Division

San Francisco Planning Department

49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103

Direct: 628.652.7557 | www.sfplanning.org

San Francisco Property Information Map

From: Earl Shaddix <earl@edotbayview.com>
Sent: Thursday, November 30, 2023 10:59 AM
To: CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>
Subject: Islais Creek project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Liz,

I have read over a couple times this EIR and it's very troubling. As one who's organization advocates for our merchants on 3rd Street, would you be able to meet with us in person January 8 from 6-7pm here in Bayview and discuss these plans?

I can also speak to you directly first and hopefully very soon to talk over the immediate concerns.

Many thanks

Earl Shaddi

earl shaddix | executive director

economic development on third

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415.756.3678

O-EDOT_2

From: Earl Shaddix
To: Roitman, Thomas (DPW)
Cc: CPC.IslaisCreekBridgeProject; White, Elizabeth (CPC); Fordham, Chelsea (CPC); Burch, Percy (BOS); Thompson, Marianne (ECN); Latimore, Kamilah (ECN)
Subject: Re: Islais Creek project
Date: Tuesday, December 5, 2023 10:57:53 AM

O-EDOT_2-1

Thank you Thomas for your reply. We sent out this information in our newsletter to our merchants and shared it on our social media today. I am getting a tremendous amount of responses from community stakeholders as well as our merchants stating that they were not informed of this project. It's pretty remarkable the volume of responses.
So that I can better learn of how outreach was done, could you kindly provide me with the methodology of the outreach? Could you also provide me with any consultants or agencies that were used for outreach? I am simply baffled how literally no one is aware of this project. I am hopeful we can learn what happened and why such a large gap and develop a better strategy to engage stakeholders and merchants as this will be a very impactful project.

O-EDOT_2-2

I would also like to request this item be tabled from the January 4th SF Planning meeting to give us more time to do better outreach to inform the community.

Thank you kindly. We look forward to working with you to make this project a success!!

earl shaddix | executive director
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>
> Have a nice weekend,

Thomas B. Roitman, SE, PMP

Project Manager

Bureau of Project Management

San Francisco Public Works

City and County of San Francisco

49 South Van Ness Avenue, Suite 700

San Francisco, CA 94103

(628) 271-2404 office (not actively monitored during current telecommute)

(415) 297-0736 cel / telecommute

sfpublicworks.org · twitter.com/sfpublicworks

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Cc: White, Elizabeth (CPC) <elizabeth.white@sfgov.org>; Fordham, Chelsea (CPC) <chelsea.fordham@sfgov.org>; Roitman, Thomas (DPW) <Thomas.Roitman@sfdpw.org>; Burch, Percy (BOS) <percy.burch@sfgov.org>; Earl Shaddix <earl@edotbayview.com>
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O-EDOT_3

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To: Earl Shaddix
Cc: CPC.IslaisCreekBridgeProject; White, Elizabeth (CPC); Fordham, Chelsea (CPC); Burch, Percy (BOS); Thompson, Marianne (ECN); Latimore, Kamilah (ECN)
Subject: RE: Islais Creek project
Date: Thursday, December 7, 2023 3:43:16 PM

Hi Earl,

I'm reaching out about the upcoming Islais Bridge replacement project. I also have been in touch with the Planning Department and they will be reaching out to you to discuss the EIR process and public participation opportunities. As for community engagement, aside from the noticing of the project sent out in May and the EIR sent out in November, we plan to hold a series of community meetings in the coming months to continue to inform and solicit feedback from various affected stakeholders, including the local merchants mentioned in the recent SF Standard article in which you voiced concerns. As we get a schedule for those meetings and venue information, we will share that with you and the broader community.

The EIR is a lengthy, complex process that needs to happen early in the design. Please be advised that the actual field work affecting transit will not commence until Spring 2026 at the earliest, and we are still at the early stages of public engagement. We recognize the temporary transportation detours necessitated by the construction project will have impacts beyond the direct vicinity of the bridge. Development of a comprehensive transportation plan by the San Francisco Municipal Transportation Agency is underway and will take many months more of refinement, including incorporating community feedback well before a transportation plan is finalized for construction. While there will be disruptions to traffic and transit during construction, we are committed to minimizing the impacts as we deliver this critical and essential infrastructure project.

Per the notice sent out by the Planning Department today, the hearing is moved to 1/11/2024.

Regards,

Thomas B. Roitman, SE, PMP
Project Manager

Bureau of Project Management
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Subject: Re: Islais Creek project
Date: Thursday, December 7, 2023 10:31:39 AM

O-EDOT_3-1 Good morning. Thomas, just wanted to follow up and bump my email up to the top. I was hoping to hear from you by tomorrow if that's possible. I did hear from the Friends of Islais Creek as well as the Bayview Historical Society since my earlier email and there is just a lot to look over. It seems there is a lot of discussion about the Nishkian bridge and its historical relevance. I was also sent information from the Army Corps of Engineers which itself is a novel. This is why in addition to the information requested below, I would like to table the January 4th, SF Planning meeting until I hear from more stakeholders.

O-EDOT_3-2

Thank you kindly

Just to recap:

O-EDOT_3-3 *So that I can better learn of how outreach was done, could you kindly provide me with the methodology of the outreach? Could you also provide me with any consultants or agencies that were used for outreach? I am simply baffled how literally no one is aware of this project. I am hopeful we can learn what happened and why such a large gap and develop a better strategy to engage stakeholders and merchants as this will be a very impactful project.*

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earl shaddix | executive director
economic development on third

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Liz

Elizabeth White, Senior Environmental Planner

Environmental Planning Division

San Francisco Planning Department

49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103

Direct: 628.652.7557 | www.sfplanning.org

San Francisco Property Information Map

From: Earl Shaddix <earl@edotbayview.com>
Sent: Thursday, November 30, 2023 10:59 AM
To: CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>
Subject: Islais Creek project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Liz,

I have read over a couple times this EIR and it's very troubling. As one who's organization advocates for our merchants on 3rd Street, would you be able to meet with us in person January 8 from 6-7pm here in Bayview and discuss these plans?

I can also speak to you directly first and hopefully very soon to talk over the immediate concerns.

Many thanks

Earl Shaddi

earl shaddix | executive director

economic development on third



www.edotbayview.org

415.756.3678

O-EDOT_4

From: Roitman, Thomas (DPW)
To: Earl Shaddix; White, Elizabeth (CPC)
Cc: Fordham, Chelsea (CPC); CPC.IslaisCreekBridgeProject
Subject: RE: Islais Creek construction last week
Date: Monday, January 8, 2024 10:07:37 AM

Good Morning Earl and a Happy 2024 to you and your family,

I am not aware of the work going on at Islais and can assure you it is unrelated to our bridge project which is not slated to break ground for at least 2 years. I believe that area to the northeast is part of Tulare Park which may be managed by the Port or Rec and Park. I can enquire and get back to you if I find out more information.

Regards,

Thomas B. Roitman, SE, PMP
Project Manager

Bureau of Project Management
San Francisco Public Works
City and County of San Francisco
49 South Van Ness Avenue, Suite 700
San Francisco, CA 94103
(628) 271-2404 office (not actively monitored during current telecommute)
(415) 297-0736 cel / telecommute
sfpublicworks.org · twitter.com/sfpublicworks

From: Earl Shaddix <earl@edotbayview.com>
Sent: Monday, January 8, 2024 9:40 AM
To: White, Elizabeth (CPC) <elizabeth.white@sfgov.org>
Cc: Fordham, Chelsea (CPC) <chelsea.fordham@sfgov.org>; Roitman, Thomas (DPW) <Thomas.Roitman@sfdpw.org>; CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>
Subject: Islais Creek construction last week

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good morning to all and a very happy New Year!

O-EDOT_4-1

There was a lot of construction these past two weeks over at the Islais Creek Bridge site. I didn't get a photo of the bulldozers but did get some pics of the aftermath. They were excavating it seems. I thought construction was not starting? Also, with the exception of the small 9x12 poster that no one could possibly see, there are no visible notifications posted.

O-EDOT_
4-1 (cont'd)

Could you kindly update me on what's happening? I am going to formally request an extension for the EIR presentation for this week's SF Planning as it seems there is more happening than what's being presented.

Please let me know asap and my next email will be to formally postone this agenda item until February at the earliest.

Thank you

earl shaddix | executive director
economic development on third

www.edotbayview.org
415.756.3678

From: Earl Shaddix
To: CPC-Commissions Secretary; CPC.IslaisCreekBridgeProject
Cc: Waltonstaff (BOS)
Subject: Please postpone Islais Creek EIR presentation until February 2023
Date: Monday, January 8, 2024 9:49:23 AM

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O-EDOT_5-1 SF Planning Commision, I would like to request the EIR Draft Report presentation scheduled for this week be rescheduled until February at the earliest. Although we have been told there will be no construction starting for some time, these past two weeks there have been some

O-EDOT_5-2 extensive excavating work with heavy machinery of which we were not informed.
I would like to take this time extension to make sure the community is fully aware of any construction or pre-construction at the site.

O-EDOT_5-3 Please confirm this agenda item will be rescheduled until February thus giving more time for Planning and Public Works to address better community outreach of this very important project.

Thank you kindly.

earl shaddix | executive director
economic development on third

www.edotbayview.org
415.756.3678

From: Earl Shaddix
To: White, Elizabeth (CPC)
Cc: Fordham, Chelsea (CPC); CPC.IslaisCreekBridgeProject; Earl Shaddix
Subject: Islais Creek Bridge update
Date: Sunday, January 21, 2024 12:31:41 PM

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O-EDOT_6-1

Hi there. I didn't see the EIR on the SF Planning agenda or notes. Did you all postpone? Was there a reschedule date?

Looks like we are having a merchant meeting Monday, Feb 5 at 6pm. Can someone present the EIR to the merchants?

Let me know asap so I can also invite the Supervisor's office.

Thank you!!

earl shaddix | executive director
economic development on third

www.edotbayview.org
415.756.3678

O-EDOT_7

From: Fordham, Chelsea (CPC)
To: Earl Shaddix; White, Elizabeth (CPC)
Cc: CPC.IslaisCreekBridgeProject; Roitman, Thomas (DPW); Burch, Percy (BOS); Looper, Malik (CPC)
Subject: RE: Islais Creek Bridge update
Date: Thursday, January 25, 2024 4:47:00 PM
Attachments: Re Islais Creek construction last week.msg
RE Islais Creek construction last week.msg

Hello Earl,

I want to apologize for any confusion that may have occurred about the planning commission hearing date and the request to continue the planning commission to another day. That was not our intent, and Liz and I are always available if you have any questions about the environmental review process. Planning and publics works did respond to your January 8 inquiry about postponing the hearing date where you noted construction occurring at the Islais Creek Bridge. Thomas Roitman stated that this project is not related to the Islais Creek Bridge Project and Liz provided additional clarification that this work is being conducted by the Port of San Francisco per requirements established in their San Francisco Bay Conservation and Development Commission (BCDC) permit. I've attached both those messages in this email. The Planning Commission was made aware of staff responses to your question about construction beginning on site. Requests for continuances are typically made at the Planning Commission hearing and planning department staff cannot grant extensions of the comment period or changes to hearing dates and it is only the planning commission that can move the hearing date. I hope this clears up confusion about why planning staff was not able to move the planning commission hearing date.

Thank you,
Chelsea

Chelsea E. Fordham, Principal Planner
Environmental Planning Division
San Francisco Planning
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7579 | www.sfplanning.org
San Francisco Property Information Map

From: Earl Shaddix <earl@edotbayview.com>
Sent: Monday, January 22, 2024 3:50 PM
To: White, Elizabeth (CPC) <elizabeth.white@sfgov.org>
Cc: Fordham, Chelsea (CPC) <chelsea.fordham@sfgov.org>; CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>; Roitman, Thomas (DPW) <Thomas.Roitman@sfdpw.org>; Burch, Percy (BOS) <percy.burch@sfgov.org>; Looper, Malik (CPC) <malik.looper@sfgov.org>
Subject: Re: Islais Creek Bridge update

O-EDOT_7-1

Thank you Liz. I guess I am a bit confused as I have been asking for an extension of the hearing date at SF Planning as the community and business owners have been woefully uninformed and as I have stated repeatedly, the outreach has not been adequate. I expressed this in more than one email and I believe a zoom call with you.
I will send in my comments now, again, and hope it reaches someone.

With this development, I do think it's important to meet with Supervisor Walton's office to discuss this development and will also inform merchants and the community that you are proceeding without allowing adequate notice for comments.

I had hoped there for a minute that we were going to work together. Our first merchant meeting is scheduled February 5th, 6pm and we would hope this project can be presented. I will aslo alert community groups and invite them as well.

earl shaddix | executive director
economic development on third



www.edotbayview.org
415.756.3678

On Mon, Jan 22, 2024 at 2:36 PM White, Elizabeth (CPC) <elizabeth.white@sfgov.org> wrote:

> Hi Earl,
>
> The Islais Creek Bridge Draft EIR was on the SF Planning Commission agenda for January 11 (item 13). The video of the hearing is available here (click on item 13 on the right-hand side of the screen).
>
> We corresponded with you on December 14 regarding the January 11, 2024 hearing date and then sent two follow up emails regarding the hearing date.
>
> Regarding your request to meet on February 5, the close of the Draft EIR comment period date is today, January 22, 2024 at 5pm. To receive a formal response in writing from the Planning Department, we encourage you to provide comments on the Draft EIR to CPC.IslaisCreekBridgeProject@sfgov.org by the close of the comment period. Comments on the Draft EIR that are received after the close of the comment period may not receive a formal written response from the Planning Department.

As outlined in the Draft EIR presentation at the Planning Commission, there will be three phases of outreach and we are currently in the first phase, which is outreach to the community on the project's environmental impacts. I am looping in Thomas Roitman, our Public Works Project Manager, as he is gearing up to begin the second phase of outreach, which involves discussion with the community about logistics concerns and the transportation plan during the project's construction. I defer to Thomas regarding the ability for the city to attend the merchants meeting.

If you have additional questions on the environmental review, please let me know and if you have any questions on the upcoming project outreach, please reach out to Thomas.

Thank you,
Liz

Elizabeth White, Senior Environmental Planner
Environmental Planning Division
San Francisco Planning Department
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7557 | www.sfplanning.org
San Francisco Property Information Map

From: Earl Shaddix <earl@edotbayview.com>
Sent: Sunday, January 21, 2024 12:31 PM
To: White, Elizabeth (CPC) <elizabeth.white@sfgov.org>
Cc: Fordham, Chelsea (CPC) <chelsea.fordham@sfgov.org>; CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>; Earl Shaddix <earl@edotbayview.com>
Subject: Islais Creek Bridge update

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Hi there. I didn't see the EIR on the SF Planning agenda or notes. Did you all postpone? Was there a reschedule date?

Looks like we are having a merchant meeting Monday, Feb 5 at 6pm. Can someone present the EIR to the merchants?

Let me know asap so I can also invite the Supervisor's office.

Thank you!!

earl shaddix | executive director
economic development on third

www.edotbayview.org
415.756.3678

O-EDOT_8

From: Earl Shaddix
To: CPC.IslaisCreekBridgeProject
Cc: Looper, Malik (CPC); Burch, Percy (BOS); Earl Shaddix
Subject: DRAFT EIR - Islais Creek Project (comments)
Date: Monday, January 22, 2024 3:59:34 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

O-EDOT_8-1 I am writing to comment on the draft EIR for the Islais Creek Bridge Replacement Project.

This is at least the fourth of fifth email that I am sending. I have asked more than twice that this EIR report hearing be delayed until merchants and community could have time to review.

O-EDOT_8-2 I have repeatedly expressed my concerns that merchants in the 300ft radius of this project have not been informed nor have they received the EIR to review. I know this as I personally visited every single businesses that was supposedly notified and not one single business knew of this.
It's hardly fair to ram through an EIR without proper notification.

O-EDOT_8-3 Besides the immediate plans for the replacement bridge are woefully simple, plain and unacceptable. The Bayview/HP community derves a much better designed bridge that will serve as the gateway to the community. How can one submit an EIR plan when the current bridge design will not be accepted by the community?

O-EDOT_8-4 This needs to go back and proper notification given so businesses and community can review the EIR.

Thank you kindly for your consideration.

earl shaddix | executive director
economic development on third

www.edotbayview.org
415.756.3678

O-IBNA_1

From: Jill Fox
To: White, Elizabeth (CPC)
Cc: info@indiabasin.org; CPC.IslaisCreekBridgeProject; Dan Dodt; Earl Shaddix
Subject: Re: FW: Update to SF Planning Commission Public Hearing Date on the Draft Environmental Impact Report for the Islais Creek Bridge Project
Date: Thursday, January 25, 2024 6:16:05 PM
Attachments: image001.png

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Elizabeth White (and others),
You contacted Michael Hamman about the India Basin Neighborhood Association about giving input on this project. Sadly, Michael passed away about 18 months ago. Please use the general info@indiabasin.org to reach the organization or my direct email jlfox713@gmail.com.

O-IBNA_1-1 Sorry for the late response but if you really don't want to hear from the general public on an issue, but pretend that you do, publish materials in mid December for input by January 11.

O-IBNA_1-2 Meanwhile, we do want to stay in the loop on this issue and have these questions concerning the the Islais Creek Bridge Project:

1. I know there is concern about the look of the new bridge and wonder if any of that was discussed at the Planning Commission meeting on January 11? Any graphics available?
2. O-IBNA_1-3 Will there be public meetings about the Third Street closure and the impact on and mitigations around: public transit, walking, biking, vehicle traffic? For example, can you give details on "detour around the site" for the public transit? I mean public meetings not on a Thursday at noon? Something where people can ask questions, perhaps supply ideas about mitigations?
3. O-IBNA_1-4 Is there an updated short fact sheet and / public website that I can share with general members to get people knowledge without expecting them to read an entire EIR? Perhaps something with graphics and maps about the detours?

Thank you for your consideration,

Jill Fox
member of the Board
India Basin Neighborhood Association
415 420-9887 cell / text

On Thu, Dec 7, 2023 at 1:06 PM White, Elizabeth (CPC) <elizabeth.white@sfgov.org> wrote:

Hi Michael,

My name is Liz White and I am the environmental planner for the Islais Creek Bridge Project. I wanted to make sure the India Basin Neighborhood Association received this notice about the change to the Islais Creek Bridge Project's Draft Environmental Impact Report hearing date at the San Francisco Planning Commission.

If you have any questions, please let me know.

Thank you!

Liz

Elizabeth White, Senior Environmental Planner

Environmental Planning Division

San Francisco Planning Department

49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103

Direct: 628.652.7557 | www.sfplanning.org

San Francisco Property Information Map

From: CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>
Sent: Thursday, December 7, 2023 1:01 PM
To: CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>
Subject: Update to SF Planning Commission Public Hearing Date on the Draft Environmental Impact Report for the Islais Creek Bridge Project

UPDATE: The Islais Creek Bridge Draft Environmental Impact Report (EIR) hearing was originally noticed to be heard at the San Francisco Planning Commission on January 4, 2024. The January 4, 2024 hearing is cancelled and the revised Draft EIR hearing date is Thursday, January 11, 2024, beginning at 12 pm or later. The hearing date has been revised in the notice below.

This email is to inform you that the San Francisco Planning Department has published a draft environmental impact report (EIR) for the Islais Creek Bridge Project, located on Third Street between Marin Street and Cargo Way in the Bayview neighborhood.

Project Description

The City and County of San Francisco is proposing to replace the existing Islais Creek Bridge along Third Street in San Francisco's Bayview neighborhood. Construction of the proposed project would result in the replacement of the existing drawbridge with a fixed bridge and large ships would no longer be able access the Islais Creek channel west of the new bridge. The new bridge would accommodate a center 26-foot-wide dedicated light-rail transit (light rail) track, two 11-foot travel lanes in each direction, a 12-foot-wide shared pedestrian/bicycle path on the eastern side of the bridge, and a 16-foot-wide shared pedestrian/bicycle path on the western side of the bridge. Construction is estimated to be approximately 24 months and would begin no sooner than spring 2025. Throughout the construction duration, there would be no access for vehicles, the T-Third Street light rail service, or pedestrians to the bridge or Third Street between Marin Street to the north and Cargo Way to the south. Vehicles would be detoured around the site to other routes. T-Third Street passengers would use bus shuttles in lieu of light rail service south of Islais Creek Bridge and the 15 Bayview Hunters Point Express and 91 Third Street/19th Avenue OWL buses would be detoured around the project site.

What is the purpose of an EIR?

The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed action, identify possible ways to minimize the significant effects, and describe and analyze possible alternatives to the proposed action. The EIR must be certified by the San Francisco Planning Commission prior to any final decision regarding whether to approve the project. A Draft EIR does not indicate a decision by the city to approve or to disapprove the project. The city must review and consider the information contained in the EIR prior to making a decision.

Available Documents:

The Notice of Availability and the Draft EIR are available to download electronically at sfplanning.org/sfceqadocs. Hard copies of the Draft EIR are available to review at the San Francisco Permit Center on the second floor of 49 South Van Ness Avenue, San Francisco.

Draft EIR comment period

The San Francisco Planning Department welcomes your comments on the adequacy and accuracy of the Draft EIR. The Draft EIR comment period begins on November 30, 2023 and concludes at 5pm on January 22, 2024. Comments regarding your like or dislike of the project or whether you think officials should approve or disapprove the project will not be addressed in the environmental review document. Instead, we encourage you to provide these comments to the project sponsor, Thomas Roitman, Project Manager ((628) 271-2404, thomas.roitman@sfpdw.org).

You may provide comments on the Draft EIR concerning the proposed project's environmental effects by:

- Contacting Elizabeth White via email (CPC.IslaisCreekBridgeProject@sfgov.org), phone (628) 652-7557, or by mail at 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103; OR

- A public hearing on this Draft EIR will be held by the Planning Commission on Thursday, January 11, 2024 beginning at 12pm or later. Members of the public may attend this hearing in person at San Francisco City Hall or participate remotely using videoconferencing technology. Language Assistance: To request an interpreter during the hearing, please contact the Commission Secretary at (628) 652-7589, or commissions.secretary@sfgov.org at least 48 hours in advance of the hearing.

From:	White, Elizabeth (CPC)
To:	Jill Fox; Roitman, Thomas (DPW)
Cc:	info@indiabasin.org; CPC.IslaisCreekBridgeProject; Dan Dodt; Earl Shaddix; sean.karlin@gmail.com; Fordham, Chelsea (CPC)
Subject:	RE: FW: Update to SF Planning Commission Public Hearing Date on the Draft Environmental Impact Report for the Islais Creek Bridge Project
Date:	Tuesday, January 30, 2024 12:34:17 PM
Attachments:	image001.png

Hi Jill,

While the exact transportation plan has not been defined yet, the Draft EIR identified Mitigation Measure M-TR-1 (page 4-49 of the draft EIR) to reduce the project's potentially significant construction-related delay to T-Third Street riders. This measure identified that:

"The transportation plan may include, but not be limited to, the following temporary measures during construction:

- Private vehicle restrictions on certain routes (e.g., Illinois Street Bridge) or reallocating roadway space to prioritize transit (e.g., Evans Avenue).
- Transit signal priority or signal timing optimization.
- Providing transit capacity consistent with customer demand to minimize waits for riders.
- Providing new safe pedestrian crossings and paths, clear directions, and wayfinding signs for any transfers between the light rail and bus services."

The details of the transportation plan will still be worked out over the next year with SFMTA, public works, and planning. As I mentioned below, the second phase of the project's outreach (anticipated to commence this spring) will involve meetings in the community to seek input from community members and discuss logistics concerns regarding the bridge closure and associated transportation plan during construction. I'm adding Thomas Roitman, the SF Public Works Project Manager, to this email and I've added you to our listerve. Please let me know if you have other questions.

Thank you,
Liz

Elizabeth White, Senior Environmental Planner
Environmental Planning Division
San Francisco Planning Department
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7557 | www.sfplanning.org
San Francisco Property Information Map

From: Jill Fox <jlfox713@gmail.com>
Sent: Monday, January 29, 2024 4:44 PM
To: White, Elizabeth (CPC) <elizabeth.white@sfgov.org>
Cc: info@indiabasin.org; CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>; Dan Dodt <dandodt@gmail.com>; Earl Shaddix <earl@edotbayview.com>; sean.karlin@gmail.com; Fordham, Chelsea (CPC) <chelsea.fordham@sfgov.org>
Subject: Re: FW: Update to SF Planning Commission Public Hearing Date on the Draft Environmental

Impact Report for the Islais Creek Bridge Project

Hello Elizabeth,
Thank you for your response. I appreciate you trying to reach IBNA throughout this process. Honestly, there are so many projects happening in this area it is very difficult to keep up.

O-IBNA_2-1 I am not at all opposed to rebuilding the bridge. I walk over it regularly and it is actually quite frightening! I do have concerns about mitigations during the construction to keep traffic moving and keep pedestrians and bikers safe.

O-IBNA_2-2 Do you know if any improvements will be made to Illinois Street or Evans considering how much more traffic they will be getting during the bridge construction?

Please keep me in the loop about public meetings in this area about this project.
Best regards,
Jill Fox

On Mon, Jan 29, 2024 at 4:09 PM White, Elizabeth (CPC) <elizabeth.white@sfgov.org> wrote:

> Hi Jill,
>
> I am very sorry to hear about the passing of Michael. Thank you for your email. I have been using info@indiabasin.org to reach the organization and based on my records, there are five emails that this email account should have received about the Islais Creek Bridge Project:
>
> - the first email is from May 31, 2023 (notification of the opportunity for public comment on the notice of preparation)
> - the second email is dated November 29, 2023 (notification of the availability of the draft EIR and public hearing date)
> - the third email is dated December 7, 2023 (notification of the public hearing date cancellation and revised hearing date)
> - the fourth email is dated December 7, 2023 (this email was sent to both Michael and info@indiabasin.org from elizabeth.white@sfgov.org checking to make sure the organization received confirmation of the hearing date change), and
> - the fifth email is dated December 15, 2023 (notification of the suspension of remote public comment).
>
> Please let me know if these emails did not go through. Separately, I'll add your personal email to our listserve and if there are any other emails that I should add, please let me know.
>
> Regarding the publication of materials, the Notice of Preparation was published on May 31, 2023 and the draft EIR was published on November 29, 2023 (not mid-December as mentioned below). The public hearing date at the planning commission was January 11, 2024 and the close of the public comment period was January 22, 2024.
>
> The presentation made at the Planning Commission on January 11 is available here for you to view (please click on item F13 on the right handside of the screen); this presentation may address some

of your questions below (the presentation is about 10 minutes). As stated in the presentation, the environmental review and associated outreach is the first phase of public outreach and will be followed by a second phase of outreach conducted by Public Works and SFMTA. This second phase of outreach will involve meetings in the community to seek input from community members and discuss logistics concerns regarding the bridge closure and associated transportation plan during construction. A detailed construction plan has not yet been developed but a temporary bus plan that would replace the existing T-Third light rail service and would involve a combination of bus and rail service during construction. The T-Third light rail service would run between Chinatown Station and the UCSF Medical Center Station, and T-Third bus service would run between Market Street and the Bayshore/Sunnydale station, via the Illinois Street Bridge. People biking and walking would be rerouted to the Illinois Street Bridge.

I do not have a fact sheet but there is a summary at the start of the Draft EIR; I've excerpted it and attached to this email. Also, the projects website is located here: Islais Creek Bridge Rehabilitation Project | Public Works (sfpublicworks.org).

Thank you,
Liz

Elizabeth White, Senior Environmental Planner
Environmental Planning Division
San Francisco Planning Department
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7557 | www.sfplanning.org
San Francisco Property Information Map

From: Jill Fox <jlfox713@gmail.com>
Sent: Thursday, January 25, 2024 6:16 PM
To: White, Elizabeth (CPC) <elizabeth.white@sfgov.org>
Cc: info@indiabasin.org; CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>; Dan Dodt <dandodt@gmail.com>; Earl Shaddix <earl@edotbayview.com>
Subject: Re: FW: Update to SF Planning Commission Public Hearing Date on the Draft Environmental Impact Report for the Islais Creek Bridge Project

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Hello Elizabeth White (and others),
You contacted Michael Hamman about the India Basin Neighborhood Association about giving input on this project. Sadly, Michael passed away about 18 months ago. Please use the general info@indiabasin.org to reach the organization or my direct email jlfox713@gmail.com.

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we do want to stay in the loop on this issue and have these questions concerning the the Islais Creek Bridge Project:

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3. Is there an updated short fact sheet and / public website that I can share with general members to get people knowledge without expecting them to read an entire EIR? Perhaps something with graphics and maps about the detours?

Thank you for your consideration,

Jill Fox
member of the Board
India Basin Neighborhood Association
415 420-9887 cell / text

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> Hi Michael,
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>
> If you have any questions, please let me know.
>
> Thank you!
> Liz
>
> **Elizabeth White, Senior Environmental Planner**
> **Environmental Planning Division**
> San Francisco Planning Department
> 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
> Direct: 628.652.7557 | www.sfplanning.org
> San Francisco Property Information Map
>
> ---
>
> **From:** CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>
> **Sent:** Thursday, December 7, 2023 1:01 PM

To: CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>
Subject: Update to SF Planning Commission Public Hearing Date on the Draft Environmental Impact Report for the Islais Creek Bridge Project

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What is the purpose of an EIR?

The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed action, identify possible ways to minimize the

significant effects, and describe and analyze possible alternatives to the proposed action. The EIR must be certified by the San Francisco Planning Commission prior to any final decision regarding whether to approve the project. A Draft EIR does not indicate a decision by the city to approve or to disapprove the project. The city must review and consider the information contained in the EIR prior to making a decision.

Available Documents:

The Notice of Availability and the Draft EIR are available to download electronically at sfplanning.org/sfceqadocs. Hard copies of the Draft EIR are available to review at the San Francisco Permit Center on the second floor of 49 South Van Ness Avenue, San Francisco.

Draft EIR comment period

The San Francisco Planning Department welcomes your comments on the adequacy and accuracy of the Draft EIR. The Draft EIR comment period begins on November 30, 2023 and concludes at 5pm on January 22, 2024. Comments regarding your like or dislike of the project or whether you think officials should approve or disapprove the project will not be addressed in the environmental review document. Instead, we encourage you to provide these comments to the project sponsor, Thomas Roitman, Project Manager ((628) 271-2404, thomas.roitman@sfpdw.org).

You may provide comments on the Draft EIR concerning the proposed project's environmental effects by:

- Contacting Elizabeth White via email (CPC.IslaisCreekBridgeProject@sfgov.org), phone (628) 652-7557, or by mail at 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103; OR

- A public hearing on this Draft EIR will be held by the Planning Commission on Thursday, January 11, 2024 beginning at 12pm or later. Members of the public may attend this hearing in person at San Francisco City Hall or participate remotely using videoconferencing technology. Language Assistance: To request an interpreter during the hearing, please contact the Commission Secretary at (628) 652-7589, or commissions.secretary@sfgov.org at least 48 hours in advance of the hearing.

O-SCC-1

From: Bryan Kirchhoff
To: CPC.IslaisCreekBridgeProject
Subject: Islais Creek Bridge Project
Date: Friday, January 12, 2024 10:29:39 AM

> This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Elizabeth,

O-SCC-1 I am tracking the Islais Creek Bridge Project for Shimmick Construction Company. Do you still expect construction to begin in Spring 2025? Is the project funded?

Any update you can provide would be greatly appreciated.

Thank you,

Bryan Kirchhoff
Shimmick Construction Company
(510) 254-1190
bkirchhoff@shimmick.com
1 Harbor Center, Suite 200
Suisun City, CA 94585
Main: (707) 759-6858
shimmick.com

From: Roitman, Thomas (DPW)
To: Nick Levi
Cc: Dylan Fabris; CPC.IslaisCreekBridgeProject
Subject: RE: Meeting Request - Islais Creek Bridge Project
Date: Wednesday, December 20, 2023 1:50:42 PM
Attachments: image001.jpg
image002.jpg

Hi Nick,
Thank you for your email. I'm including the environmental planning team on this response as this comment will be responded to in the Responses to Comments on the Environmental Impact Report document. If you have questions on the environmental review process or additional comments on the range of alternatives considered as part of the project's planning process, please email CPC.IslaisCreekBridgeProject@sfgov.org. I will get back to you soon on timing after I check with my MTA colleagues on their availability to meet with you and Dylan.

Regards,
Thomas B. Roitman, SE, PMP
Project Manager
Bureau of Project Management
San Francisco Public Works
City and County of San Francisco
49 South Van Ness Avenue, Suite 700
San Francisco, CA 94103
(628) 271-2404 office (not actively monitored during current telecommute)
(415) 297-0736 cel / telecommute
sfpublicworks.org · twitter.com/sfpublicworks

From: Nick Levi <nick@sftransitriders.org>
Sent: Wednesday, December 20, 2023 11:49 AM
To: Roitman, Thomas (DPW) <Thomas.Roitman@sfdpw.org>
Cc: Dylan Fabris <dylan@sftransitriders.org>
Subject: Meeting Request - Islais Creek Bridge Project

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Thomas,

My name is Nick, I'm the community organizer for the San Francisco Transit Riders. Dylan, cc'd here, is our Community and Policy Manager.

O-SFTR-1 SFTR is starting to put together our stance on the Islais Creek Bridge Project and SFMTA's subsequent transit rerouting plans. Do you have any time to chat with Dylan and I during the new year about the project? We're really hoping a project like this can be as smooth as possible to not negatively affect the neighborhood's transit riders.
Do any of the below times work for you?

30-minute call with Dylan & Nick
30 mins

Time zone: Pacific Time - US & Canada Change

Monday, January 8

11:00am | 11:30am | 12:30pm | 1:00pm | 1:30pm
2:00pm | 2:30pm

Tuesday, January 9

10:00am | 10:30am | 12:00pm | 12:30pm | 1:00pm
1:30pm

Wednesday, January 10

10:00am | 10:30am | 11:00am | 11:30am | 12:00pm
12:30pm | 1:30pm

Thursday, January 11

11:00am | 11:30am | 1:00pm | 5:00pm

See additional available times

Thanks and I hope you have a happy holidays!
Nick

--

Nicholas Levi
Community Organizer
Pronouns: He/Him/His
San Francisco Transit Riders
Support our work!

O-Veritable Vegetable

From: Jennifer Doan
To: CPC.IslaisCreekBridgeProject
Subject: Public Comment for Islais Creek Bridge Project Draft EIR
Date: Wednesday, January 17, 2024 7:48:45 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Ms. White,

My name is Jennifer Doan and I am submitting comments on the Islais Creek Bridge Project on behalf of my company, Veritable Vegetable. We are located within a city block of the Islais Creek, in three warehouse facilities.

Veritable Vegetable is an organic produce distributor servicing wholesale customers throughout California, Nevada, Arizona, New Mexico, Colorado and Hawaii. We have been in operation for 50 years, based in San Francisco for our entire existence and located in the Dogpatch/Bayview neighborhoods for the last 40 years. We are a San Francisco Legacy Business, California Green Business and a Certified B Corporation. Our company is unique in our values-based approach to business; we believe in building a sustainable food system to preserve the environment and the vitality of the communities we serve.

We are in support of the Islais Creek Bridge replacement but have some concerns and questions about the impact on traffic in the area during construction and disruptions to public transportation. We ask you to consider these concerns as you figure out the traffic detour plan.

O-VV-1

Our 100 employees reside throughout San Francisco and the greater Bay Area. They commute to work via car, bike and public transportation (SFMTA, MUNI, BART). We are a 24/7 business; we have staff working 7 days a week and all hours of the day. Disruptions and cancellations to the T-Train and buses servicing the area are highly impactful and can affect whether someone can arrive at work on time or return home at the end of their shift.

Veritable Vegetable's main operating warehouses are at 1100 Cesar Chavez Street and another at 1370 Marin Street. Our truck yard is adjacent to Pier 80. Our delivery trucks travel between our buildings and to/from our truck yard throughout the day. Our staff move between buildings via car, electric cart and on foot. In addition to the potential delays or cancellations to public transit, we are concerned about increased traffic from detours clogging up Cesar Chavez Street.

We are hoping you can address some outstanding questions for us that were not answered in the DRAFT EIR:

O-VV-2

1. Will part of the bridge or a temporary bridge be available during for traffic during the 24 month construction period?

O-VV-3

2. Could the construction period be shortened?

3. What route will traffic be detoured around the bridge construction?

O-VV-4

4. Will buses follow the same detoured route as cars?

5. What adjustments will be made to compensate for impacted public transit?

O-VV-5

6. How much can we expect, as close neighbors of the construction project and staging area, airborne dust or debris?

O-VV-6

7. Will any mitigation related to flooding be addressed through the construction of the new

O-VV-6 (cont'd)

bridge?

Sincerely,

Jennifer Doan

Veritable Vegetable

Director of Marketing Communications

TEL: 415.550.4893 FAX: 415.641.3505

1100 Cesar Chavez Street, San Francisco, CA 94124

jdoan@veritablevegetable.com

https://url.avanan.click/v2/___www.veritablevegetable.com___.YXAzOnNmZHQyOmE6bzpmY2RjMjJmZGMwNmIyMjBkODc1NDgyYjA0NTY1NDgzYTo2OjlwMWQ6ZTZhZmQxMDE4ZjFlMmU3MzZiZTYzZWMwMjI4MTQ1NGFlYThhNWU1ZTY4ZTU1YjVlNDRmMDFkNzc0YWQ1NjNiNzp0OlQ

I-Rhett_1

From: Roitman, Thomas (DPW)
To: Byron Rhett
Cc: CPC.IslaisCreekBridgeProject
Subject: RE: Islais Creek Bridge
Date: Wednesday, December 6, 2023 12:12:16 PM

Hi Byron,

Thank you for your email. I'm including the environmental planning team on this response as this comment will be responded to in the Responses to Comments on the Environmental Impact Report document. If you have questions on the environmental review process or additional comments on the range of alternatives considered as part of the project's planning process, please email CPC.IslaisCreekBridgeProject@sfgov.org.

Regards,

Thomas B. Roitman, SE, PMP
Project Manager

Bureau of Project Management
San Francisco Public Works
City and County of San Francisco
49 South Van Ness Avenue, Suite 700
San Francisco, CA 94103
(628) 271-2404 office (not actively monitored during current telecommute)
(415) 297-0736 cel / telecommute
sfpublicworks.org · twitter.com/sfpublicworks

-----Original Message-----
From: Byron Rhett <barhett@aol.com>
Sent: Tuesday, December 5, 2023 9:29 AM
To: Roitman, Thomas (DPW) <Thomas.Roitman@sfdpw.org>
Subject: Islais Creek Bridge

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I-Rhett_1-1 Just read an article about the loss of rail traffic to the Bayview with the bridge replacement project. There are rail tracks on the Illinois Street bridge that are relatively new. Could you create a temporary bypass for the T line there.

Sent from my iPad

I-Rhett_2

From: Roitman, Thomas (DPW)
To: barhett@aol.com
Cc: CPC.IslaisCreekBridgeProject
Subject: RE: Islais Creek Bridge
Date: Wednesday, December 6, 2023 1:45:29 PM

Hi Byron,

Please follow this link and scroll to "Islais Creek Bridge": sfplanning.org/sfceqadocs
For a high level overview of the project, may I suggest you take a look at Section 2 of the EIR on the SF Planning website. Specifically, **Section 2.D** describes the objectives of the project and **Section 2.F** has a description with a diagrammatic plan and section. This may be quick way to get acquainted with the project without needing to pour over the detailed supporting documents contained in the EIR. I hope this helps.
Regards,

Thomas B. Roitman, SE, PMP
Project Manager

Bureau of Project Management
San Francisco Public Works
City and County of San Francisco
49 South Van Ness Avenue, Suite 700
San Francisco, CA 94103
(628) 271-2404 office (not actively monitored during current telecommute)
(415) 297-0736 cel / telecommute
sfpublicworks.org · twitter.com/sfpublicworks

From: barhett@aol.com <barhett@aol.com>
Sent: Wednesday, December 6, 2023 1:34 PM
To: Roitman, Thomas (DPW) <Thomas.Roitman@sfdpw.org>
Cc: CPC.IslaisCreekBridgeProject <CPC.IslaisCreekBridgeProject@sfgov.org>
Subject: Re: Islais Creek Bridge

I-Rhett_2-1 Thomas. Thanks for getting back to me. I was responding to an article I read. Where can I find the replacement plan for the bridge that EIR covers.

Sent from the all new AOL app for iOS

On Wednesday, December 6, 2023, 12:12 PM, Roitman, Thomas (DPW) <Thomas.Roitman@sfdpw.org> wrote:

Hi Byron,

Thank you for your email. I'm including the environmental planning team on this response as this comment will be responded to in the Responses to Comments on the Environmental Impact Report document. If you have questions on the environmental review process or additional comments on the range of alternatives considered as part of the project's planning process, please email CPC.IslaisCreekBridgeProject@sfgov.org.

Regards,

Thomas B. Roitman, SE, PMP
Project Manager

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-----Original Message-----
From: Byron Rhett <barhett@aol.com>
Sent: Tuesday, December 5, 2023 9:29 AM
To: Roitman, Thomas (DPW) <Thomas.Roitman@sfdpw.org>
Subject: Islais Creek Bridge

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Just read an article about the loss of rail traffic to the Bayview with the bridge replacement project. There are rail tracks on the Illinois Street bridge that are relatively new. Could you create a temporary bypass for the T line there.

Sent from my iPad