

SFMTA - TASC SUMMARY SHEET

<p>Pre-Staff Date: 8/15/2023</p> <p>Requested By: SFPW</p> <p>Handled: Westley Myles <i>WM</i></p> <p>Section Head: BW <i>WM</i> for</p>	<p><input type="checkbox"/> Public Hearing Consent</p> <p><input checked="" type="checkbox"/> Public Hearing Regular</p> <p><input type="checkbox"/> Informational/Other</p>	<p>Approved: _____</p> <p>Disapproved: _____</p> <p>Item Held: _____</p>
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Location: Yerba Buena Island – Treasure Island Road, Macalla Road, Yerba Buena Road

Subject: Street Improvements

PROPOSAL/REQUEST:

ESTABLISH – STOP SIGNS

Treasure Island Road, northbound and southbound, at Macalla Road, making this intersection an all-way STOP
 Macalla Road, eastbound and westbound, and Yerba Buena Road, northbound, making this intersection an all-way STOP

Yerba Buena (Loop) Road, eastbound, at Yerba Buena Road

Signal Road, northbound, at Yerba Buena Road

Tank Access Road, northbound, at Yerba Buena Road

ESTABLISH - MIDBLOCK CROSSWALK

Yerba Buena Road at 294 feet west of Signal Road

ESTABLISH TOW-AWAY NO STOPPING ANYTIME

Macalla Road, north and south side, from Treasure Island Road to I-80 Westbound Ramps

Yerba Buena Road, west side, from Macalla Road to 170 feet west of Signal Road.

Yerba Buena Road, east side, from Macalla Road, around Yerba Buena (Loop) Road to 338' west of Yerba Buena Road

ESTABLISH – CLASS IV Bikeways (Protected Bike Lane)

Macalla Road, eastbound (south side), from Treasure Island Road to Yerba Buena Road

Macalla Road, westbound (south side), from 150 ft west of I-80 Ramps to Yerba Buena Road

ESTABLISH – CLASS III Bikeways (Bike Route)

Macalla Road, eastbound (south side), from Yerba Buena Road to I-80 Ramps

Macalla Road, westbound (north side), from Yerba Buena Road to Treasure Island Road

ESTABLISH – CLASS II BIKEWAY (BIKE LANE)

Yerba Buena Road, southbound (west side), from Macalla Road, around Yerba Buena (Loop) Road, to Yerba Buena Road

ESTABLISH – 15 MPH SPEED LIMIT

Yerba Buena Road, from Macalla Road, around Yerba Buena (Loop) Road, to Yerba Buena Road

ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING ZONE

Yerba Buena (Loop) Road, north side, from 65 feet to 87 feet west of Yerba Buena Road.

ESTABLISH – RED ZONE

Yerba Buena (Loop) Road from Yerba Buena Road to 70 feet westerly

Yerba Buena (Loop) Road from 108 feet to 135 feet west of Yerba Buena Road (27-foot red zone)

Yerba Buena (Loop) Road from 175 feet to 216 feet west of Yerba Buena Road (41-foot red zone)

Yerba Buena (Loop) Road from 256 feet to 297 feet west of Yerba Buena Road (41-foot red zone)

Yerba Buena (Loop) Road from 317 feet to 338 feet west of Yerba Buena Road (21-foot red zone)

(Supervisor District 6)

Westley Myles, westley.myles@sfmta.com

BACKGROUND INFORMATION:

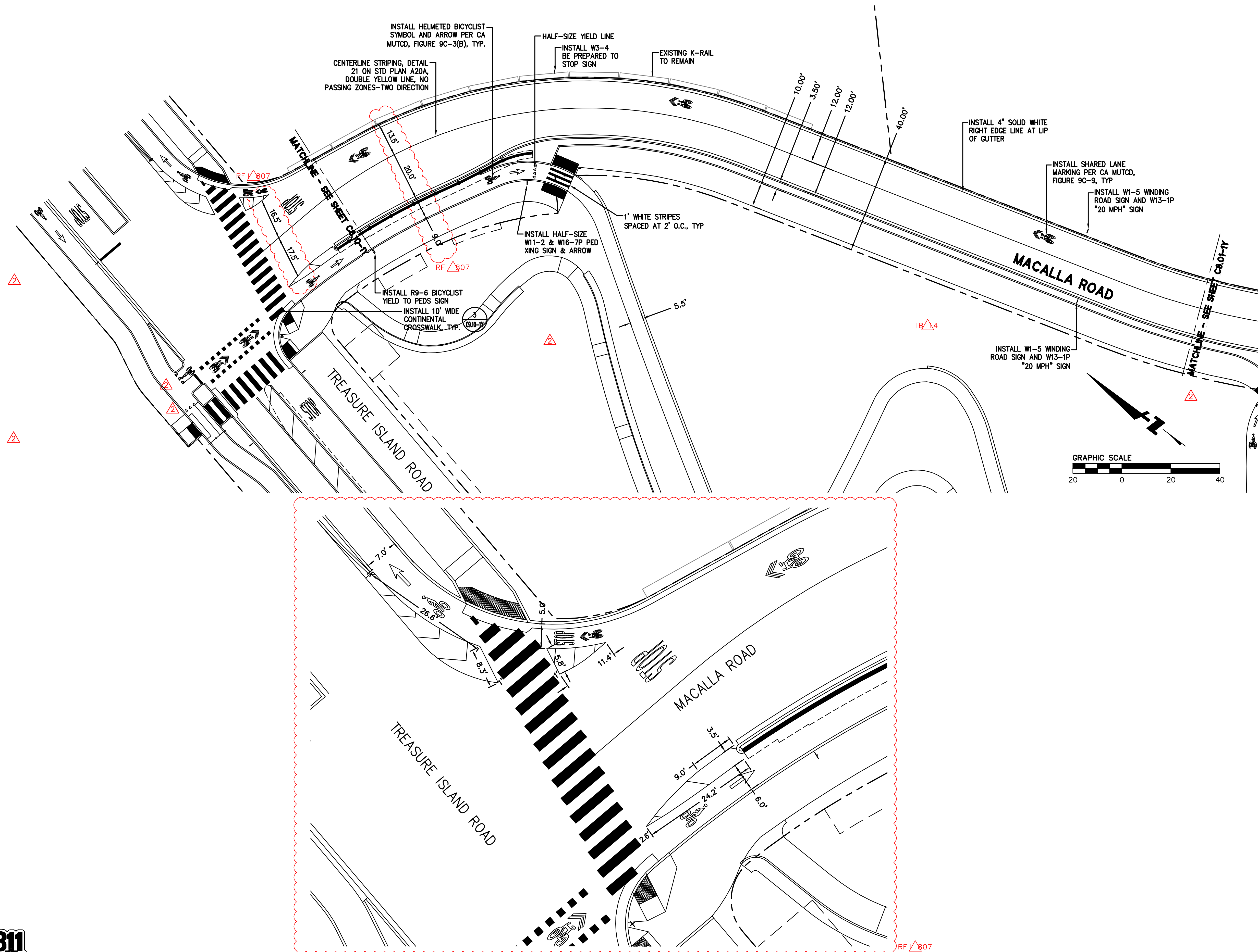
Street improvements associated with the Yerba Buena Island Sub-Phase 1YA and 1YB Improvement Project.

HEARING NOTIFICATION AND PROCESSING NOTES:

DRAWING NAME: J:\Eng14\140015\DWG\12_Subphase 01\5.2_Infrastructure_Imprv_Plans\C8.00-1Y_ST.dwg
 PLOT DATE: 10-05-22 PLOTTED BY: SCOT



Know what's below. Call 811 before you dig.



- NOTES:**
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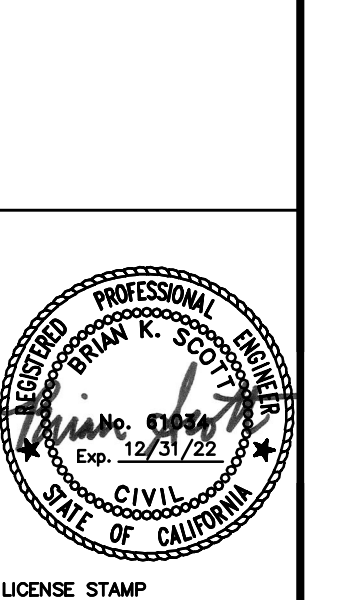
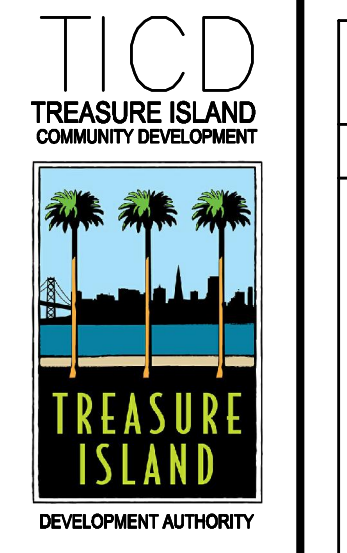
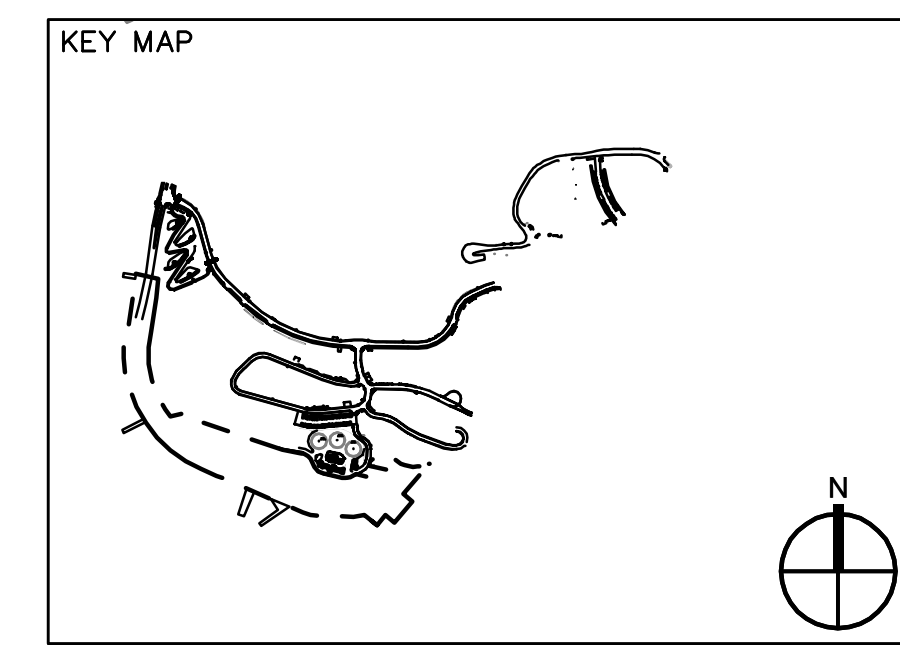
- LEGEND:**
- SIGNAGE
 - + SNS, STREET NAME SIGN PER CCSF
 - ◀ HELMETED BICYCLIST SYMBOL AND ARROW PER CA MUTCD.
 - ↔ SHARE THE ROAD BIKE AND CHEVRON "SHARROW" MARKING



RECORD DRAWING

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BKF Engineers



TREASURE ISLAND DEVELOPMENT AUTHORITY
YERBA BUENA ISLAND
SUB-PHASE 1YA & 1YB IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

STREETS
PERMIT SUBMITTAL

PROJECT NO. 20140015-12	CHK. BS	DATE: 2/23/2018
DRAWN BY: CT/FC	REVISIONS	BY DATE
	DESCRIPTION	CT 10/25/19
	INSTRUCTIONAL BULLETIN #	CT

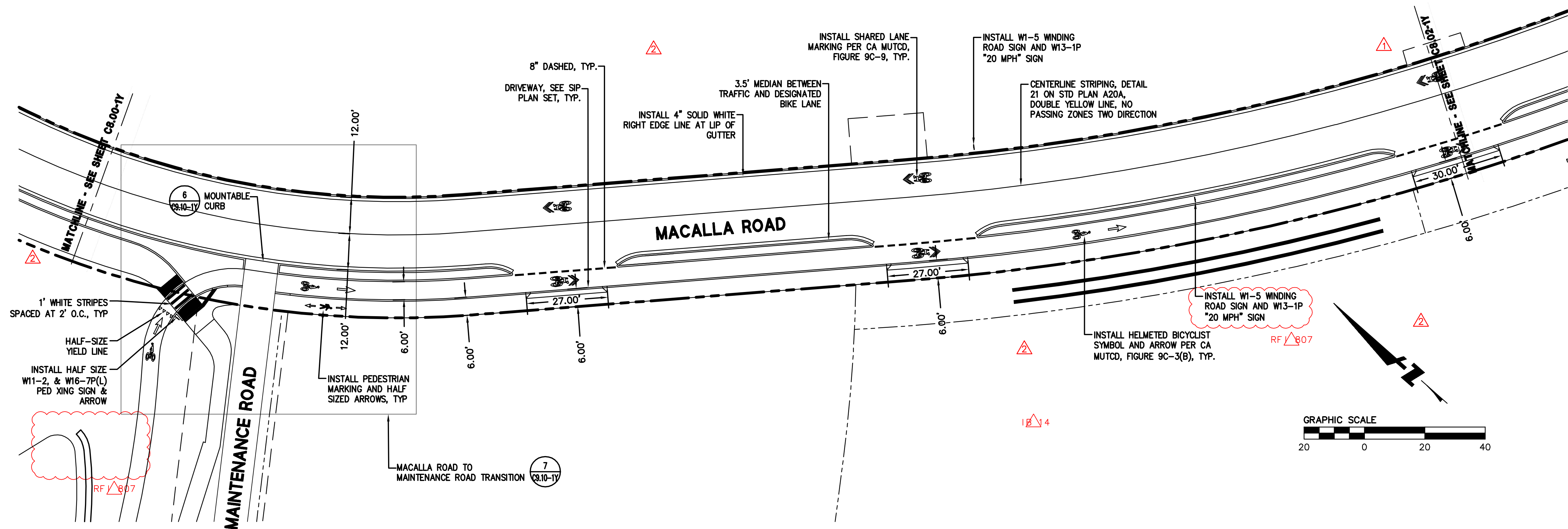
SIGNING AND STRIPING PLAN
 SHEET TITLE
 SCALE 1"=20'
C8.00-1Y
 119 OF 365
 DRAWING NO.

INSTRUCTIONAL BULLETIN #1 CT 06/10/22

DRAWING NAME: J:\Eng14\140015\DWG-12_Subphase 01\5.2_Infrastructure_Imprv_Plans\CB.01-1Y_ST.dwg
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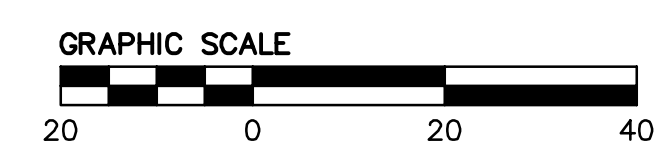


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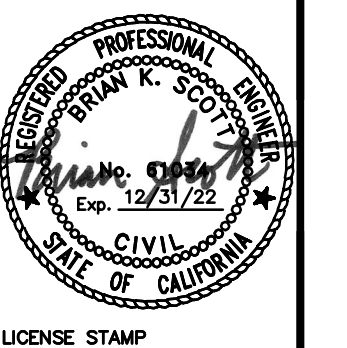
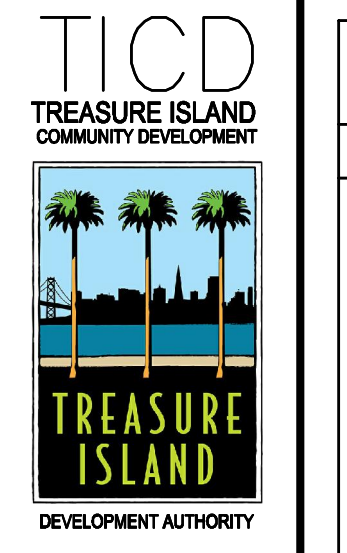
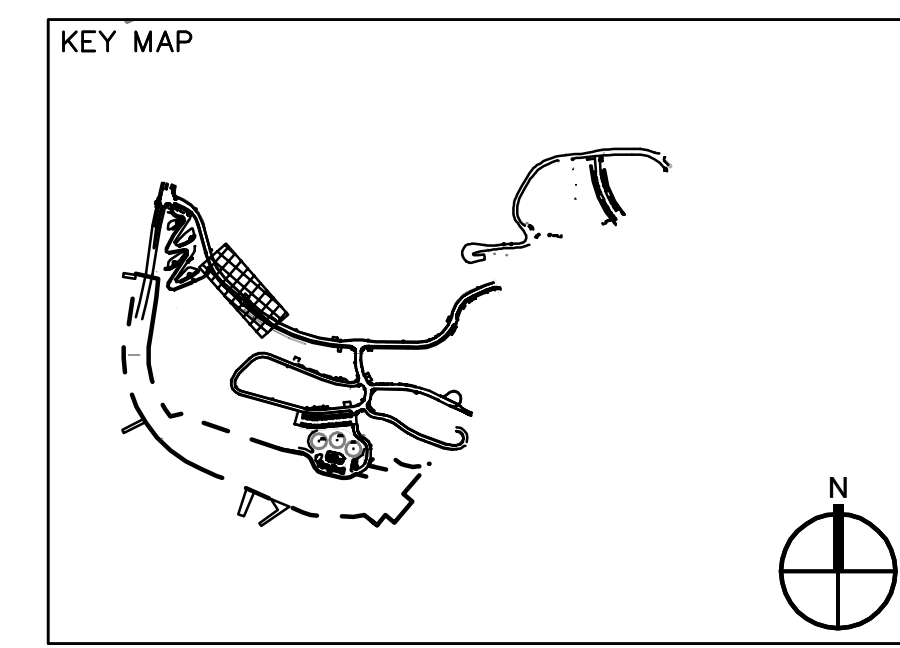
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YERBA BUENA ISLAND
SUB-PHASE 1YA & 1YB IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

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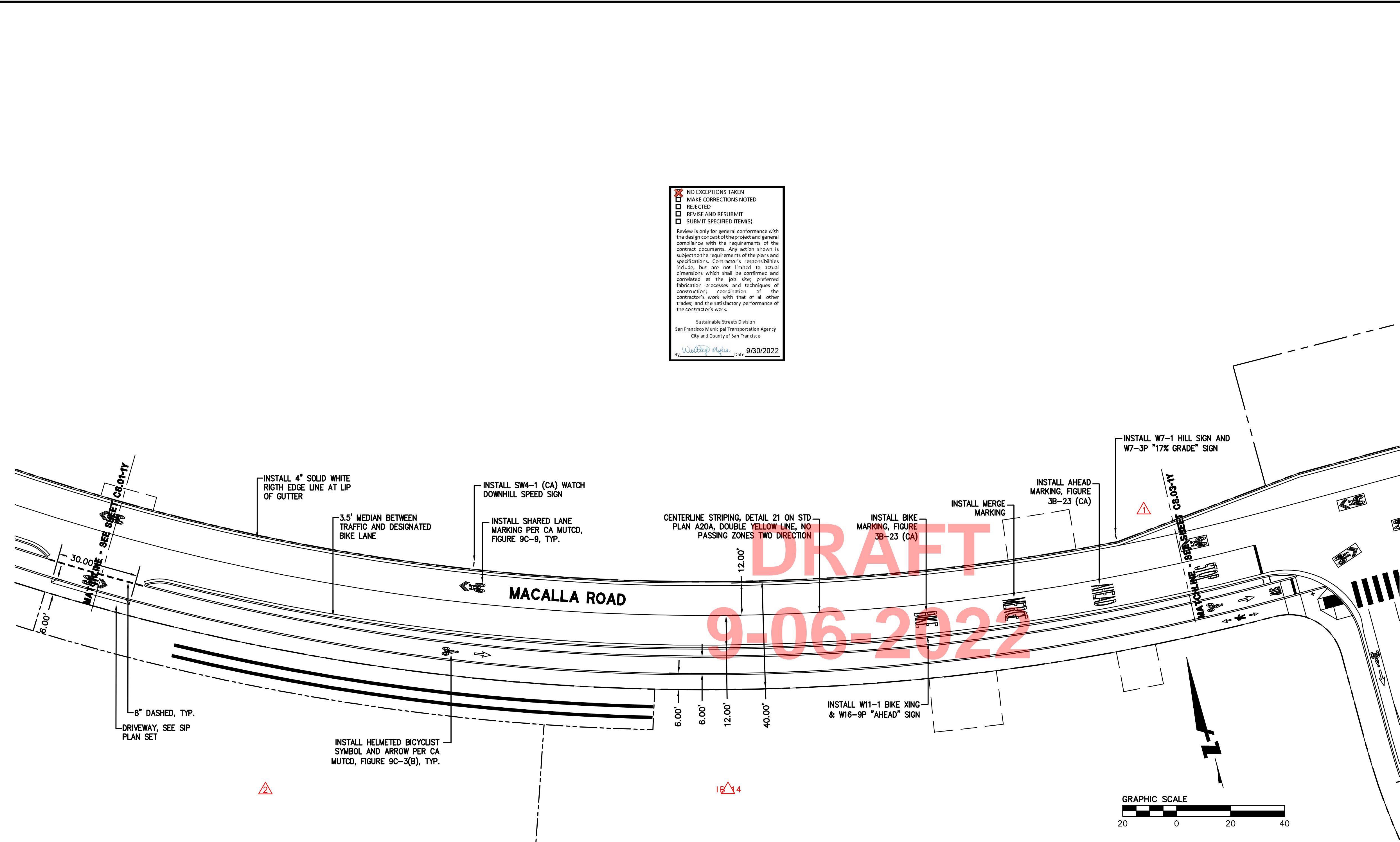
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	NO.	DESCRIPTION
	BY	DATE
	CT	02/28/18
	INSTRUCTIONAL BULLETIN #	
	INSTRUCTIONAL BULLETIN #	CT 10/25/19

SIGNING AND STRIPING PLAN

SHEET TITLE
 SCALE 1"=20'
C8.01-1Y

INSTRUCTIONAL BULLETIN #14 CT 06/10/22

DRAWING NAME: \\BKF-FS\dat\Engr\140015\DWG\12 Subphase 01\5.2_Infrastructure Impr\Plans\08.02-1Y_ST.dwg
 PLOT DATE: 07-22-22 PLOTTED BY: con



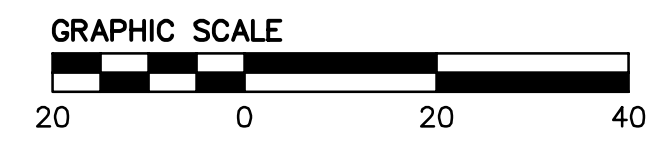
NO EXCEPTIONS TAKEN
 MAKE CORRECTIONS NOTED
 REJECTED
 REVISE AND RESUBMIT
 SUBMIT SPECIFIED ITEM(S)

Review is only for general conformance with the design concept and project and general compliance with the requirements of the contract documents. Any action shown is subject to the requirements of the plans and specifications. Contractor's responsibilities include, but are not limited to, actual dimensions which shall be confirmed and controlled at the job site; preferred fabrication processes and techniques of construction; coordination of the contractor's work with that of all other trades; and the satisfactory performance of the contractor's work.

Sustainable Streets Division
 San Francisco Municipal Transportation Agency
 City and County of San Francisco
 By: *Wesley Myles* Date: 9/30/2022

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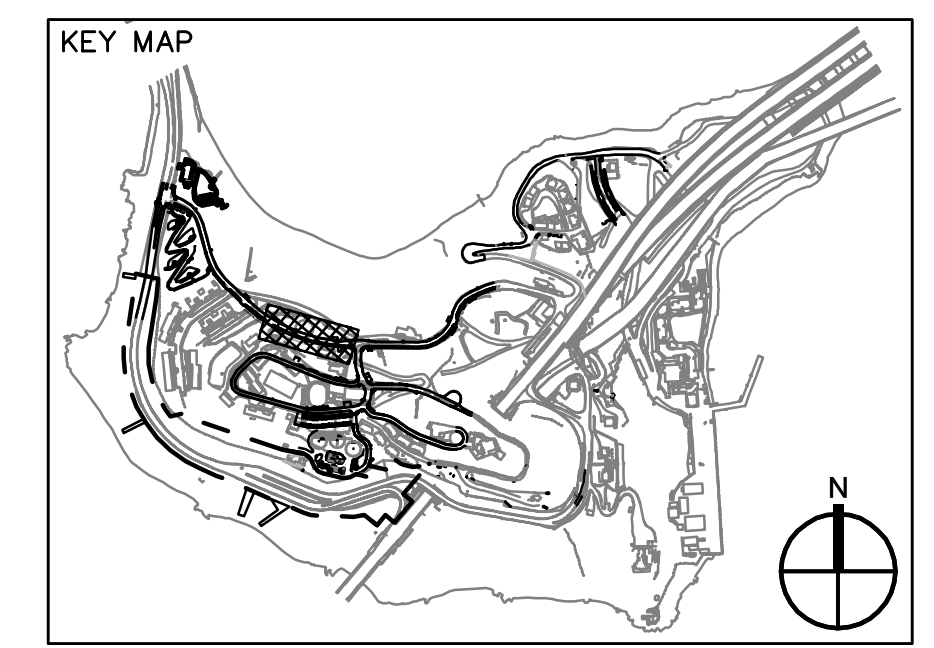
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BKF Engineers



TICD
 TREASURE ISLAND
 COMMUNITY DEVELOPMENT

TREASURE ISLAND
 DEVELOPMENT AUTHORITY

BKF
 ENGINEERS/SURVEYORS/PLANNERS
 235 SHORELINE DR. SUITE 200
 REDWOOD CITY, CA 94065
 650-482-6300
 650-482-6399 (FAX)

PROFESSIONAL ENGINEER
 WESLEY MYLES
 CIVIL
 STATE OF CALIFORNIA
 Exp. 12/31/22

LICENSE STAMP

TREASURE ISLAND DEVELOPMENT AUTHORITY
 YERBA BUENA ISLAND
 SUB-PHASE 1YA & 1YB IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

STREETS
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PROJECT NO. 20140015-12	BKF BS	DATE: 2/23/2018
DRAWN BY: CT/FC	REVISIONS	DATE
	DESCRIPTION	BY
	INSTRUCTIONAL BULLETIN #	CT
	INSTRUCTIONAL BULLETIN #	CT

SIGNING AND STRIPING PLAN

SHEET TITLE
 SCALE 1"=20'

C8.02-1Y

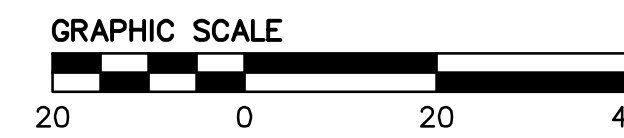
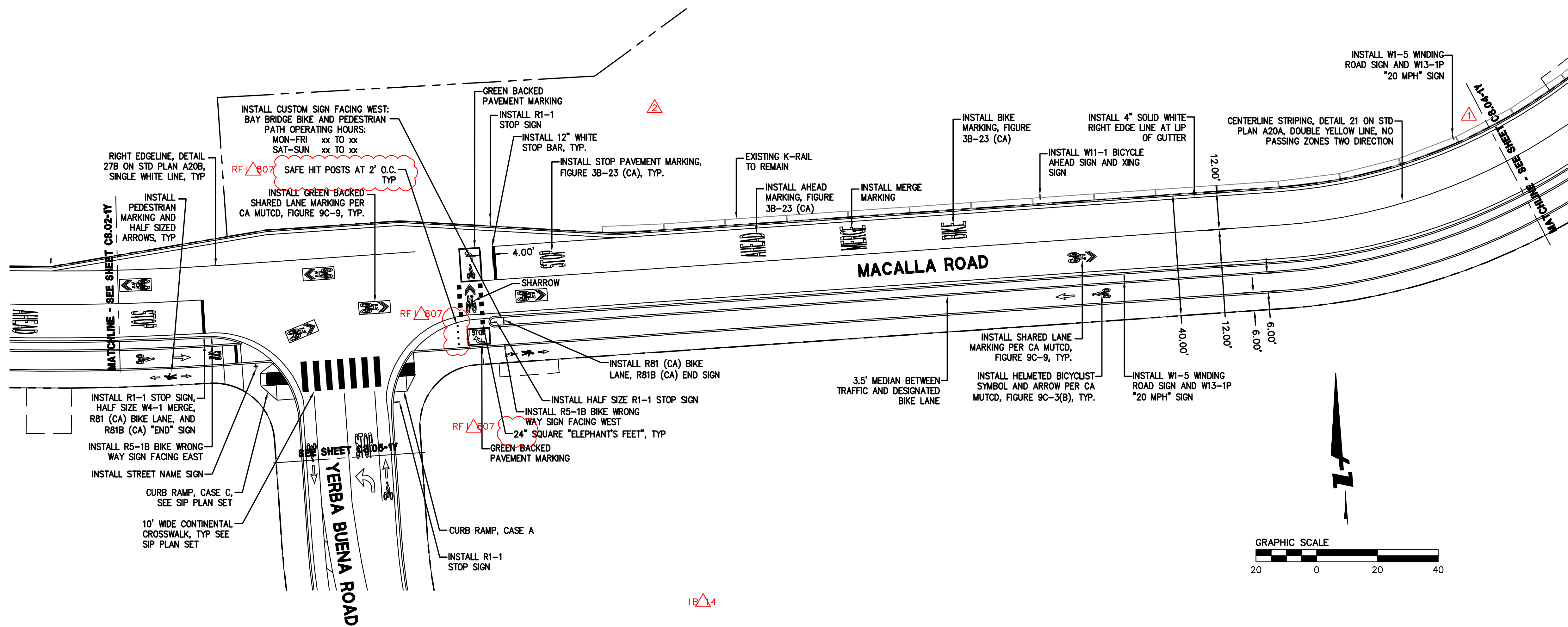
121 OF 365
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INSTRUCTIONAL BULLETIN #1 CT 06/10/22

DRAWING NAME: J:\Eng14\140015\DWG\12_Subphase 01\5_2_Infrastructure_Imprv_Plans\C8.03-1Y_ST.dwg
 PLOT DATE: 10-05-22 PLOTTED BY: SGT



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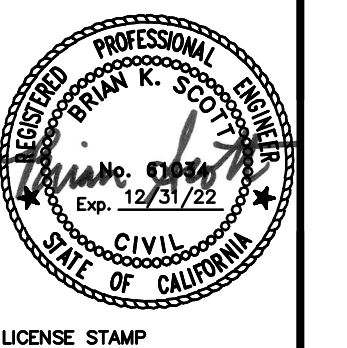
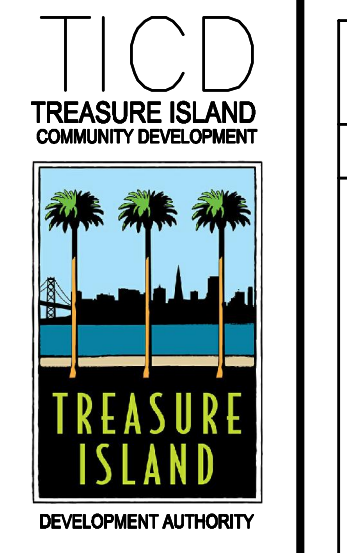
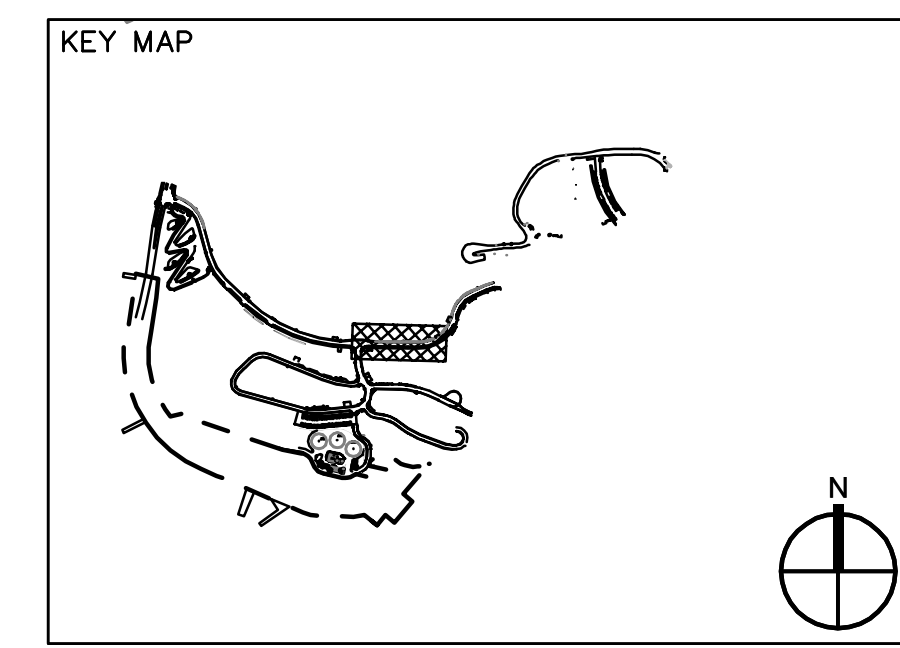
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DRAWN BY: CT/FC	REVISIONS
	NO. DESCRIPTION
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	CT 02/28/18
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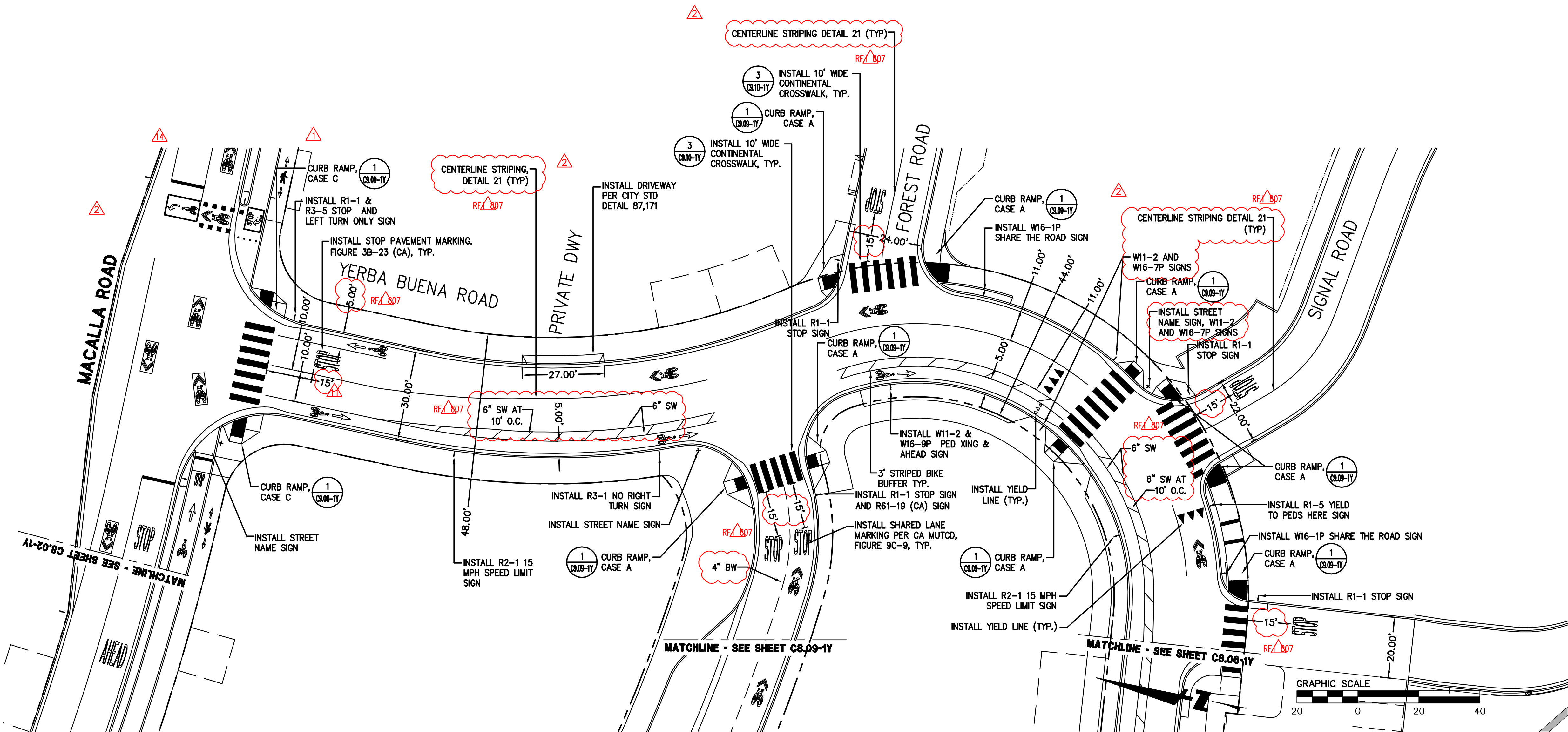
SIGNING AND STRIPING PLAN
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C8.03-1Y
 122 OF 365
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INSTRUCTIONAL BULLETIN #4 CT 06/10/22

DRAWING NAME: J:\Eng14\140015\DWG\12_Subphase 01\5.2_Infrastructure_Imprv_Plans\C8.05-1Y_ST.dwg
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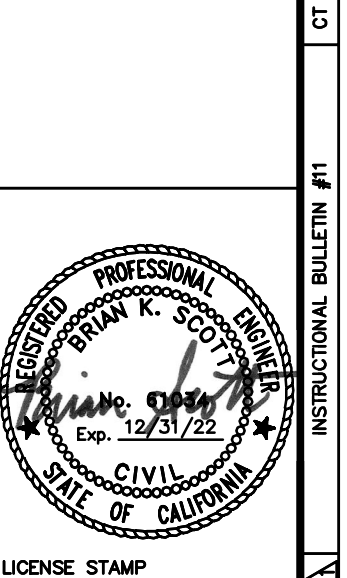
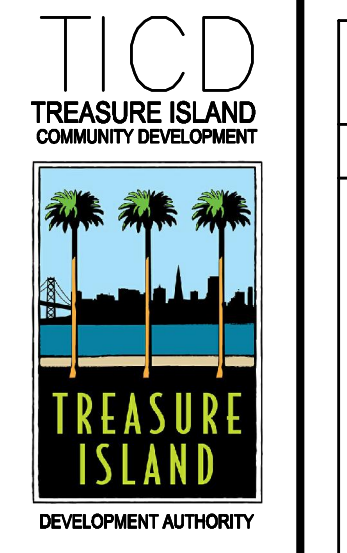
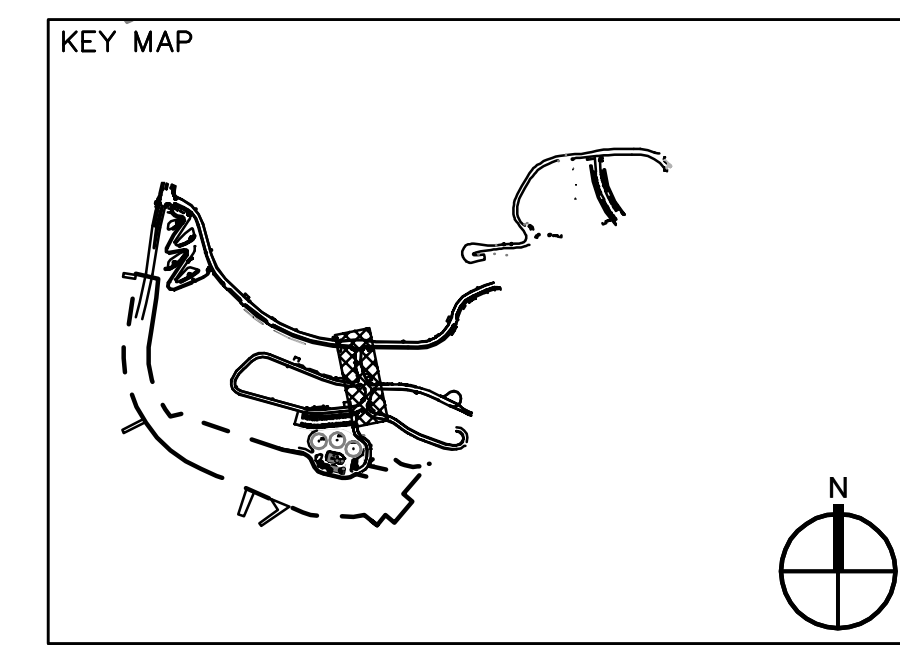
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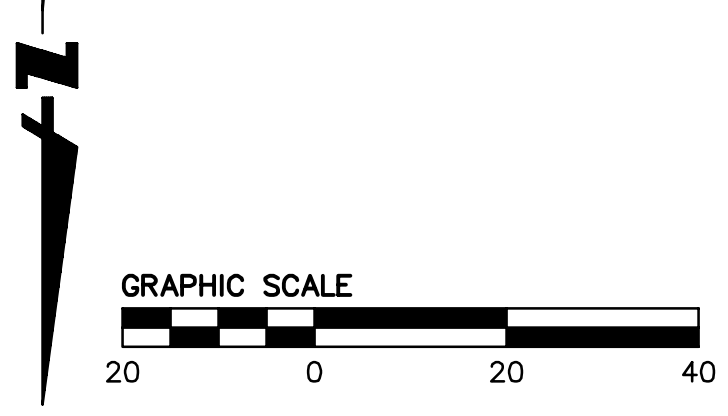
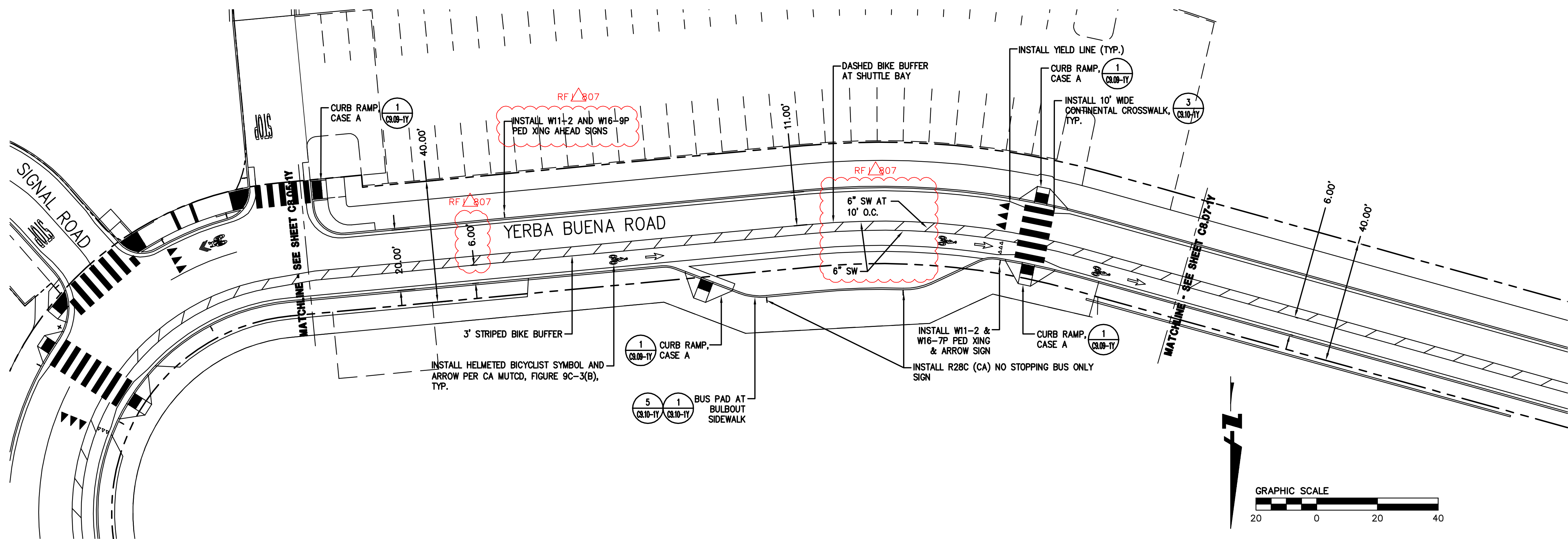
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	INSTRUCTIONAL BULLETIN #	CT 02/28/19
	INSTRUCTIONAL BULLETIN #	CT 10/25/19

SIGNING AND STRIPING PLAN

SHEET TITLE
 SCALE 1"=20'
C8.05-1Y
 124 OF 365
 DRAWING NO.

INSTRUCTIONAL BULLETIN #1 CT 06/10/22
 INSTRUCTIONAL BULLETIN #1 CT 08/27/21

DRAWING NAME: J:\Eng14\140015\DWG\12_Subphase 01\5.2_Infrastructure_Imprv_Plans\C8.06-1Y_ST.dwg
 PLOT DATE: 10-07-22
 PLOTTED BY: SGT



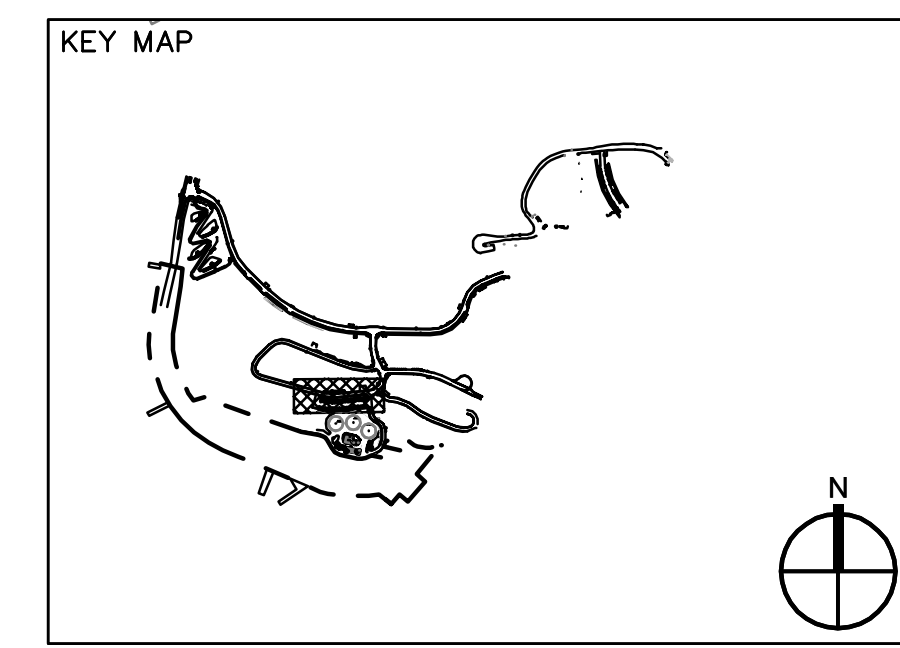
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- SIGNAGE
 - + SNS, STREET NAME SIGN PER CCSF
 - ➔ HELMETED BICYCLIST SYMBOL AND ARROW PER CA MUTCD.
 - ◀▶ SHARE THE ROAD BIKE AND CHEVRON "SHARROW" MARKING

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BKF Engineers



BKF
 ENGINEERS/SURVEYORS/PLANNERS
 225 SHORELINE DR. SUITE 200
 REDWOOD CITY, CA 94063
 650-482-6300
 650-482-6399 (FAX)



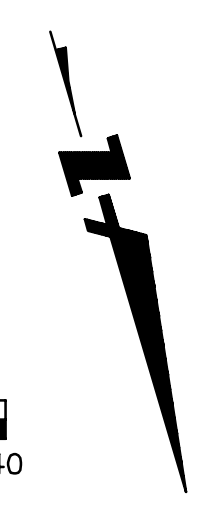
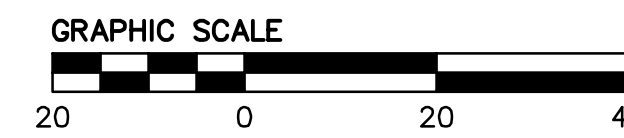
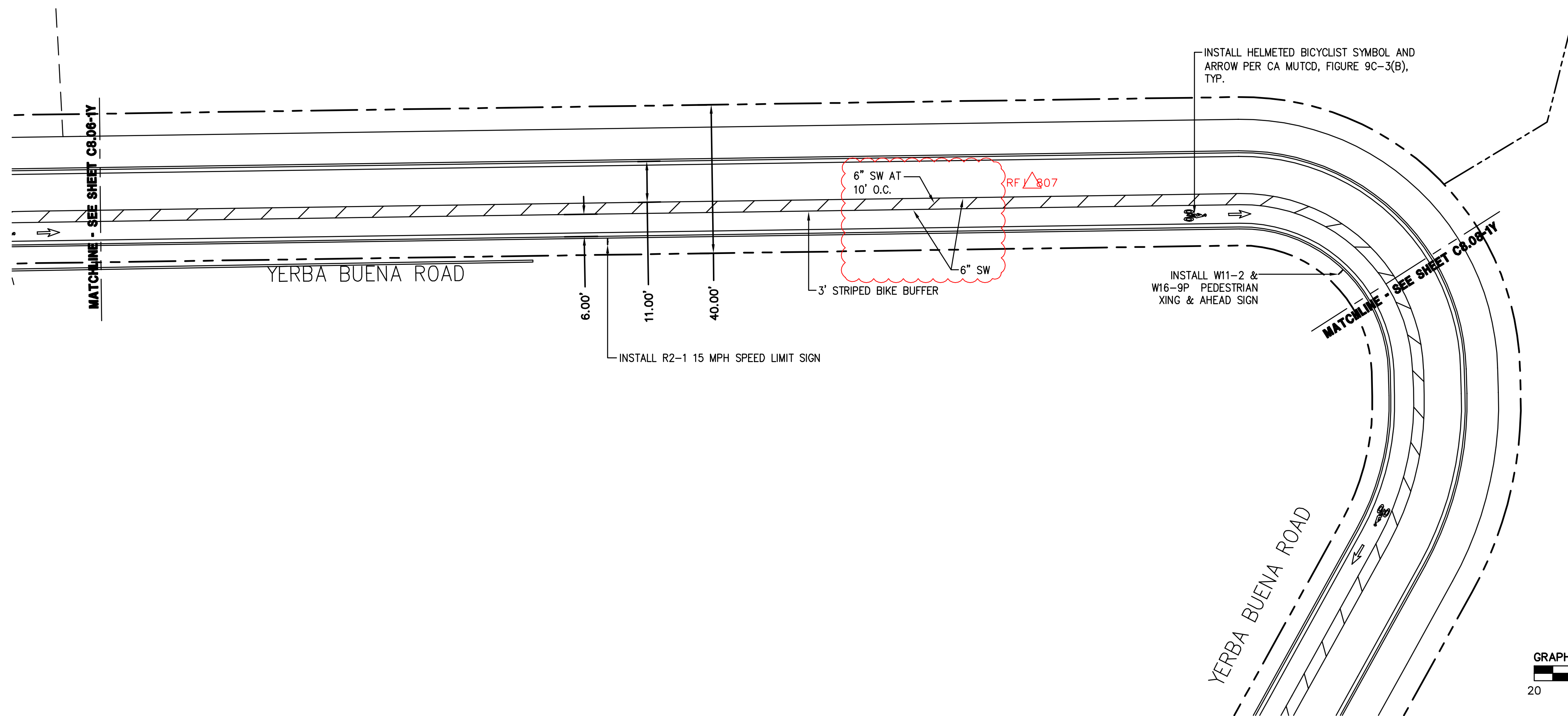
TREASURE ISLAND DEVELOPMENT AUTHORITY
YERBA BUENA ISLAND
SUB-PHASE 1YA & 1YB IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

STREETS
PERMIT SUBMITTAL

PROJECT NO. 20140015-12	CHK/BS	DATE: 2/23/2018
DRAWN BY: CT/FC	REVISIONS	BY DATE
	DESCRIPTION	

SIGNING AND STRIPING PLAN
 SHEET TITLE
 SCALE 1"=20'
C8.06-1Y
 125 OF 365
 DRAWING NO.

DRAWING NAME: J:\Eng14\140015\DWG\12_Subphase 01\5_2_Infrastructure_Imprv_Plans\C8.07-1Y_ST.dwg
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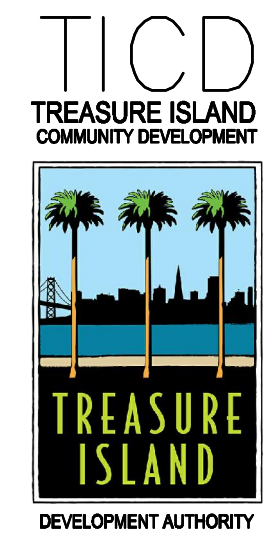
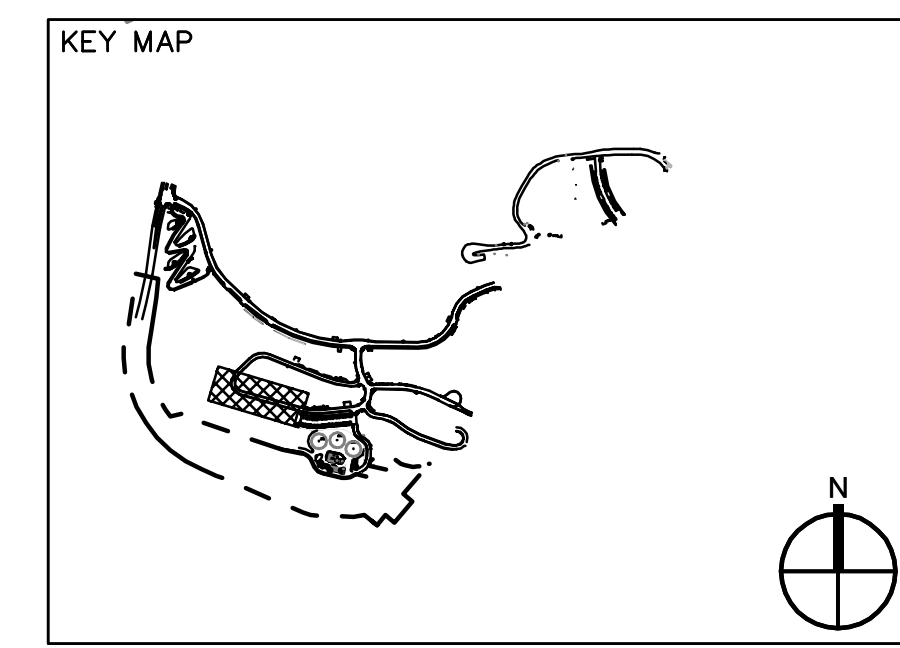
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BKF Engineers



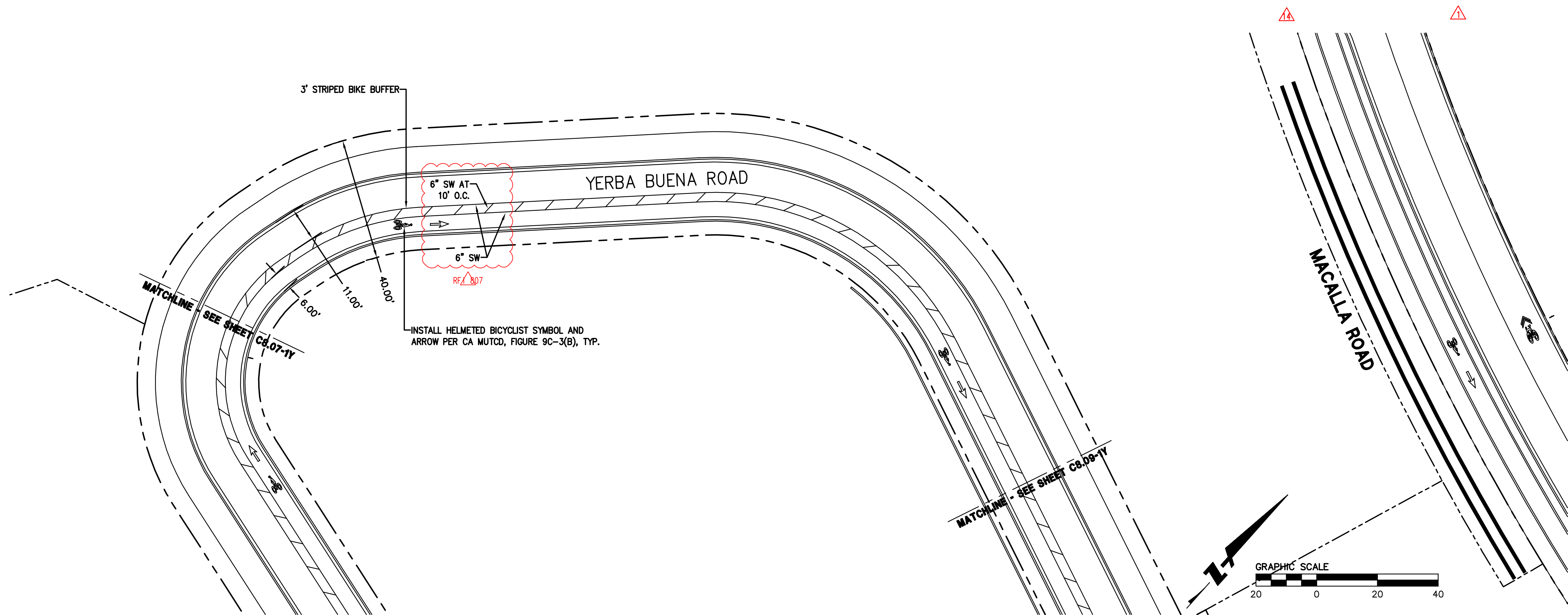
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YERBA BUENA ISLAND
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DRAWN BY: CT/FC	REVISIONS	BY DATE
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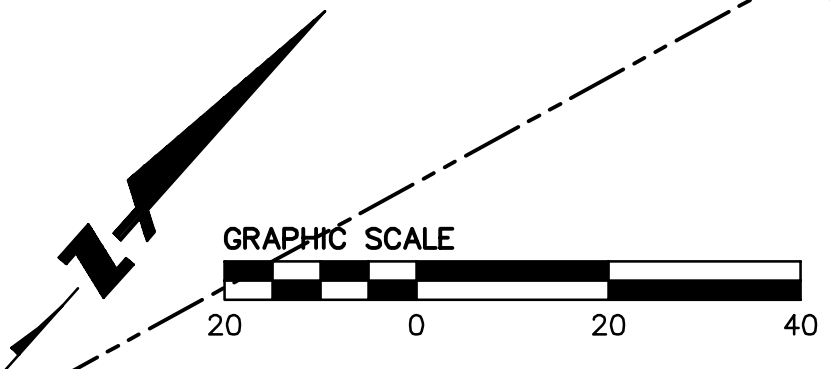
SIGNING AND STRIPING PLAN
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C8.07-1Y
 126 OF 365
 DRAWING NO.

DRAWING NAME: J:\Eng14\140015\DWG\12_Subphase 01\5.2_Infrastructure_Imprv_Plans\C8.08-1Y_ST.dwg
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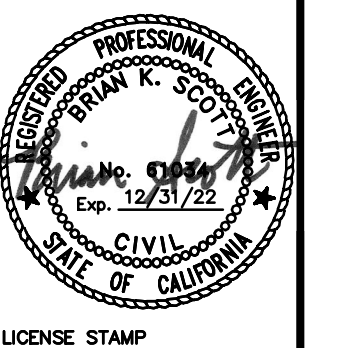
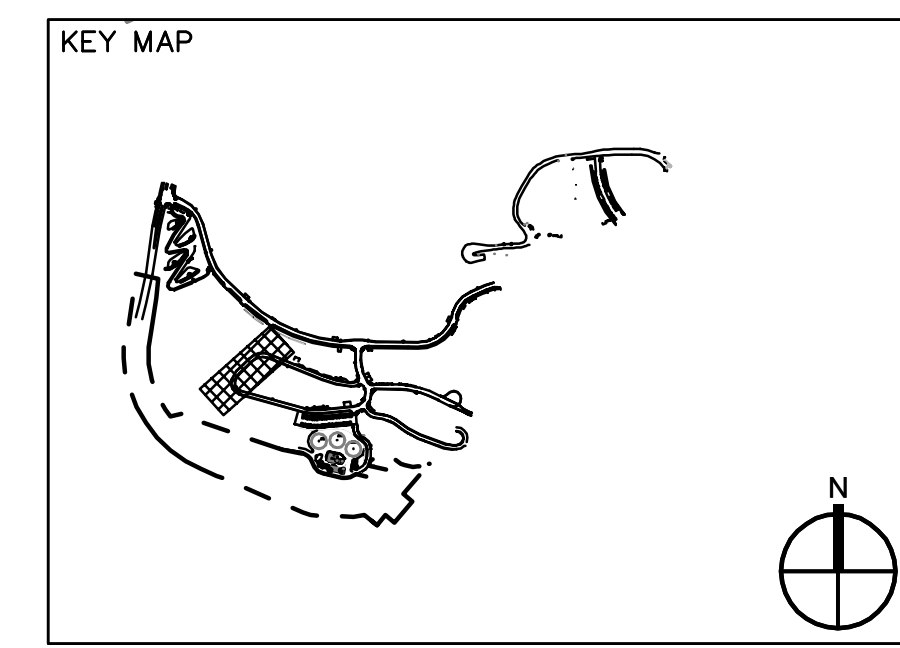
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YERBA BUENA ISLAND
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 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

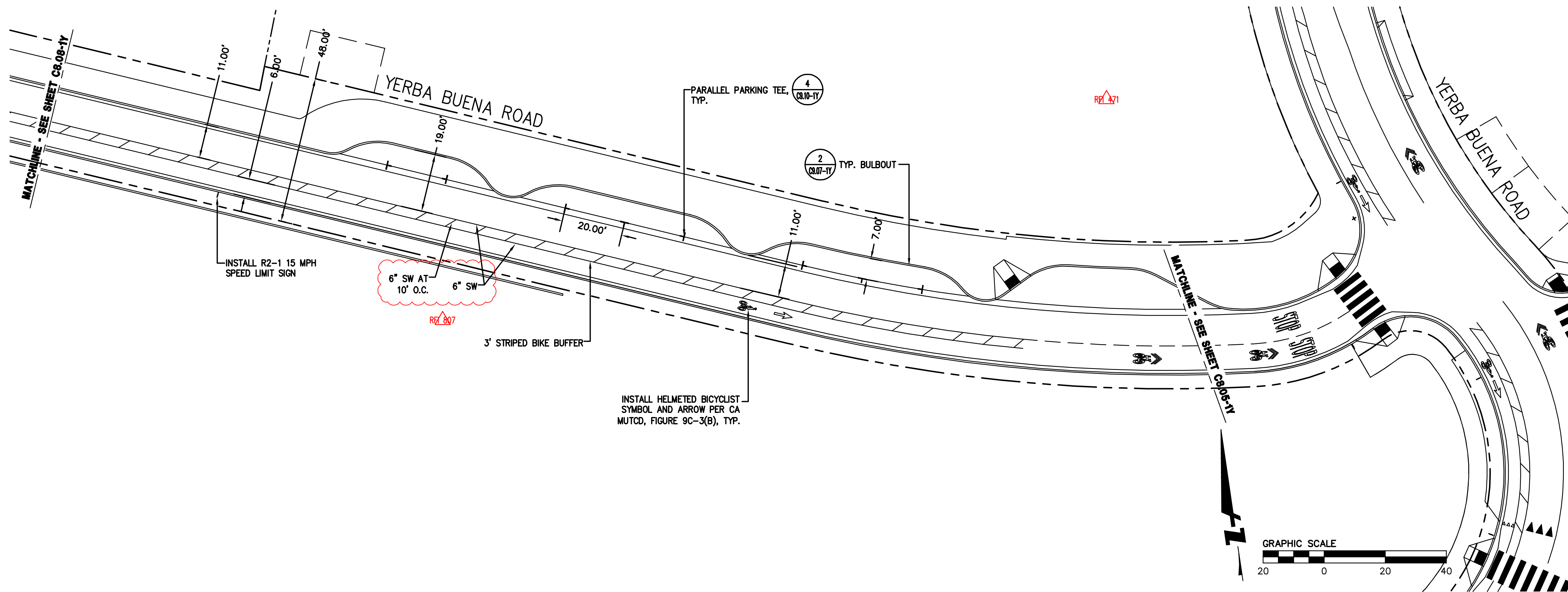
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PROJECT NO. 20140015-12	DATE: 2/23/2018	BY: CT	DATE: 02/28/19
DRAWN BY: CT/FC	REVISIONS	DESCRIPTION	INSTRUCTIONAL BULLETIN #

SIGNING AND STRIPING PLAN
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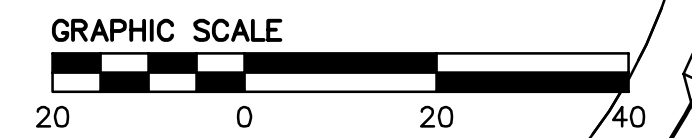
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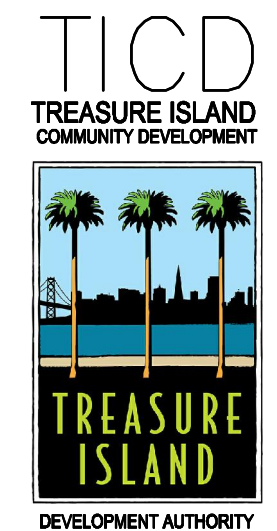
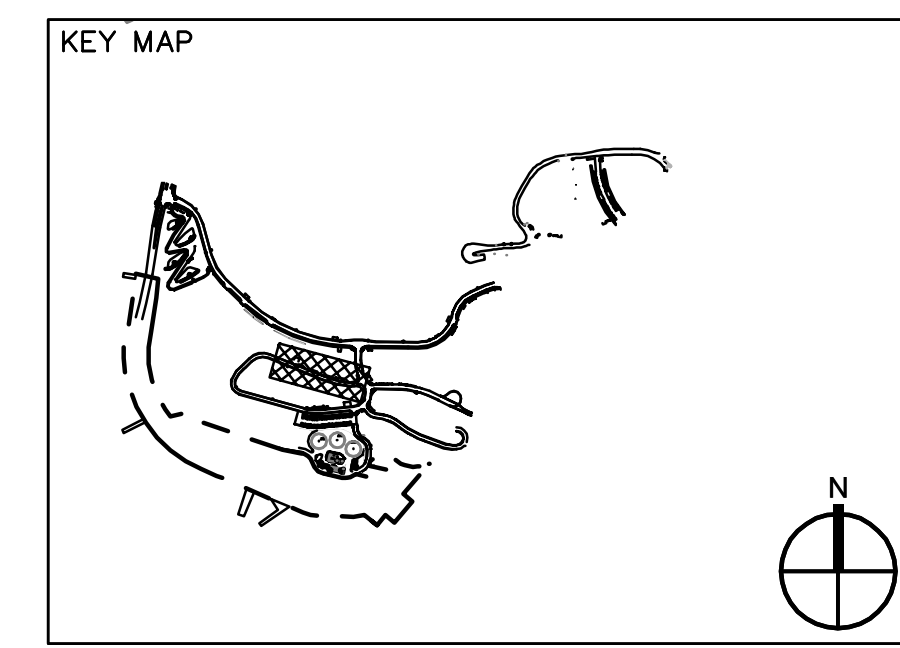
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YERBA BUENA ISLAND
SUB-PHASE 1YA & 1YB IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

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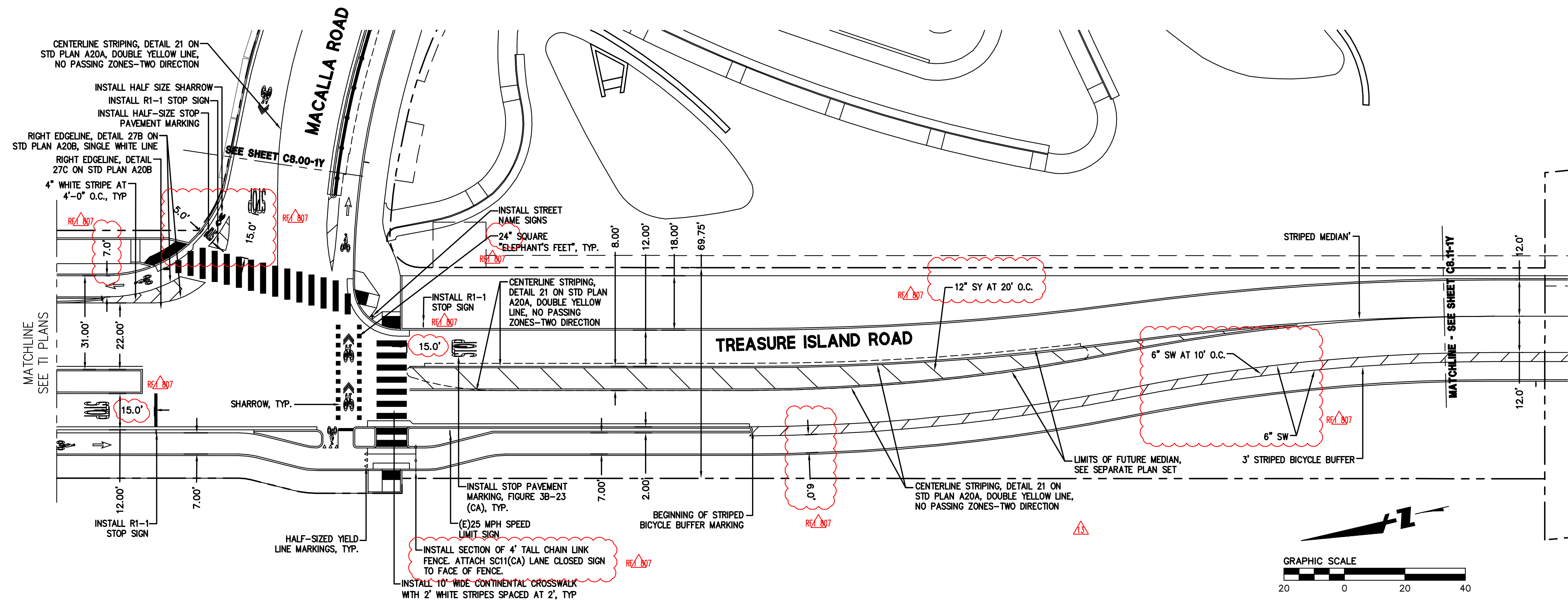
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20140015-12	2/23/2018		
REVISIONS	DESCRIPTION	NO.	DATE

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 128 OF 365
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Know what's below. Call 811 before you dig.



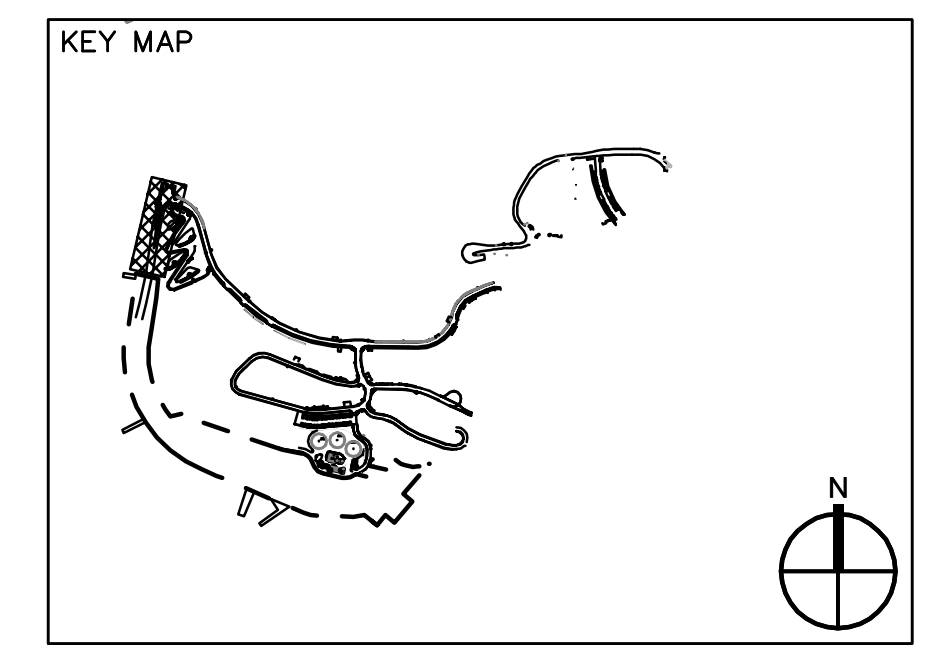
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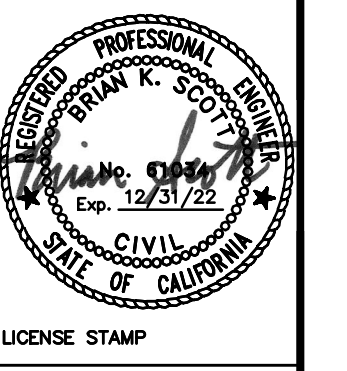
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TICD
 TREASURE ISLAND
 COMMUNITY DEVELOPMENT

INSTRUCTIONAL BULLETIN #3
 CT 04/22/22
 CT 06/10/22

BKF
 ENGINEERS/SURVEYORS/PLANNERS
 235 SHORELINE DR. SUITE 200
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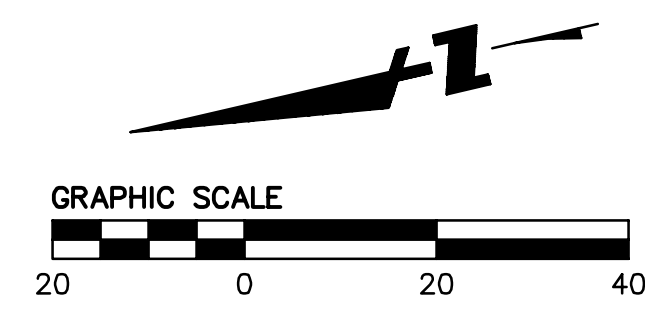
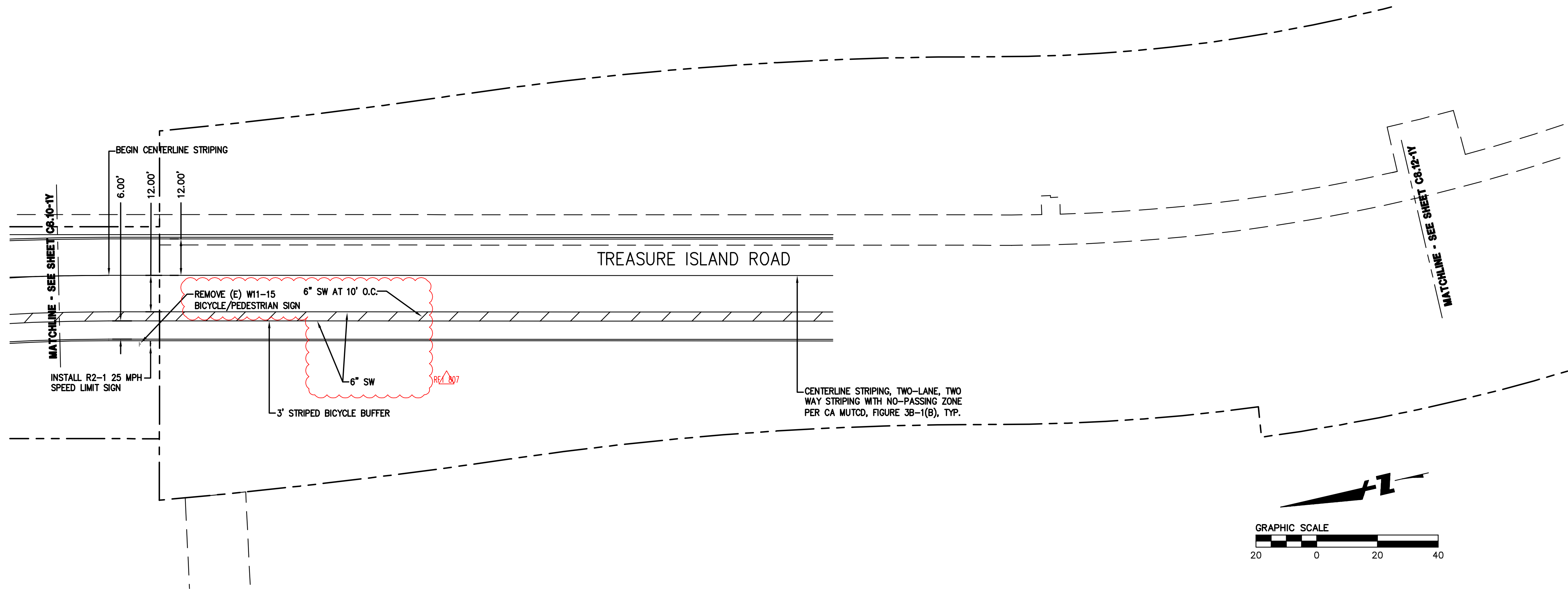
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20140015-12	2/23/2018		
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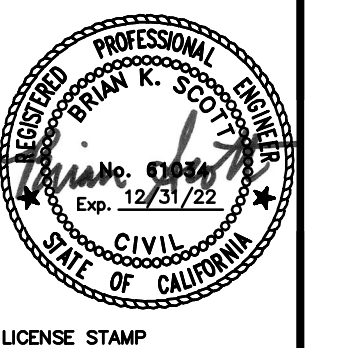
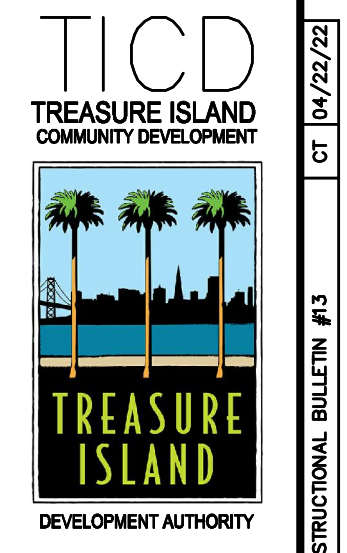
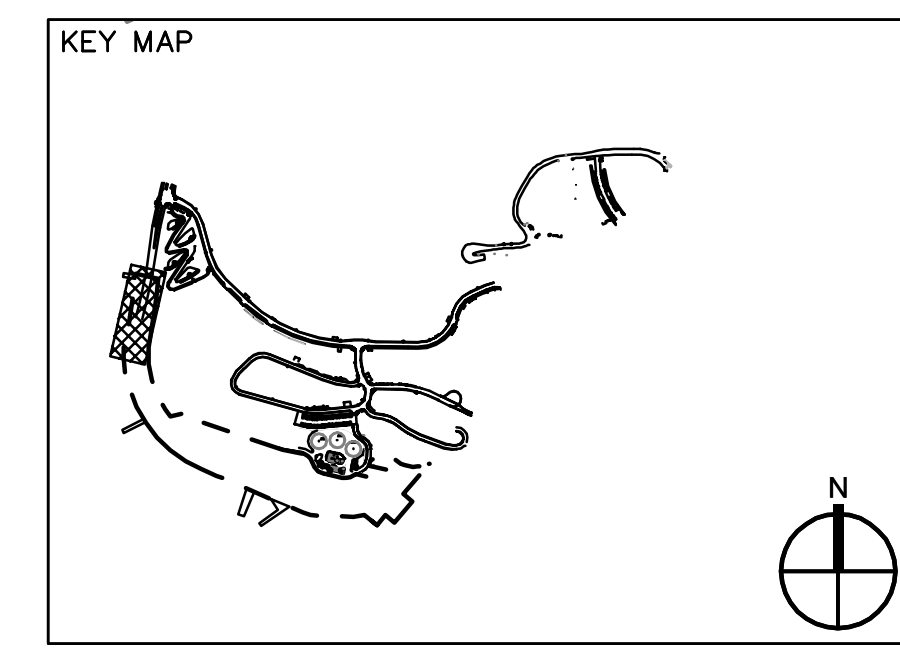
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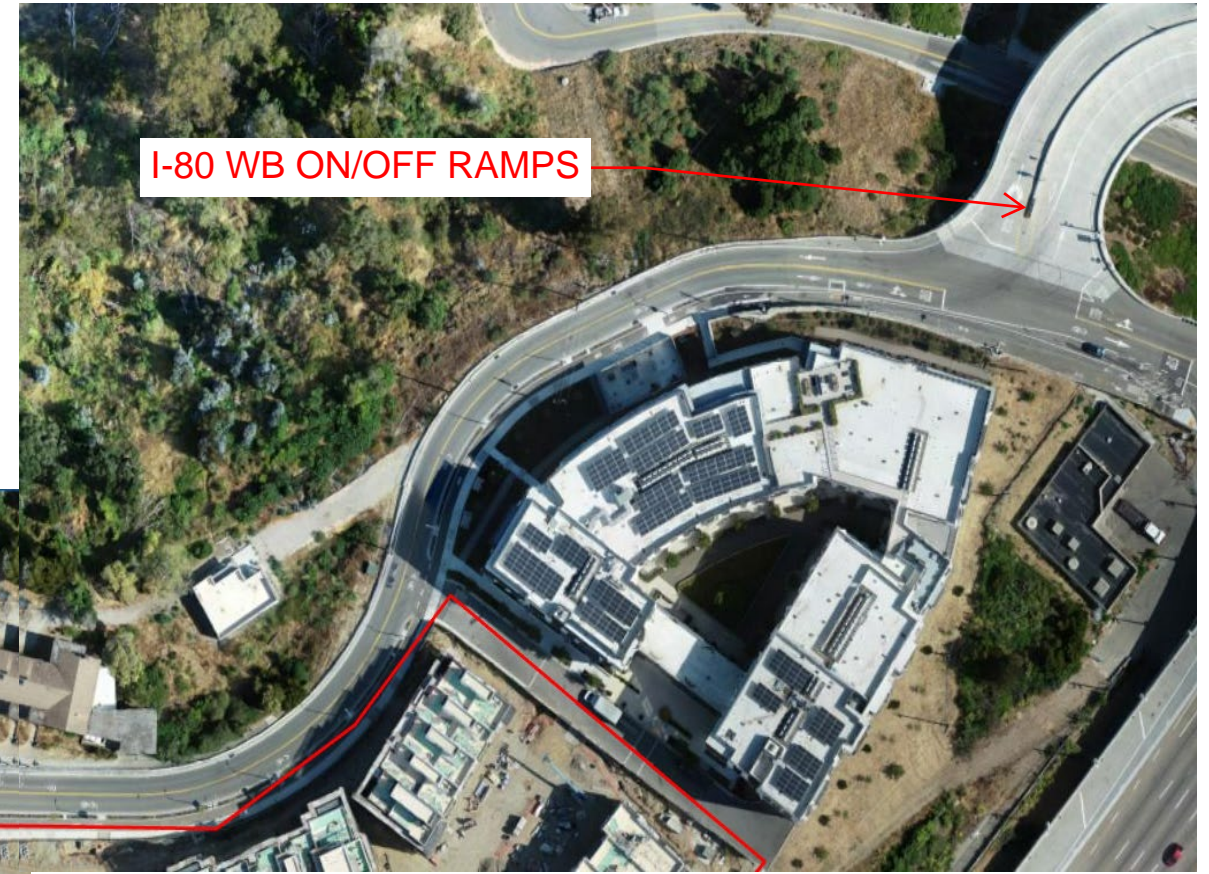
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DRAWN BY: CT/FC			DESCRIPTION		

SIGNING AND STRIPING PLAN
 SHEET TITLE
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C8.11-1Y
 130 OF 365
 DRAWING NO.

INSTRUCTIONAL BULLETIN #3 CT 04/22/22

EXHIBIT 1



Chun, Amy

From: Wong, Norman
Sent: Wednesday, August 23, 2023 9:19 AM
To: Stanis, Paul; Chun, Amy
Subject: FW: Treasure Island Yerba Buena Island Legislation: Fire Approval

Hi Paul – similar to the other email I just sent for Potrero, here is the email below confirming that a SFPW permit was issued for the new roadway construction on both TI and YBI. And that Fire would have reviewed/approved the plans before issuance of SFPW permit.

Norman

From: Phan, Denny (DPW) <denny.phan@sfdpw.org>
Sent: Tuesday, August 22, 2023 4:08 PM
To: Myles, Westley <Westley.Myles@sfmta.com>
Cc: Wong, Norman <Norman.Wong@sfmta.com>
Subject: Re: Treasure Island Yerba Buena Island Legislation: Fire Approval

EXT

Hi Westley – is the fact that the City issued a permit enough? We do not issue a permit unless all reviewing agencies consent/approve. I can look for some documentation though, but it may only be related to variance approvals.

Denny Phan, PE
Project Manager
San Francisco Public Works

From: Myles, Westley <Westley.Myles@sfmta.com>
Date: Tuesday, August 22, 2023 at 1:40 PM
To: Phan, Denny (DPW) <denny.phan@sfdpw.org>
Cc: Wong, Norman (MTA) <Norman.Wong@sfmta.com>
Subject: Treasure Island Yerba Buena Island Legislation: Fire Approval

Hi Denny,

Do you have any correspondence/documentation that shows SFFD signing off on both projects. We need that information prior to TASC, which occurs this Thursday, 8/24/23.

Westley Myles
Associate Engineer, PE
Streets Division



Office 415.646.2438

San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th floor
San Francisco, CA 94103



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SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No 18325 ENVIRONMENTAL IMPACT REPORT CERTIFICATION

Hearing Date: April 21, 2011
Case No.: 2007.0903E
Project Address: Treasure Island and Yerba Buena Island
Zoning: P (Public)
40-X Height and Bulk District
Block/Lot: 1939/001 and 002
Project Sponsors: Treasure Island Development Authority
Rich Hillis, Director of Development
City Hall, Room 448
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94111
and
Treasure Island Community Development, LLC
Alexandra Galovich
Wilson Meany Sullivan
Four Embarcadero Center, Suite 3300
San Francisco, CA 94102
Staff Contact: Rick Cooper – (415) 575-9027
Rick.cooper@sfgov.org

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

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Information:
415.558.6377

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED TREASURE ISLAND/YERBA BUENA ISLAND PROJECT.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2007.0903E (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on January 26, 2008.
 - B. On July 12, 2010, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of

the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

- C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on July 12, 2010.
 - D. On July 12, 2010, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
 - E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on July 12, 2010.
2. The Commission held a duly advertised public hearing on said DEIR on August 12, 2010, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on September 10, 2010.
 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 59-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on March 10, 2011, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
 4. A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document all as required by law.
 5. Following publication of the Environmental Impact Report, the Project's structure and financing were changed from a Redevelopment Plan and financing mechanism to an Area Plan to be included within the San Francisco General Plan and partial financing through an Infrastructure Financing District. These changes in turn result in the amount of affordable housing units to be reduced from approximately 2,400 units to 2,000 units. A memorandum describing these changes and other minor Project changes since publication of the EIR has been prepared and distributed by the Department which describes and evaluates these changes and presents minor amendments to the text of the EIR to reflect the changes. The memorandum demonstrates and concludes that the revisions to the Project would not substantially change the analysis and conclusions of the EIR. No new significant impacts or substantial increase in the severity of already identified significant impacts, no new mitigation measures, and no new alternatives result from these changes. Thus recirculation of the EIR for public review and comment is not required.

6. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, and are part of the record before the Commission.
7. On April 21, 2011, the Commission reviewed and considered the Final Environmental Impact Report and hereby does find that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
8. The Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 2007.0903E reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.
9. The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described in the Environmental Impact Report:
 - A. Will result in the following significant and unavoidable project-specific environmental impacts:
 - 1) Alteration of scenic vistas of San Francisco and San Francisco Bay from public vantage points along the eastern shoreline of San Francisco, Telegraph Hill, the East Bay shoreline, and from the Bay Bridge east span.
 - 2) Impairment of the significance of an historical resource by demolition of the Damage Control Trainer.
 - 3) Construction impacts on the transportation and circulation network, including increased delay and congestion on the Bay Bridge near the ramps during the peak periods, and disruption to transit, pedestrian, bicycle, and vehicular traffic on the Islands due to roadway closures.
 - 4) Significant contribution to existing LOS E operating conditions during the weekday PM peak hour and during the Saturday peak hour at the eastbound off-ramp on the west side of Yerba Buena Island.
 - 5) Under conditions without the TI/YBI Ramps Project, traffic impacts at the two westbound on-ramps.
 - 6) Under conditions with the Ramps Project, traffic impacts during the AM and PM peak hours at the ramp meter at the westbound on-ramp on the east side of Yerba Buena Island.

- 7) Queuing at the Bay Bridge toll plaza during the weekday AM peak hour, with and without the TI/YBI Ramps Project.
- 8) Queuing on San Francisco streets approaching Bay Bridge during the weekday PM peak hour with and without the TI/YBI Ramps Project.
- 9) Traffic impact at the following nine intersections:
 - Intersection of First/Market;
 - Intersection of First/Mission;
 - Intersection of First/Folsom;
 - Intersection of First/Harrison/I-80 Eastbound On-Ramp;
 - Intersection of Bryant/Fifth/I-80 Eastbound On-Ramp; and
 - Intersection of Fifth/Harrison/I-80 Westbound Off-Ramp
 - Intersection of Folsom/Essex;
 - Intersection of Bryant/Sterling; and
 - Intersection of Second/Folsom.
- 10) Exceedance of the available transit capacity of Muni's 108-Treasure Island bus line serving the Islands during the AM, PM and Saturday peak hours.
- 11) AC Transit operations on Hillcrest Road between Treasure Island and the eastbound on-ramp to the Bay Bridge without the Ramps Project.
- 12) AC Transit operations on Treasure Island Road and Hillcrest Road between Treasure Island and the eastbound on-ramp to the Bay Bridge with the Ramps Project.
- 13) Traffic congestion in downtown San Francisco, which would increase travel time and would impact operations of the following three bus lines:
 - Muni 27-Bryant;
 - Muni 30X-Marina Express; and
 - Muni 47-Van Ness bus line.
- 14) Exceedance of the capacity utilization standard on Muni's 108-Treasure Island bus line serving the Islands from a shift from auto to transit modes, resulting from parking

shortfall on the Islands and leading to an increase in transit travel demand during the peak hours.

- 15) Construction noise levels above existing ambient conditions.
 - 16) Exposure of persons and structures to excessive ground-borne vibration or ground-borne noise levels during construction from on-shore pile "impact activities," such as pile driving and deep dynamic compaction, and vibro-compaction.
 - 17) Increase in ambient noise levels in the project vicinity above existing ambient noise levels from project-related traffic and ferry noise.
 - 18) Violation of air quality standards.
 - 19) Exposure of sensitive receptors to substantial levels of toxic air contaminants.
 - 20) Exposure of sensitive receptors to substantial levels of PM2.5.
 - 21) Violation of air quality standards during project operations.
 - 22) Exposure of sensitive receptors to substantial pollutant concentrations.
 - 23) Potential conflict with adopted plans related to air quality.
 - 24) Temporary wind hazard impacts during phased construction.
 - 25) Potential exposure of publicly accessible locations within the Project Site to wind hazards
 - 26) Potential adverse impacts on movement of rafting waterfowl from ferry operations.
- B. Will contribute considerably to the following cumulative environmental impacts:
- 1) Potential cumulative construction-related traffic impacts in the project vicinity.
 - 2) Cumulative traffic impacts at the eastbound off-ramp on the west side of Yerba Buena Island.
 - 3) Under conditions without the Ramps Project, cumulative traffic impacts at the two westbound on-ramps.
 - 4) Under conditions with the Ramps Project, cumulative traffic impacts during the AM and PM peak hours at the ramp meter at the westbound on-ramp on the east side of Yerba Buena Island.
 - 5) Cumulative queuing impacts at the Bay Bridge toll plaza during the AM and PM peak hours.

6) Cumulative queuing impacts on San Francisco streets approaching the Bay Bridge during the weekday AM and PM and Saturday peak hours.

7) Traffic impact at the following nine intersections:

- Intersection of First/Market;
- Intersection of First/Mission;
- Intersection of First/Folsom;
- Intersection of First/Harrison/I-80 Eastbound On-Ramp;
- Intersection of Bryant/Fifth/I-80 Eastbound On-Ramp;
- Intersection of Fifth/Harrison/I-80 Westbound Off-Ramp
- Intersection of Folsom/Essex;
- Intersection of Bryant/Sterling; and
- Intersection of Second/Folsom.

8) Cumulative traffic congestion in downtown San Francisco, which would increase travel time and would impact operations of the following four bus lines:

- Muni 27-Bryant bus line;
- Muni 30X-Marina Express bus line;
- Muni 47-Van Ness bus line; and
- Muni 10-Townsend bus line.

9) Cumulative construction noise impacts from other cumulative development in the area, including the Clipper Cove Marina and the Yerba Buena Island Ramps Improvement Project, which could have construction activities that occur simultaneously with those of the Project.

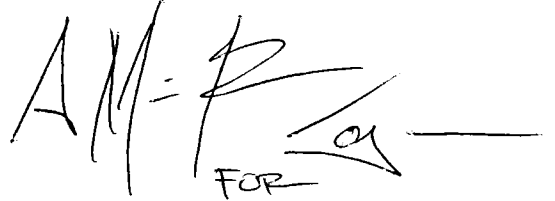
10) Increases in traffic from the project in combination with other development would result in cumulative traffic noise impacts.

11) Cumulative air quality impacts.

11) The Project, when combined with other cumulative projects, could result in exposure of publicly accessible locations within the Project Site to wind hazards.

12) Potential cumulative impacts on rafting waterfowl.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of April 21, 2011.

A handwritten signature in black ink, appearing to read 'Linda Avery', with the word 'FOR' written below it.

Linda Avery
Commission Secretary

AYES: Commissioners Antonini, Borden, Fong, Miguel
NOES: Commissioners Olague, Moore, Sugaya
ABSENT: None
ADOPTED: April 21, 2011

the south sides of the historic hangars (Buildings 2 and 3) adjacent to proposed new low-rise buildings. These Mews streets would have a single surface with no vertical separations, unlike typical traditional curb-and-gutter street design, with narrower rights-of-way than other streets at about 40 feet wide, and would be designed to emphasize pedestrian and bicycle travel, with slow-moving vehicles allowed.²⁷ The travel lanes would be a total of 20 feet wide, and surface or architectural treatments would be used to provide delineation between pedestrian-only and shared pedestrian-vehicular areas. Building setbacks from the right-of-way along the Mews would vary from 0 to 6 feet.

The cross sections for these streets have been developed in collaboration with various City departments. In November 2008, TIDA and TICD initiated an interagency planning process to define design criteria and establish policy guidance to create a new street typology called Shared Public Ways, the formal designation for the Mews streets. This new street typology is intended to serve as a pedestrian-priority space, allowing occasional, low-speed vehicles to access local residential development. This collaborative effort culminated in the signing of a Letter of Agreement between senior staff at TIDA, TICD, SFMTA, SFDPW, and the Mayor's Office of Economic and Workforce Development.²⁸ The Letter of Agreement expresses the intent of its signatories to work together to complete the design, public outreach, approvals, construction, and acceptance by the City of the Shared Public Ways for the Proposed Project as public rights-of-way, assuming that issues of public safety, accessibility, liability, and maintenance can be adequately addressed during the final design and approvals process. Any approvals necessary to select the design and implement the Shared Public Ways would not occur until after certification of this EIR.

Streets on Yerba Buena Island

The street improvements on Yerba Buena Island would generally follow the locations and layout of the existing streets, with improvements for fire access and connections for pedestrian and bicycle paths to the new east span of the Bay Bridge. Due to the topography, new streets would be constructed by cutting into hillsides or filling on downslopes, and adding retaining walls.

The major arterial streets would provide access to Treasure Island and to/from the Bay Bridge, including the causeway, Treasure Island Road, Macalla Road, and Hillcrest Road. The primary road on the west side of Yerba Buena Island (Treasure Island Road, converting to Hillcrest Road past the westbound Bay Bridge entrance) would include 12-foot-wide traffic lanes and a 5-foot-

²⁷ *Design for Development*, Section T2.22, pp. 138-141.

²⁸ Jack Sylvan, Treasure Island Redevelopment Project Director, Letter to Nathaniel P. Ford, Sr., Susan Mizner, Ed Reiskin, and Kheay Loke, June 9, 2009. A copy of this document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2007.0903E.

wide Class II bicycle lane.²⁹ Sidewalks are planned on the causeway portion of Treasure Island Road linking to Macalla Road at that intersection; no sidewalks are proposed on Treasure Island Road or Hillcrest Road for the remaining link to the Bay Bridge ramps. Macalla Road is

proposed to become a one-way road from the Bay Bridge westbound on/off ramps down to the Treasure Island Causeway, with an 11-foot-wide traffic lane and a 5-foot-wide Class II bicycle lane on the right side of the road, and a 6-foot-wide contraflow bicycle lane and a 5-foot-wide sidewalk on the left side.

One secondary arterial would lead from Macalla Road into the residential neighborhood and the Hilltop open space, with 15-foot-wide travel lanes and a 5-foot sidewalk on only the north side of the street.

A one-way collector street would form a loop connecting to the middle and the hilltop end of the secondary arterial. This collector street would have one 20-foot-wide travel lane and 5-foot sidewalks on both sides of the street.

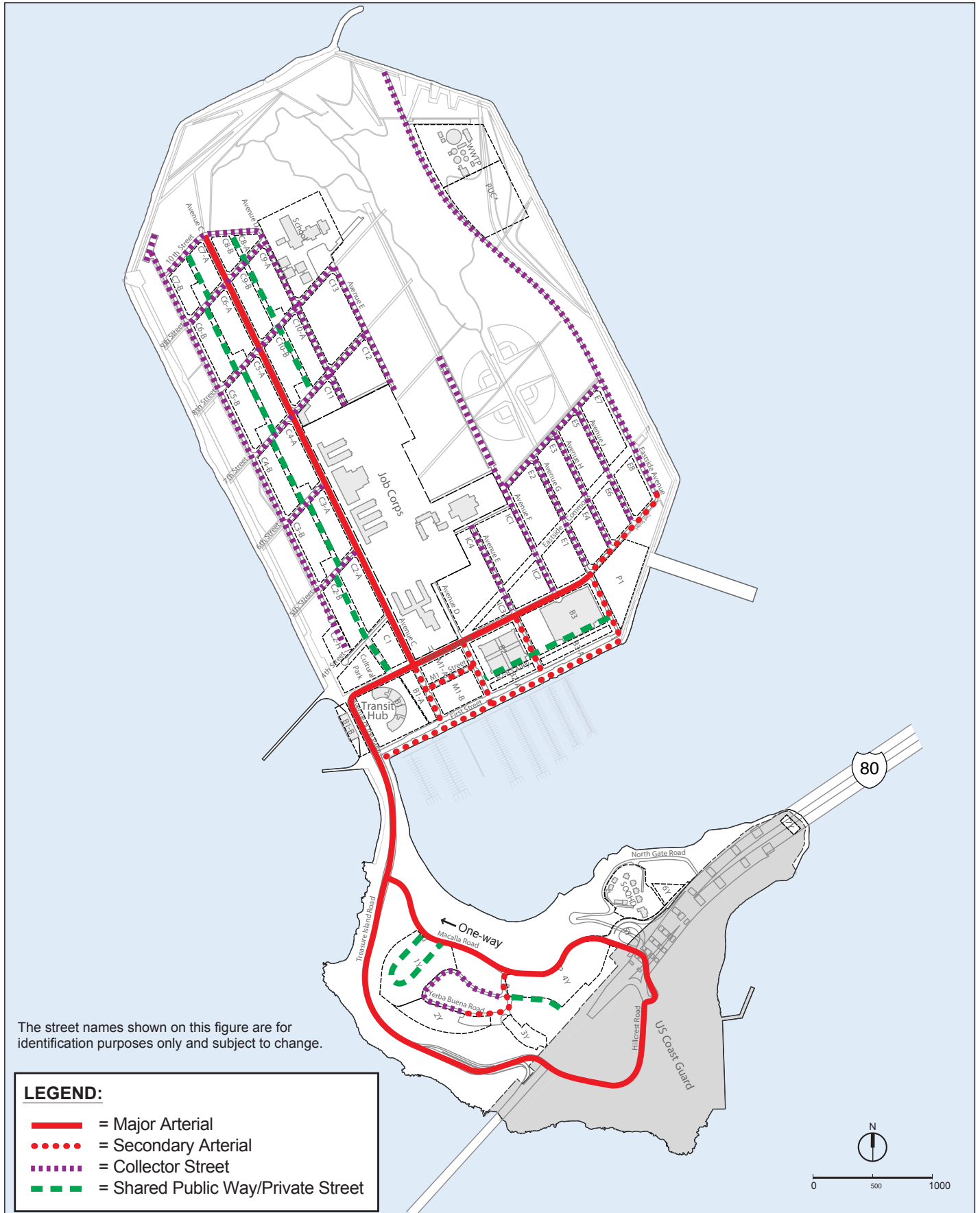
Access to homes on Yerba Buena Island would be from private streets with 11-foot travel lanes in each direction. The private streets would accommodate emergency vehicles and would have wider curb return radii at intersections.

WALKING AND BIKING

The proposed *Land Use Plan* and *Transportation Plan* are intended to encourage the use of walking and bicycling as primary on-Island travel modes. The proposed pedestrian and bicycle facilities are illustrated in Figure II.12: Proposed Bicycle Routes. The following aspects of the Proposed Project are aimed at enhancing walking and biking (see Figure II.13: Walking Times to Transit Hub):

- Approximately 50 percent of the residential units would be within an approximately 10-minute walk or less of the Transit Hub.
- All residential units on Treasure Island would be within an approximately 15-minute walk of the Transit Hub. In addition, all residents of both islands would be within an approximately 5-minute walk of a shuttle stop.
- Markets, the school, and other public/community facilities would be within short walk/bike distances from the majority of the Islands' residential units.

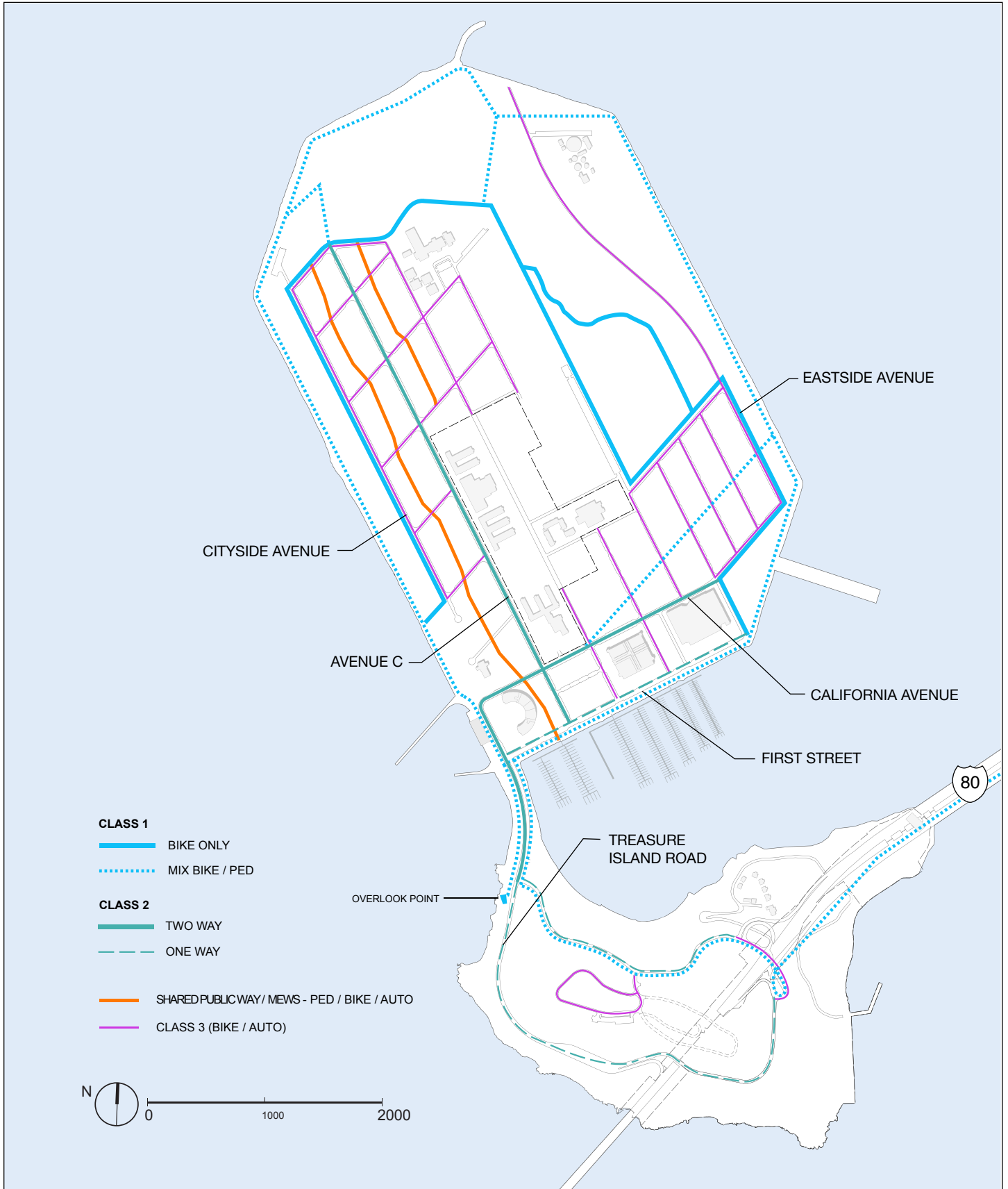
²⁹ Mitigation Measure M-TR-24, identified in Section IV.E, Transportation, p. IV.E.100, could create a transit-only lane and remove the bicycle lane on Treasure Island Road if congestion on Treasure Island Road adversely affects transit operations. If the bicycle lane were removed, cyclists would continue to have access to the Bay Bridge and Yerba Buena Island. The bicycle lanes on Macalla Road would provide bicycle access on Yerba Buena Island to the east span of the Bay Bridge via Macalla Road, which would also provide access to the west span if a bicycle lane were to be constructed there in the future.



SOURCE: Fehr & Peers, 2009

TREASURE ISLAND AND YERBA BUENA ISLAND REDEVELOPMENT PROJECT EIR

● **FIGURE II.10: PROPOSED STREET SYSTEM**



SOURCE: Perkins+Will