

**City and County of San Francisco
Department of Public Works
TABULATION OF BIDS**

SOURCING ID: 0000009977
CONTRACT TITLE: PW MINNA STSCP PRJ
FULL TITLE: Minna Natoma Streetscape Project Rebid

BIDS RECEIVED: December 18, 2024

<u>BIDDERS (in the order received & opened):</u>	<u>LBE Status Claimed</u>	<u>Total Bid Price</u>
R&S Construction Management, Inc.	Micro-LBE 10%	\$8,539,867.13
Esquivel Grading & Paving, Inc.	Small-LBE 10%	\$8,356,222.40
Bauman Landscape & Construction, Inc.	N/A	\$6,946,382.00

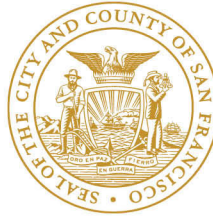
= ***Indicates a correction of the bid price after review.***

Average Bid:	\$7,947,490.51
Engineer's Estimate:	\$8,260,000.00
% of Engineer's Estimate:	96%
% of Engineer's Estimate vs. Low Bid Received	84%

cc:	Arun Bhatia	Carla Short	Albert Ko
	Iqbalbhai Dhapa	Au Bui	K2 Systems
	Ed Yee	Patrick Rivera	Nicolas Huff
	Queenena Chen	Cyril Velasquez	All Bidders

For complete subcontractor listings, check:

City & County of San Francisco
Daniel Lurie, Mayor



Office of the City Administrator
Carmen Chu, City Administrator
Contract Monitoring Division
Stephanie Tang, Director

MEMORANDUM

Date: January 31, 2025

To: Arun Bhatia, Public Works
Ben Washington, Public Works

From: Queena Chen, Contract Monitoring Division

Subject: CMD Review of Bids Submitted on December 18, 2024 for Minna Natoma Streetscape Project
Rebid, Sourcing Event: 0000009977

Bauman Landscape & Construction, Inc. (Bauman) is the apparent low bidder after the bid discount.

The bid discount was applied to bidders who are certified by the Contract Monitoring Division, ("CMD") as an LBE in the type of work that is specified for the bidder by the Contract Awarding Authority. [Sec. 14B.7(D)]

Bidder	LBE Status, Type and Size	Base Bid	Bid Discount	Adjusted Bid with Bid Discount
Bauman Landscape & Construction, Inc.	SBA	\$6,950,882.00	5% = \$347,544.10	\$6,603,337.90
Esquivel Grading & Paving, Inc.	SF LBE - MBE (Small)	\$8,356,222.40	10% = \$835,622.24	\$7,520,600.16
R&S Construction Management, Inc.	SF LBE - MBE (Micro)	\$8,539,867.13	10% = \$853,986.71	\$7,685,880.42

Bauman satisfactorily demonstrated how they will meet the LBE subcontractor participation requirement.

A combination of Micro-LBE and Small-LBE participation will count toward LBE subcontractor participation compliance. Bauman's commitment for this contract:

	Requirement %	Commitment %
Micro/Small LBE	20%	37.89%

In their bid, Bauman listed the following subcontractors on this contract.

Supplier Name	Scope of Work	LBE	LBE Size	LBE Percent	Percent Of Work	Amount
Ronan Construction Inc	AC paving & Grinding	LBE	MICR	100%	1.54%	\$106,763.30
JDB Construction	Underground Utilities/Sewer	LBE	MICR	100%	7.28%	\$506,000.00
DR Traffic	Partial Traffic Control	LBE	MICR	100%	4.32%	\$300,000.00
Tom's Metal Specialist	Metal Work & General Install (Partial)	LBE	MICR	100%	2.53%	\$175,583.00
Taz Demolition	Partial Demolition	LBE	MICR	100%	1.44%	\$100,000.00
Bay Area Lightworks	Electrical	LBE	SML	100%	20.79%	\$1,445,410.00
AC Impressions	Demolition Pavement Street Murals				5.4167%	\$ 658,000.00

Bauman satisfied the “Good Faith Efforts” requirement.

Bauman utilized Approach B by subcontracting with Micro-LBE firm Taz Demolition.

CMD finds Bauman is responsive to pre-award requirements of Chapter 14B. Once awarded, the contract will be monitored for compliance with the LBE subcontractor participation commitment, as well as other 14B requirements.

Primary CMD contact for the contract: Queena Chen, queena.chen@sfgov.org

CMD must be contacted immediately for:

- Subcontractor addition/substitution;
- Contract modification that cumulatively increases the original contract value by 20%;
- Prompt payment issues;
- Any other issues pertaining to LBE subcontractor participation

Noncompliance may result in penalties, including monetary fines. Please communicate with CMD early.

QC



NOTE TO THE ENVIRONMENTAL FILE

August 24, 2022

To Case Number: 2007.0558E, Transit Center District Plan FEIR
Project Name: Minna Natoma Project [along Minna Street from the Transbay Transit Center to Third Street and along Natoma Street from Second Street to the end of the 100 block before it transitions into Hunt Street]
Project Sponsor: Arun Bhatia, San Francisco Public Works
Boris Deunert and Oliver Iberien,
San Francisco Public Works, Regulatory Affairs
Staff Contact: Lauren Bihl – (628) 652-7498
Lauren.Bihl@sfgov.org

Remarks

The purpose of this Note to the Environmental File for the Transit Center District Plan Final Environmental Impact Report (TCDP FEIR) is to support the Planning Department's determination that no supplemental environmental review is required for the proposed Minna Natoma Project. As further described below, the environmental effects of proposed changes to the Minna Natoma Project are within the scope of the analysis for the public realm in the TCDP FEIR.

Background

On May 24, 2012, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the proposed Transit Center District Plan (TCDP) and Transit Tower Project (Planning Department Case Numbers 2007.0558E and 2008.0789E) under Planning Commission Motion No. 18628 in fulfillment of the requirements under the California Environmental Quality Act (CEQA). The FEIR contains analysis at a program level for adoption and implementation of the Transit Center District Plan as well as project-level environmental review for the Transit Center Tower. The Plan proposes new planning policies and controls for land use, urban form, street network modifications and public realm improvements, historic preservation, and district sustainability. The public realm plan included proposed improvements along Minna and Natoma streets.

Since the certification of the FEIR in 2012, in 2018 in conjunction with the opening of the Transbay Transit Center, the SFMTA has made changes to parking and loading on segments of Minna, First, Howard and Natoma Streets.¹ In particular, loading space near the Transbay Transit Center (now known as the Salesforce Transit Center or Transit Center) has been expanded by creating new passenger loading zones, enlarging some existing passenger and commercial loading zones, creating a new taxi stand, and establishing motorcycle parking on segments of

¹ San Francisco Planning Department. 2018. Note to File (Transit Center District Plan FEIR) - Transit Center Area Parking and Loading Changes (Segments of Minna, First, Howard and Natoma Streets) **Case Number 2007.0558E**.

Minna, First, Howard and Natoma Streets within the Transit Center District Plan area. Stopping is prohibited along most of the frontage of the Transit Center itself except for loading for paratransit and people with disabilities alongside the Transit Center near the Natoma Street pedestrian-only zone, which was analyzed in the TCDP EIR. The changes to parking and loading established a 121-foot-long taxi stand on the west side of First Street between Natoma and Howard Streets, removing six general metered parking spaces.

Since certification of the FEIR and the above changes, San Francisco Public Works, in coordination with the San Francisco Municipal Transportation Agency (SFMTA), proposes to refine the design for a portion of the TCDP public realm plan on streets between the Salesforce Transit Center and Third Street, implementing the Minna Natoma Project (modified project). Similar to the project analyzed in the TCDP FEIR, the modified project would reconfigure portions of Minna Street (from the Transit Center property line, approximately 140 feet east of Second Street to Third Street), New Montgomery Street (54 feet in both the north and south directions at both Minna and Natoma streets), and Natoma Street (from Second Street towards Third Street, ending where it transitions into Hunt Street). The project would widen sidewalks, construct pedestrian bulbouts and raised crosswalks, install new mid-block traffic signals and crossings, and repave the existing roadway including concrete subbase and asphalt concrete driving surface. The project would include public art pieces, street furniture, improved pedestrian scale lighting, new landscaping such as trees, pavement murals and patterned concrete roadway.

The project’s objective is to create a safe pedestrian connection on the pedestrian routes heavily used by tourists between the Transit Center and the Yerba Buena Gardens area.

Transit Center District Plan (TCDP) Public Realm Plan on Minna and Natoma streets in FEIR

The TCDP FEIR assumed a sizable increase in pedestrian activity due to both new development and increased transit service to and from the Transit Center. The plan proposed to reconfigure many of the existing rights-of-way throughout the plan area in an effort to meet the changing transportation and public space needs within the area, particularly to accommodate anticipated increases in pedestrian volume that would result from the intensification of the land uses and the completion of the Transit Center Program. Details regarding the Plan’s proposed improvements for Minna and Natoma streets are in Table 1 below.

Minna Natoma Project (Modified Project)

The TCDP Public Realm Plan on portions of Minna, Natoma, and New Montgomery streets would be further modified as part of the Minna Natoma Project (modified project) compared to proposed changes for these street segments in the TCDP FEIR and the changes described above and made in 2018. Table 1 provides a comparison of the modified project with improvements for these segments in The TCDP FEIR.

Table 1: Comparison of Public Realm Modifications between Project and Modified Project

Location	Project Analyzed in the TCDP FEIR	Modified Project
Minna Street between the Transit Center and Third Street	<ul style="list-style-type: none"> No proposed changes along this portion of Minna Street 	<ul style="list-style-type: none"> At the east and west approaches of both the Second Street intersection and the New Montgomery Street intersection, as well as the east approach at the Third Street intersection, the project would construct raised crosswalks that would extend into the street.

		<ul style="list-style-type: none"> • The existing raised crosswalk at the Second Street intersection would remain in place or be reconstructed if necessary. • The proposed roadway would have an elevation matching the sidewalk and existing raised crosswalk (recently constructed as part of the 2nd Street project). • The project would remove four metered loading spaces on the north side of the west approach at New Montgomery Street and replace with a red zone for intersection visibility and include 19 metered motorcycle parking spaces. • At the east approach to New Montgomery Street the project would replace one metered loading space with a red zone for intersection visibility. • Along the north side of the street between New Montgomery and Second streets the project would remove 3 metered loading spaces and relocate the bike share station from Natoma Street to this location. • At the New Montgomery Street intersection, new traffic signals would be installed to create a mid-block pedestrian crossing.
<p>Natoma Street between Second Street and where it transitions into Hunt Street</p>	<ul style="list-style-type: none"> • Signalized mid-block crossing at the Second Street intersection and the New Montgomery Street intersection 	<ul style="list-style-type: none"> • Between New Montgomery Street and Second Street, the sidewalk would be extended by 5 feet along the entire north side of the street. • Between New Montgomery Street and Second Street, the project would remove the existing 3 metered parking spaces, 2 metered commercial loading spaces, and 25 metered motorcycle parking spaces along the south side of the street. • At the west approach at the Second Street intersection, the existing raised crosswalk would remain or be reconstructed, if necessary. • At the east and west approaches at New Montgomery Street, raised crosswalks would be constructed and extend into the street. • The existing raised crosswalk at the Second Street intersection would remain in place or be reconstructed, if necessary. • At the end of Natoma Street, where it terminates and transitions to Hunt Street, the new roadway would have an elevation matching the sidewalk to create a “curb-less” street segment extending approximately 137

		<p>feet from the San Francisco Museum of Modern Art (SF MOMA) property line.</p> <ul style="list-style-type: none"> • The entire south side of Natoma Street between Second Street and SF MOMA would be converted to a “No Parking Any Time” regulation measuring approximately 216 feet between Second Street and New Montgomery Street and approximately 256 feet between New Montgomery Street and SF MOMA. • Two existing metered loading spaces along the south side of Natoma Street between New Montgomery Street and SF MOMA would be removed. • The existing bike share station on Natoma Street between New Montgomery Street and Hunt Street would be relocated to Minna Street, between New Montgomery Street and Second Street after construction is complete. • At the New Montgomery Street intersection, a new traffic signal would be installed to create a mid-block pedestrian crossing.
<p>New Montgomery Street (54 feet in both the north and south directions from the west approach at the Minna Street intersection and from the west approach at the Natoma Street intersection)</p>	<ul style="list-style-type: none"> • Between Market and Howard streets, eliminate parking and loading on the east side of the street and add commercial loading turnouts; widen sidewalks; add a signalized mid-block crossing at Natoma Street 	<ul style="list-style-type: none"> • At the Minna Street intersection, the sidewalk would be extended to a maximum of 6 feet wide and a maximum length of 54 feet in both the north and south directions • At the Natoma Street intersection, the sidewalk would be extended by a maximum of 6 ft wide and a maximum length of 54 ft in both the north and south directions. • Sub-sidewalk basements may be present at these corners and along the corridor and will require structural improvements, such as the replacement of reinforced concrete roof slabs, waterproofing, and structural beams and/or columns, if the existing roof slab is impacted by the sidewalk work.
<p>Minna and Natoma streets</p>		<ul style="list-style-type: none"> • New streetlights will be installed along each corridor. • Electrical conduits would be installed underneath the subgrade of the sidewalk to provide power from existing power sources to the streetlights. • Landscape furniture would be installed on widened sidewalk areas and bulbouts, including precast elements, benches, bike racks, pedestrian lighting, vertical elements, such as lighted bollards, street trees, and artistic sculptures

		<ul style="list-style-type: none"> • Minor sewer work related to the relocation of sewer air inlets and covers •
--	--	--

Analysis

Existing Conditions

The existing condition is characterized by narrow sidewalks that cannot accommodate existing or anticipated pedestrian capacity and that are often blocked by garbage bins and other debris that force pedestrians into traffic; a lack of mid-block crossings on New Montgomery Street create points of conflict between vehicles and pedestrians; and narrow single-lane, one-way traffic that encourages high vehicular-traffic speeds. See Table 2 below.

Table 2: Existing Conditions within the Project Area

Location	Existing Conditions
Minna Street between the Transbay Transit Center and Third Street	<ul style="list-style-type: none"> • Minna Street is an existing alley one block south of Mission Street. For the project segments: <ul style="list-style-type: none"> ○ Right-of-way width of 35 feet ○ Two lane, 21-foot asphalt roadway with loading on the north side of the street ○ 7-foot sidewalks on north and south sides ○ No parking along the south side ○ No existing traffic signals or pedestrian crosswalks ○ Lighting is dim and luminaries are widely spaced ○ 10 street trees exist along the subject corridor • Between Third Street and New Montgomery Street <ul style="list-style-type: none"> ○ Vehicular traffic is one-way, eastbound ○ 10 metered loading spaces along the north side • Between New Montgomery Street and Second Street <ul style="list-style-type: none"> ○ Vehicular traffic is one-way, westbound ○ 6 metered loading spaces along the north side ○ 1 accessible space along the north side • Between Second Street and First Street <ul style="list-style-type: none"> ○ Vehicular traffic is one-way, eastbound ○ 2 metered loading spaces along the north side • Cross streets include Second Street (major two-way arterial) and New Montgomery Street (one-way, three-lane southbound street)
Natoma Street between Second Street and where it transitions into Hunt Street	<ul style="list-style-type: none"> • Natoma Street is an existing alley two blocks south of Mission Street which terminates at the end of the 100 block at the property line of the San Francisco Museum of Modern Art where the roadway transitions into the building’s loading dock and pedestrian access is provided via Hunt Street <ul style="list-style-type: none"> ○ Right-of-way width of 35 feet ○ Two-lane, 21-foot-wide asphalt roadway with loading and parking on the south side of the street ○ 7-foot sidewalks on north and south sides ○ No existing traffic signals or pedestrian crosswalks

	<ul style="list-style-type: none"> ○ Lighting is dim and luminaries are widely spaced ○ 4 street trees exist along the subject corridor ○ At the intersection of Natoma and Second streets there is a signalized, raised crosswalk ● Between New Montgomery Street and Second Street vehicular traffic is one-way, eastbound <ul style="list-style-type: none"> ○ No parking along the north side ○ Along the south side of the street there are 2 metered loading spaces, 3 metered parking spaces, and 25 motorcycle parking spaces ● Between New Montgomery Street and Hunt Street vehicular traffic is two-way <ul style="list-style-type: none"> ○ No parking along the north side ○ Along the south side of the street there are 2 metered loading spaces, 4 metered parking spaces, and a 58-foot-long bike share station near the New Montgomery intersection ● Cross streets include Second Street (major two-way arterial) and New Montgomery Street (one-way, three-lane southbound street)
<p>New Montgomery Street (54 feet in both the north and south directions from the west approach at the Minna Street intersection; and 54 feet in both the north and south directions from the west approach at the Natoma Street intersection)</p>	<ul style="list-style-type: none"> ● New Montgomery Street is an existing one-way, southbound road that intersects Minna and Natoma Streets <ul style="list-style-type: none"> ○ Right-of-way width of 68 feet ○ Four lane, 38-foot asphalt roadway with loading or parking in the east- and west-most lanes of the street ○ 15-foot sidewalk on the west side ○ 15-foot sidewalk on the east side ● 54 feet in both the north and south directions from the west approach at the Minna Street intersection <ul style="list-style-type: none"> ○ 5 motorcycle parking spaces ○ 3 metered commercial loading spaces ● 54 feet in both the north and south directions from the west approach at the Natoma Street intersection <ul style="list-style-type: none"> ○ 2 metered commercial loading spaces ○ 54 feet of passenger loading zone

Comparison of Impacts

The following compares the impacts of the Minna Natoma Project to the impacts identified in the FEIR.

Subsequent to the FEIR certification, CEQA was amended to prohibit lead agencies from considering intersection level of service (LOS), also known as automobile delay, in the determination of transportation impacts. Additionally, subsequent to the FEIR certification, the department removed transit capacity and sidewalk capacity from the determination of environmental impacts under CEQA. This is consistent with state guidance regarding not treating addition of new users as an adverse impact.² Therefore, while the FEIR analyzed impacts related to automobile delay, transit capacity, and sidewalk capacity, those criteria are no longer relevant. Therefore, the following analysis does not discuss impacts to those topics.

² San Francisco Planning Department, Transportation Impact Analysis Guidelines Update: Summary of Changes, February 14, 2019.

PEDESTRIANS

The TCDP proposed to widen sidewalks along New Montgomery Street and add new signalized mid-block crossings along Natoma Street at the Second Street and New Montgomery Street intersections. The modified project would keep the proposed improvements on Natoma Street and would also widen the sidewalk on the north side of the street, construct a raised crosswalk at the east approach at New Montgomery Street, construct two bulbouts along the north side of Natoma Street between Hunt Street and New Montgomery Street.

Along Minna Street, the modified project proposes additional pedestrian improvements not included in the TCDP. The proposed improvements include widening the sidewalks at the east and west approaches at the Minna and Second Street intersection on both the north and south sides of the street to create bulbouts. The existing vehicle roadway would be raised to have the same elevation as the sidewalk and raised crosswalk. At the New Montgomery Street intersections of both Minna and Natoma, new traffic and pedestrian signals would be installed to create a mid-block pedestrian crossing, including a pedestrian scramble, allowing pedestrians to cross through the intersection exclusively while vehicle signals are red. The New Montgomery Street improvements proposed in the TCDP FEIR would be retained, including widening the sidewalks on both the north and south sides of the street at the Minna and Natoma street intersections to create bulbouts. The modified project, as with the project in the FEIR, would provide additional space for pedestrians, as well as enhance pedestrian facilities which would increase pedestrian safety.

BICYCLES

The TCDP FEIR does not include any bicycle network changes within the modified project area. The modified project would relocate the existing bike share station from its current location on Natoma Street between New Montgomery and Hunt streets to Howard Street where a protected bike lane was recently constructed. The modified project would not include any features that would create hazards for bicyclists. Therefore, the modified project would not increase the severity of the significant and unavoidable bicycle impact identified under the TCDP FEIR.

TRANSIT

The project would not alter any existing transit infrastructure. The project would improve access to transit by providing additional sidewalk width for pedestrians to navigate to transit services in the area, both above ground and underground. The modified project would not increase the severity of the significant and unavoidable transit impacts identified under the TCDP FEIR.

LOADING

The TCDP FEIR found that the implementation of the Plan would result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed on-site loading facilities or within convenient on-street loading zones, creating potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, and pedestrians. Even with the ongoing implementation of Mitigation Measure M-TR-7b by the SFMTA, Augmentation of On-Street Loading Space Supply, the loss of on-street loading space and additional loading demand created by the Transit Center and adjacent development projects would create a significant and unavoidable loading impact.

Within the modified project area, the TCDP FEIR identified the elimination of loading zones along the east side of New Montgomery Street and the addition of commercial loading turnouts along that segment. Along the north side of Minna Street, the modified project would remove four metered commercial loading spaces at the west approach to New Montgomery Street and four metered loading spaces at the east approach to New Montgomery

Street. Along the south side of Natoma Street, the modified project would remove two metered commercial loading spaces between New Montgomery and Second streets and two metered commercial loading spaces between New Montgomery Street and SF MOMA. Additionally, along the west side of New Montgomery Street between Minna and Natoma streets, the project would remove two metered commercial loading spaces and along the east side of this segment of New Montgomery Street the project would remove three commercial loading spaces. On the west side of New Montgomery Street between Natoma and Howard streets, the project would remove two passenger loading spaces.

The project would be consistent with SFMTA's Curb Management Strategy³ which involves five key curb functions that are prioritized differently depending on land use. The project area is adjacent to SF MOMA, which is a land use considered as a major attraction. Therefore, the prioritized curb functions in the project area would be movement and access for people, whereas the least prioritized curb functions for this land use would be space for deliveries and parking.

Additionally, although 19 loading spaces would be removed from the project site, through outreach SFMTA has assessed localized need for loading in its project design development and determined there would be sufficient loading facilities in the vicinity such that this project would not intensify the significant impact identified in the FEIR.⁴ Within the downtown area there are 21 conveniently located⁵ loading spaces within the area on Mission, Howard, New Montgomery, and Second streets. For this reason, the project would not increase the severity of the significant and unavoidable loading impact that has been identified under the TCDP FEIR.

EMERGENCY VEHICLE ACCESS

According to the FEIR, the implementation of the Plan would not introduce unusual design features, nor would the Plan change the Plan area street network so as to hinder or preclude emergency vehicle access. The changes in the modified project are not substantial when compared to the FEIR. In addition, the Fire Department reviewed and approved of the Minna Natoma plans at the Transportation Advisory Staff Committee (TASC) meeting on August 12, 2021. The modified project would not result in restricted emergency vehicle access and would thus, not result in new or worsened significant and unavoidable impacts.

PARKING

Parking removal under the modified project would not substantially differ from the project proposed in the FEIR.

CONSTRUCTION

The TCDP FEIR identified that construction activities associated with development under the Plan, including the proposed public realm changes, would result in the disruption of nearby streets, transit service, and pedestrian and bicycle circulation, creating potentially hazardous conditions. To address plan level construction impacts, the FEIR included Mitigation Measure M-TR-9: Construction Coordination but concluded that even with incorporation of this mitigation measure, plan level construction impacts would be significant and unavoidable.

³ San Francisco Municipal Transportation Agency, *Curb Management Strategy*. February 18, 2020. Available at: <https://www.sfmta.com/reports/curb-management-strategy>

⁴ San Francisco Municipal Transportation Agency, *Minna Natoma Art Corridor Project Loading Proposal*. July 18, 2022.

⁵ Convenient refers to loading facilities within 250 linear feet of the project site. San Francisco Planning Department. Transportation Impact Analysis Guidelines for Environmental Impact Review. February 2019 (updated October 2019). Available at: <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines>.

The construction activities associated with the Minna Natoma project would be similar to the public realm plan projects evaluated in the FEIR. Because the project is a Public Works project, the Public Works Standard Construction measures would be applicable to the associated project construction activities in addition to the FEIR construction mitigation measure.

The Public Works Standard Construction Measures applicable to this project include: Air Quality (which requires that the project comply with the Construction Dust Control Ordinance and if requiring more than 20 days of work and located within the Air Pollutant Exposure Zone the project must also comply with the Clean Construction Ordinance), Water Quality (which requires that the project prevent discharges of sediment and other pollutants to storm drains and all surface waterways), Traffic (which will implement traffic control measures to maintain adequate traffic and pedestrian circulation), Noise (which ensures that the project complies with local construction noise ordinances), Hazardous Materials (which ensures that the project is enrolled in the Maher program), and Cultural Resources (Preliminary archeology review determined that Standard Construction Measure 2 for Archeological Monitoring would be required for this project).

With the implementation of the mitigation measures from the FEIR and Public Works Standard Construction Measures, the project would not result in new or more severe plan level or cumulative construction-related transportation impacts than identified in the TCDP FEIR.

OTHER ENVIRONMENTAL TOPICS

The Minna Natoma project elements are similar to the descriptions of Minna, Natoma, and New Montgomery streets in the FEIR such that most other environmental topic areas do not warrant further analysis. The environmental effects associated with the project would not result in new or worsened significant and unavoidable impacts than previously identified in the FEIR with the implementation of the applicable mitigation measures identified in the FEIR as well as Public Works Construction Measures.

The FEIR, including the impact significance conclusions reached therein for all above-noted environmental topics, remain applicable to the modified project.

Cumulative Impacts

BETTER MARKET STREET PROJECT (CASE 2014.0012E)

Better Market Street is a city project (five key city agencies), together with community partners, to improve and enhance the public realm along Market Street. An EIR was certified for Better Market Street and the project was approved on October 10, 2019. As part of its Quick-Build program, the SFMTA will provide safety and transit reliability measures to revitalize Market Street from Octavia Boulevard to The Embarcadero ahead of implementation of the long-term improvements. The Quick-Build project would include elements that can be installed relatively quickly, such as:

- Making Market Street a car-free zone westbound from Stuart to Van Ness and eastbound from 10th to Main (started January 29, 2020)
- 100 new cross-street passenger and commercial loading zones to accommodate safe loading
- Peak hour loading restrictions on Market Street to reduce conflicts between people on bicycles, transit, and commercial vehicles (currently in effect)
- Extending existing transit-only lane east from Third to Main Street – the segment of Market with the most transit service – and making it Muni-only (taxis and non-Muni buses will no longer be allowed)

- Installing painted safety zones at eight intersections to make crossing the street safer
- Adding bicycle intersection improvements at Eighth, Page, Battery, and Valencia streets
- Changes to sections of Ellis, Jones, Second, and Steuart streets to improve safety and vehicle movement

301 MISSION STREET PROJECT (CASE 2018-016691ENV)

The project would involve a structural foundation upgrade, consisting of the installation of approximately fifty-two perimeter piles, which would be installed under a portion of the sidewalk areas adjacent to the 301 Mission Street parcel along Fremont and Mission streets and would connect to the existing foundation for 301 Mission Street (Millennium Tower portion). The project completed environmental review in December 2019. Construction activities for 301 Mission Street are under construction, after which Fremont and Mission Streets would be restored to pre-construction conditions and not result in the permanent closure of any travel lanes along Mission or Fremont streets.

OTHER PROPOSED REFINEMENTS TO THE TRANSIT CENTER DISTRICT PLAN PUBLIC REALM PLAN AND RINCON HILL PLAN

As for the modified project, SFMTA and Public Works are coordinating on refinements to other streets in the public realm plan for TCDP area. In addition to the parking and loading changes, refinements for Beale Street, Fremont and First streets between Mission and Market streets (referred to as Transit U project), and Howard between Embarcadero and Third Street. Key project features include conceptual curb lines and roadway striping for a 30-block area, curbside management strategies and the conversion of all long-term on-street parking north of Folsom to curbside loading, updated bike network, which would include protected bikeways on several streets in the District. These other streets have or will undergo review to determine the degree to which they refine improvements under TCDP. The modified project is located within this area and would be constructed regardless of refinements to these other streets looked at as part of the TCDP public realm plan.

The Minna Natoma project is a transportation infrastructure project modifying the public realm in the vicinity of the Transbay Transit Center. The application of the Public Works Standard Construction measures and the applicable mitigation measures from the TCDP EIR would reduce this project's construction impacts to less than significant. In addition, with these measures, the project would not contribute considerably to any significant cumulative construction impact. In addition, operational impacts of this project would not combine with private development projects because this project does not add vehicle trips and the proposed public realm modifications are such that these would not alter the conclusions in the FEIR. For these reasons, the proposed project would not combine with other projects in the vicinity to create any significant cumulative impacts not identified in the FEIR.

Conclusion

This Note to the Environmental File is prepared in accordance with local CEQA procedures under Chapter 31 of the San Francisco Administrative Code. San Francisco Administrative Code Section 31.19(c)(1) states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." Thus, this memorandum to the environmental file (Note to File) provides written documentation for the case record that the proposed modifications to pedestrian infrastructure, traffic lanes, and parking and loading spaces described and analyzed are within the scope of the analysis in the TCDP EIR and do not warrant additional environmental review. No further environmental review is required.

Attachments:

- A. Project description
- B. Proposed drawings



Daniel Lurie
Mayor

Carla Short
Director of Public Works

Division of Contract Administration
49 South Van Ness, Suite 1600
San Francisco, CA 94103
www.sfpublishworks.org

Public Works Project Manager Form

Project Manager/Project Lead: Arun Bhatia / Markus Williams

Public Works Division/Section: IDC - BPM

Contract Title: Minna Natoma Streetscape Project (Rebid)

Supplier Name: *Bauman Landscape & Construction, Inc.*

Project Manager Recommendation: *The project team has concluded its review of the bids submitted for the subject project. We find that Bauman Landscape & Construction, Inc. has met the experience requirements, is responsible, and is qualified to perform the work. We recommend Bauman Landscape & Construction, Inc. for award of contract.*

Contract Background: *The project limits include Minna St from 3rd Street to 2nd Street, and Natoma St from SFMOMA to 2nd Street in San Francisco, California in District 6 of San Francisco, California, and consists of demolition, pavement renovation, drainage work, pedestrian improvements, street lighting, traffic signals, decorative asphalt, art installations, traffic control, and all related work.*

Contract Funding Source(s):

Source(s)	Amount
CFD Funds	100%