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**January 5, 2012**

**Mr. Howard Lazar**  
**Street Artists Program Manager**  
**San Francisco Arts Commission**  
**25 Van Ness Avenue – Suite 345**  
**San Francisco, CA 94102**

**Subject: F-Market and Wharves Streetcar Line Extension Concerns**

**Dear Mr. Lazar:**

This letter is a follow-up to our meeting on December 19, 2011 regarding concerns over Street Artist spaces that may be impacted by future plans for the extension of the F-Market and Wharves streetcar line.

As we discussed at the meeting, the environmental review process required by the National Environmental Policy Act (NEPA) is an important point in the analysis of a possible future extension of the F-Market and Wharves streetcar line, but the expected EIS completion in 2012 does not signify an end to public comment and design for this project. On the contrary, a future F-line extension to Fort Mason along the proposed project corridor, which includes Beach Street, will contain no less than six opportunities for public input as the project works through two parallel processes to design a final project that would be built. One required process is the Civic Design review by the SF Arts Commission. The public input opportunities and the two approval processes are briefly described below.

Process	Project Step	Public Input Opportunity
• SFMTA process	30% design/engineering	Community outreach meeting(s)
• SFMTA process	30% design/engineering	Notify property owners 300' radius
• SFMTA process	30% design/engineering	After property notification – general public meeting
• SF Arts Commission	Stage 1: general concept	Public comment requested
• SF Arts Commission	Stage 2: 65% design	Community outreach meeting(s)
• SFMTA process	100% design/engineering	Award of contract (public meeting)

I have confirmed that the updated Draft Final Environmental Impact Statement for Extension of F-Line Streetcar Service to Fort Mason Center will contain revised language and graphic representations to improve flexibility regarding the location of a stop on Beach Street in the block between Hyde and Larkin streets. A decision on the exact location of stops in both directions in

that vicinity has not been finalized, and will not be finalized until further review takes place during the 30% design/engineering stage (see first bullet above). The 30% design/engineering phase will not begin until a decision is made by all participating agencies to proceed on the project, and such a decision cannot be made until other issues, including securement of project funding, are completed. Therefore, a definitive timeline on construction of this project is not possible at this time.

However, when the decision is made to proceed, the SFMTA will be required to adhere to the above cited parallel processes that will include extensive public review and comment opportunities.

Also, as follow-up to our meeting, I spoke to Frank Dean, Superintendent of the Golden Gate National Recreation Area, along with two of his staff, and received assurances that they understand the concerns, have adjusted the environmental document accordingly, and look forward to working with us and all stakeholders to develop a consensus design.

We hope that the many recent meetings and explanation of the applicable processes to be followed by SFMTA are adequate assurances to you and that your concerns have been heard, please note that the SFMTA has taken actions to address those concerns. We look forward to working with you.

Sincerely,



**Edward D. Reiskin**  
**Director of Transportation**

cc: Bond M. Yee, Director, SFMTA Sustainable Streets  
Timothy Papandreou, Deputy Director, SFMTA Planning & Policy  
Nate Chanchareon, Manager, SFMTA Multimodal Planning  
Paul Bignardi, Transportation Planner, SFMTA Multimodal Planning