

Appendix C

Letter to Interested Parties

Distribution List for Interested Parties Letter

Katry Harris (Transportation)
Advisory Council on Historic Preservation
Compliance Office
1100 Pennsylvania Avenue NW, Suite 809, Old Post Office Building
Washington, DC 20004

Milford Wayne Donaldson, State Historic Preservation Officer
California Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

Sophie Middlebrook, Acting Preservation Coordinator
San Francisco Planning Department
San Francisco Historic Preservation Commission
1650 Mission St., Ste. 400
San Francisco, CA 94103

David Alumbaugh, Manager
San Francisco Planning Department
City Design Group
1650 Mission St., Ste. 400
San Francisco, CA 94103

Margie O'Driscoll, Executive Director
American Institute of Architects
Preservation Committee
130 Sutter Street, Suite 600
San Francisco, CA 94102

CSAA Archives & Historical Services
Attention: Tracy Panek, Archivist
150 Van Ness Ave.
San Francisco, CA. 94102

Bill Applegate, President
California Heritage Council
P.O. Box 475046
San Francisco, CA 94147

Cindy Heitzman, Executive Director
California Preservation Foundation
5 Third St., Ste 424
San Francisco, CA 94103

Carlotta Mellon, Ph.D., President
California Historical Society
678 Mission Street
San Francisco, CA 94105

Anthea Hartig Ph.D., Director
Western Office, The Hearst Building
National Trust for Historic Preservation
5 Third Street, Suite 707
San Francisco, CA 94103

Jack A. Gold, Executive Director
San Francisco Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109

Leigh Ann Baughman, Executive Director
San Francisco Beautiful
564 Market Street, Ste. 709
San Francisco CA 94104-5415

Ron Ross, President
San Francisco History Association
PO Box 31907
San Francisco, CA 94131

Erik Christoffersen, Executive Director
San Francisco Museum and Historical Society
2007 Franklin Street
San Francisco, CA 94142

Mark Pope, President
Cathedral Hill / Van Ness Neighborhood Association
807 Franklin Street
San Francisco, CA 94102

James Haas, Chairman
Civic Center Stakeholder Group
163 Prospect Avenue
San Francisco, CA 94110

Art Deco Society of California
100 Bush Street
San Francisco, CA 94104

Fort Point National Historic Site
P.O. Box 29333
Presidio of San Francisco, CA 94129

The Victorian Alliance
824 Grove Street
San Francisco, CA 94117

Andrew Wolfram, President
DOCOMOMO US/Northern California
P.O. Box 29226
San Francisco, CA 94129-0226

Michelle Brant
2435 Gough Street
San Francisco, CA 94123

Jason Henderson
300 Buchanan Street, Apt. 503
San Francisco, CA 94102

Howard Strassner
419 Vicente Street
San Francisco, CA 94116

Diane Carroll
1650 Jackson Street, #608
San Francisco, CA 94109

Marla Taylor
601 Van Ness Avenue, #230
San Francisco, CA 94102

Lawrence Li
2019 Hyde Street
San Francisco, CA 94109

Dave Goggin
920 Van Ness Avenue, Apt. 102
San Francisco, CA 94109

Steve Kendrick
580 California Street, Suite 500
San Francisco, CA 94104

Appendix C (contd)

Copies of Sent Letters and Corresponding Response Communications

Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Anthea Hartig Ph.D., Director Western Office
National Trust for Historic Preservation
The Hearst Building
5 Third Street, Suite 707
San Francisco, CA 94103

June 12, 2009

Dear Ms. Hartig:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Alternative 1: No-Build Alternative/Baseline/Transportation Systems Management (TSM)

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Alternative 2: Curb Lane BRT with Parallel Parking

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As part of this process, JRP Historical Consulting, LLC (JRP) has been hired to prepare a Historical Resources Inventory and Evaluation Report (HRIER) to identify any possible or existing historic properties within the Area of Potential Effects (APE). Historic properties are those properties potentially eligible for, determined eligible for, or listed in the National Register of Historic Places or the California Register of Historical Resources. The purpose of HRIER is to comply with Section 106 of the National Historic Preservation Act (NHPA), which requires Federal agencies to take into account the effects of their undertakings on historic properties (36 CFR §800.1).

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Sincerely,

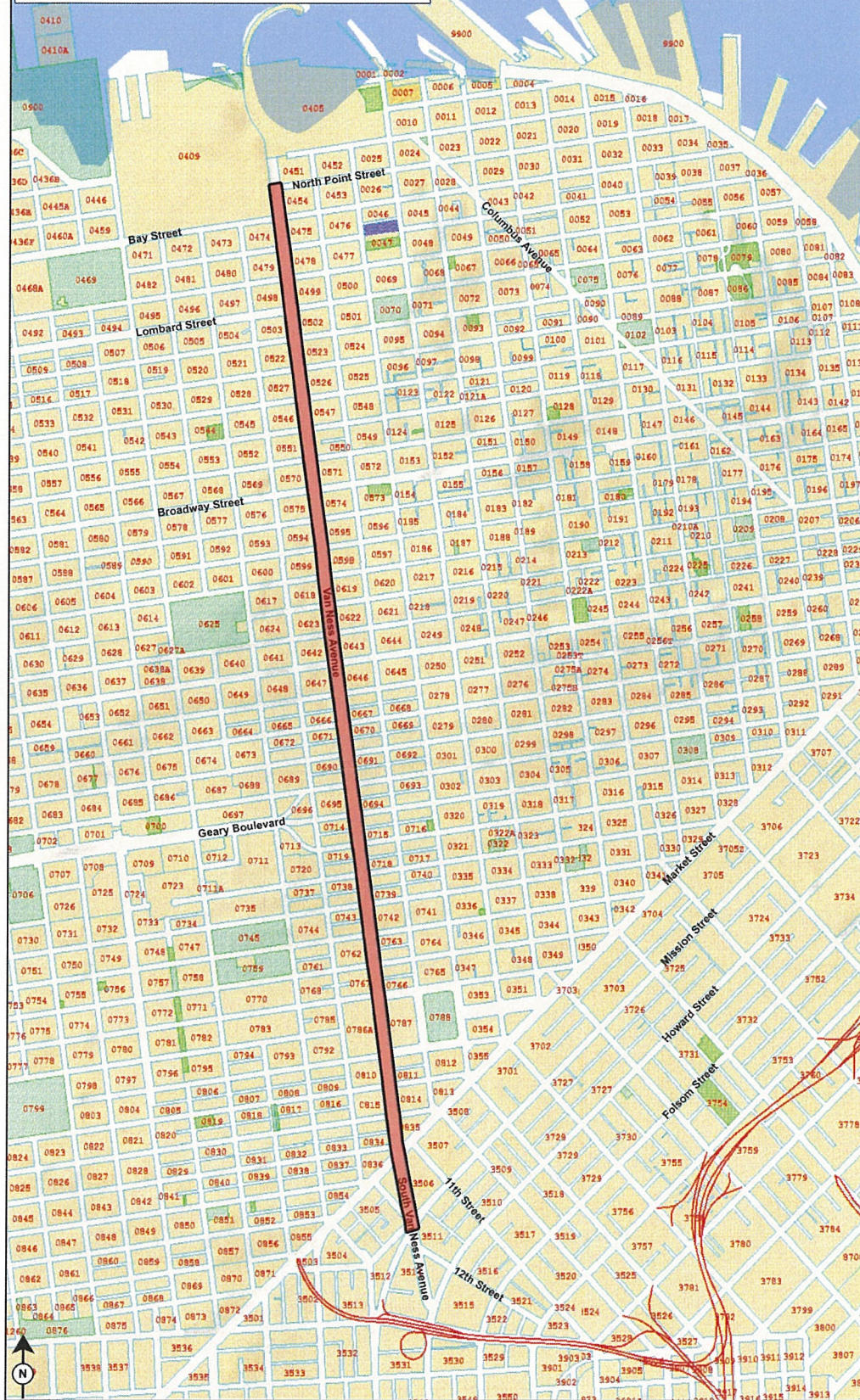


Meta Buns

JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Jack A. Gold, Executive Director
San Francisco Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109

June 12, 2009

Dear Mr. Gold:

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Sincerely,



Meta Bunse

JRP Historical Consulting, LLC

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Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Leigh Ann Baughman, Executive Director
San Francisco Beautiful
564 Market Street, Ste. 709
San Francisco CA 94104-5415

June 12, 2009

Dear Ms. Baughman:

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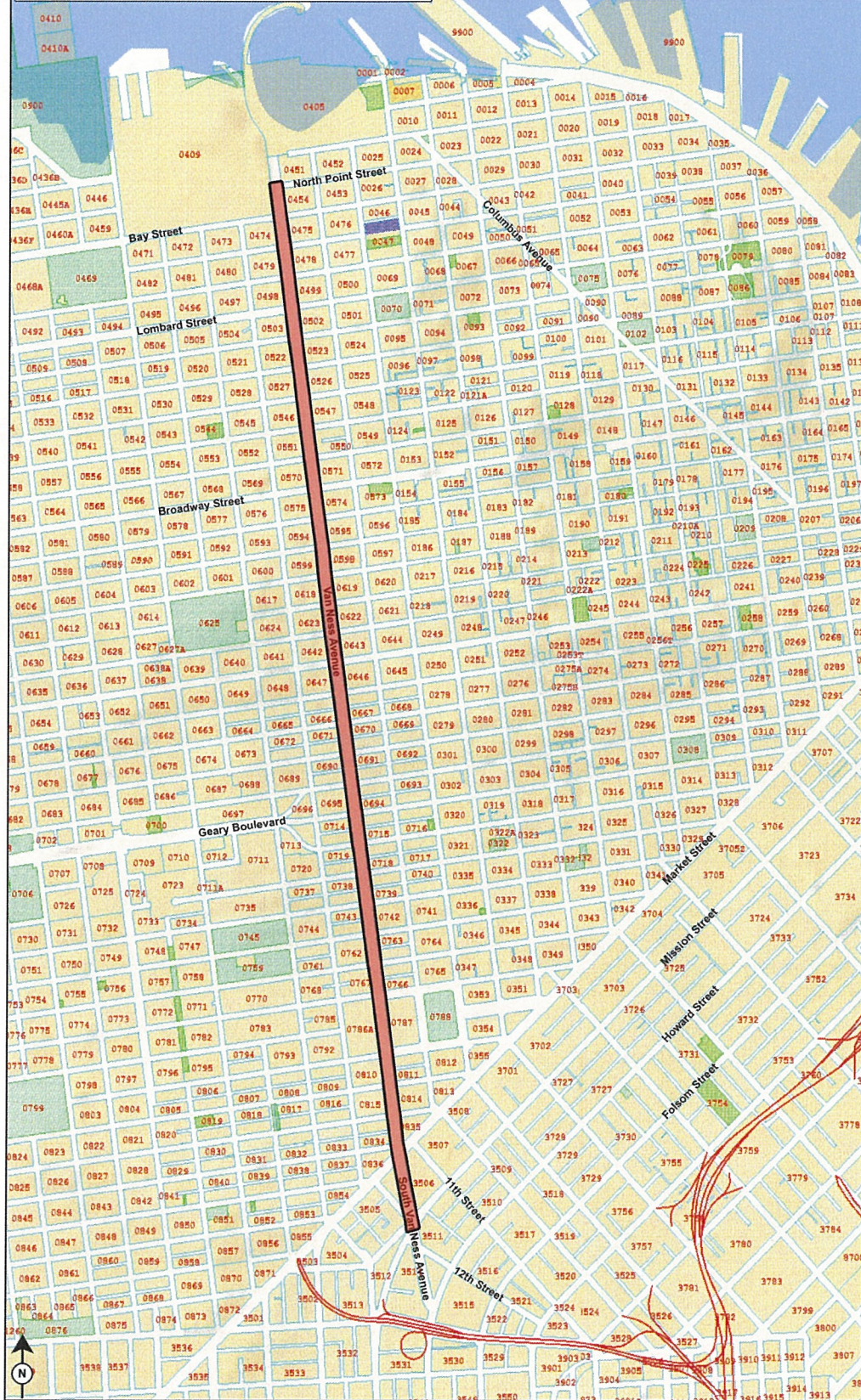


Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Ron Ross, President
San Francisco History Association
PO Box 31907
San Francisco, CA 94131

June 12, 2009

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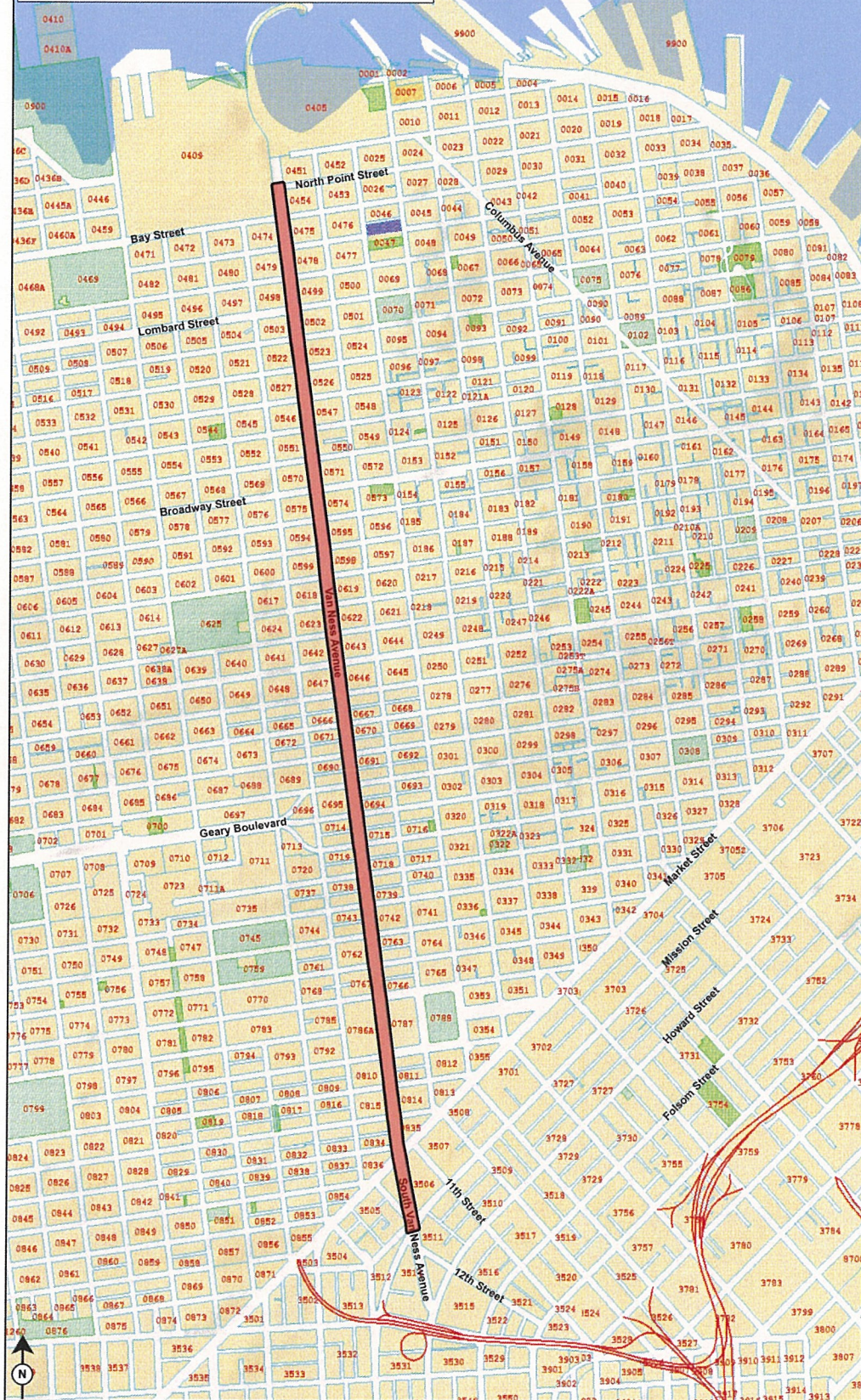


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Erik Christoffersen, Executive Director
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2007 Franklin Street
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June 12, 2009

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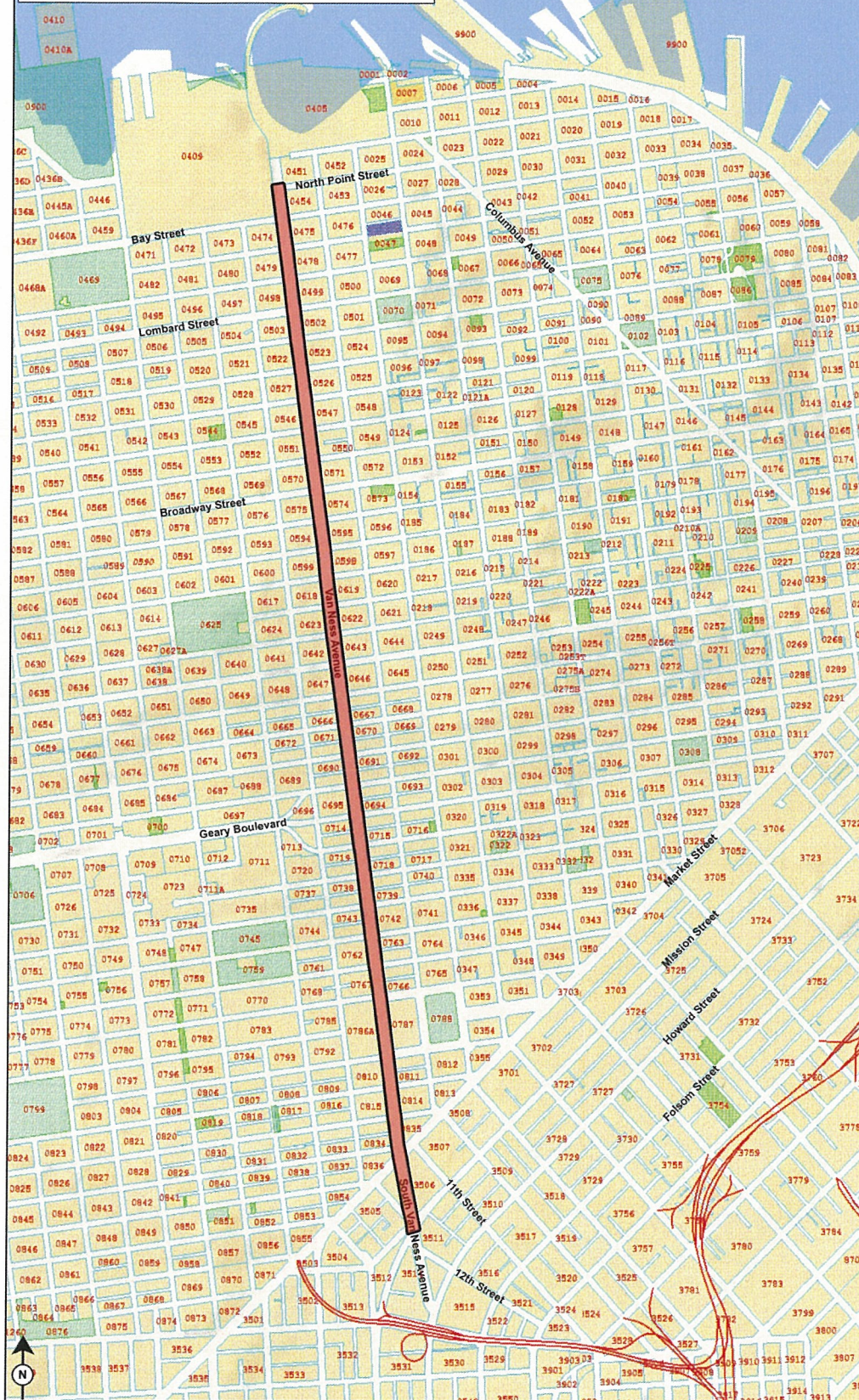


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Alternative 1, the no-build alternative, would not include a BRT service. Alternative 1 considers projected demographic and land use characteristics in addition to proposed Transportation Systems Management (TSM) capabilities improvements expected to be implemented independent of the Van Ness Avenue BRT Project by the near-term horizon year 2015, or long-range horizon year 2035. These transportation system improvements are planned to occur within the identified timeframes regardless of implementation of any proposed BRT build alternative.

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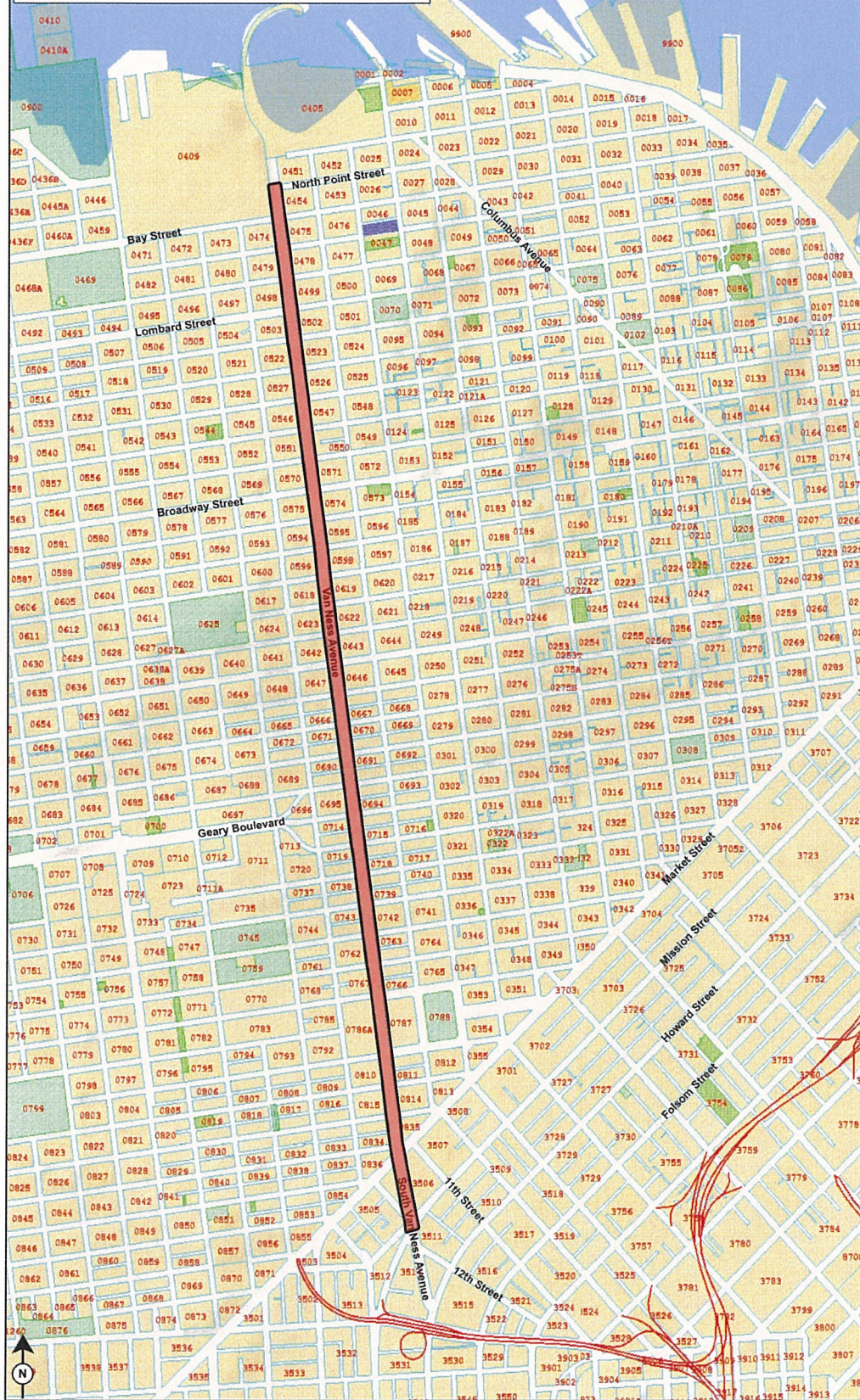


Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

James Haas, Chairman
Civic Center Stakeholder Group
163 Prospect Avenue
San Francisco, CA 94110

June 12, 2009

Dear Mr. Haas:

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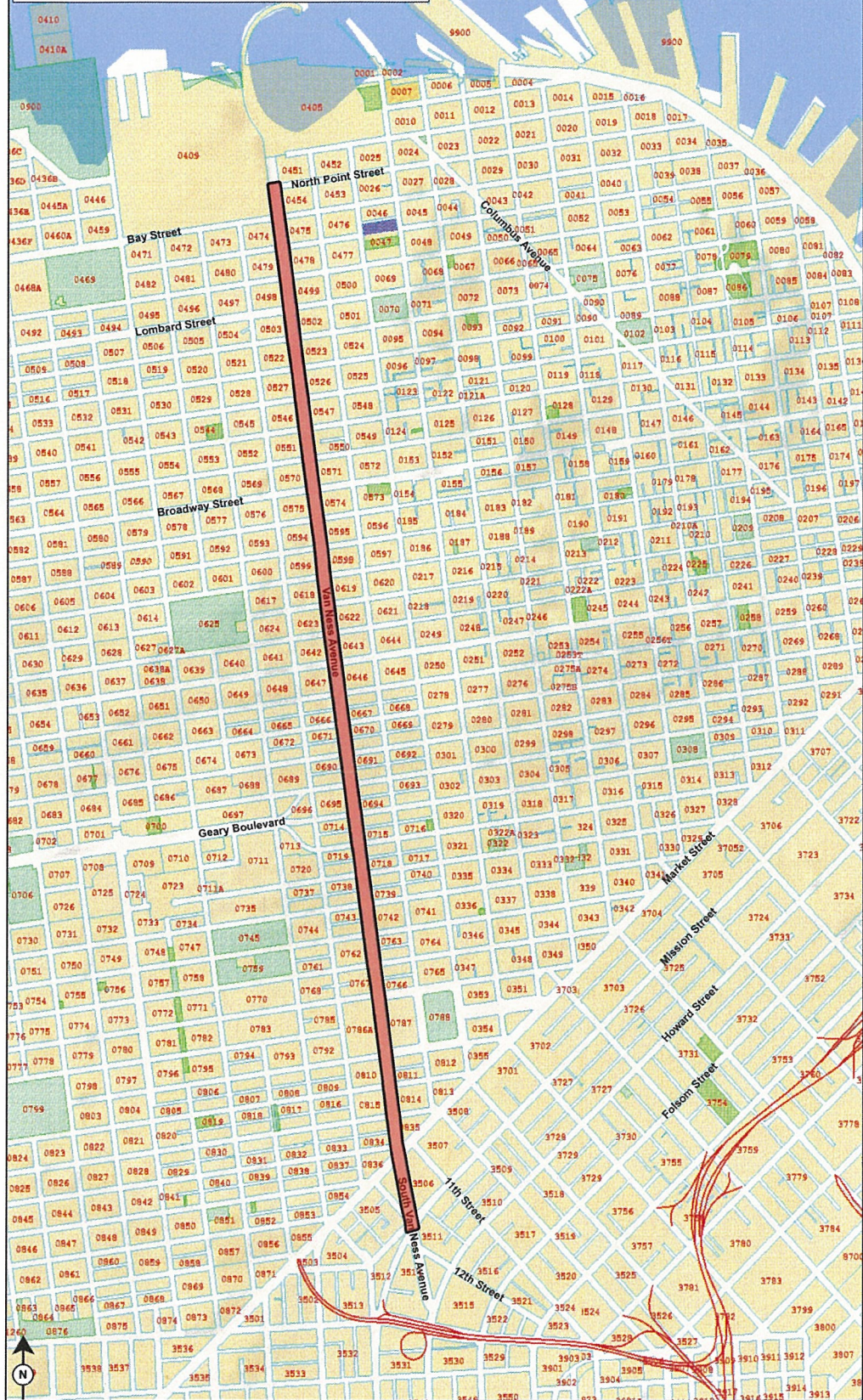


Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Meta Bunse

From: Meta Bunse
Sent: Friday, June 26, 2009 10:30 AM
To: Meta Bunse
Subject: Van Ness BRT - note to file

On June 15, 2009, I received a telephone call from James Haas, coordinator of Civic Center stake holders group. He called to inform me about a thesis done by Laura Ackley regarding the lighting of the Pan Pacific International Exposition because he felt it would be relevant to study of the light standards/trolley poles along Van Ness Avenue. He also mentioned work by Donna Uwald [sp?] Higgins regarding the same topic.

Mr. Haas stated that he understood that the trolley poles apparently need replacement, but also expressed an interest in the replacement poles maintaining a look that was consistent with the originals. He offered to send me an email with contact information for Laura Ackley.

Meta Bunse, Partner
JRP Historical Consulting, LLC
1490 Drew Ave., Suite #110
Davis, CA 95618
Tel. (530) 757-2521
Fax (530) 757-2566

Meta Bunse

From: JWHaasESQ@aol.com
Sent: Thursday, June 25, 2009 7:30 PM
To: Meta Bunse
Subject: Van Ness Light Poles

You will recall that we spoke about the history of the Van Ness light poles. I said that I had heard of a person who had done her PhD thesis on the lighting of the PPIE and might know something about the poles. Her name is Laura Ackley and she lives in San Rafael. Her phone is 415-456-2327. I hope that she is helpful.

JIM HAAS

Make your summer sizzle with [fast and easy recipes](#) for the grill.

Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Andrew Wolfram, President
DOCOMOMO US/Northern California
P.O. Box 29226
San Francisco, CA 94129-0226

June 12, 2009

Dear Mr. Wolfram:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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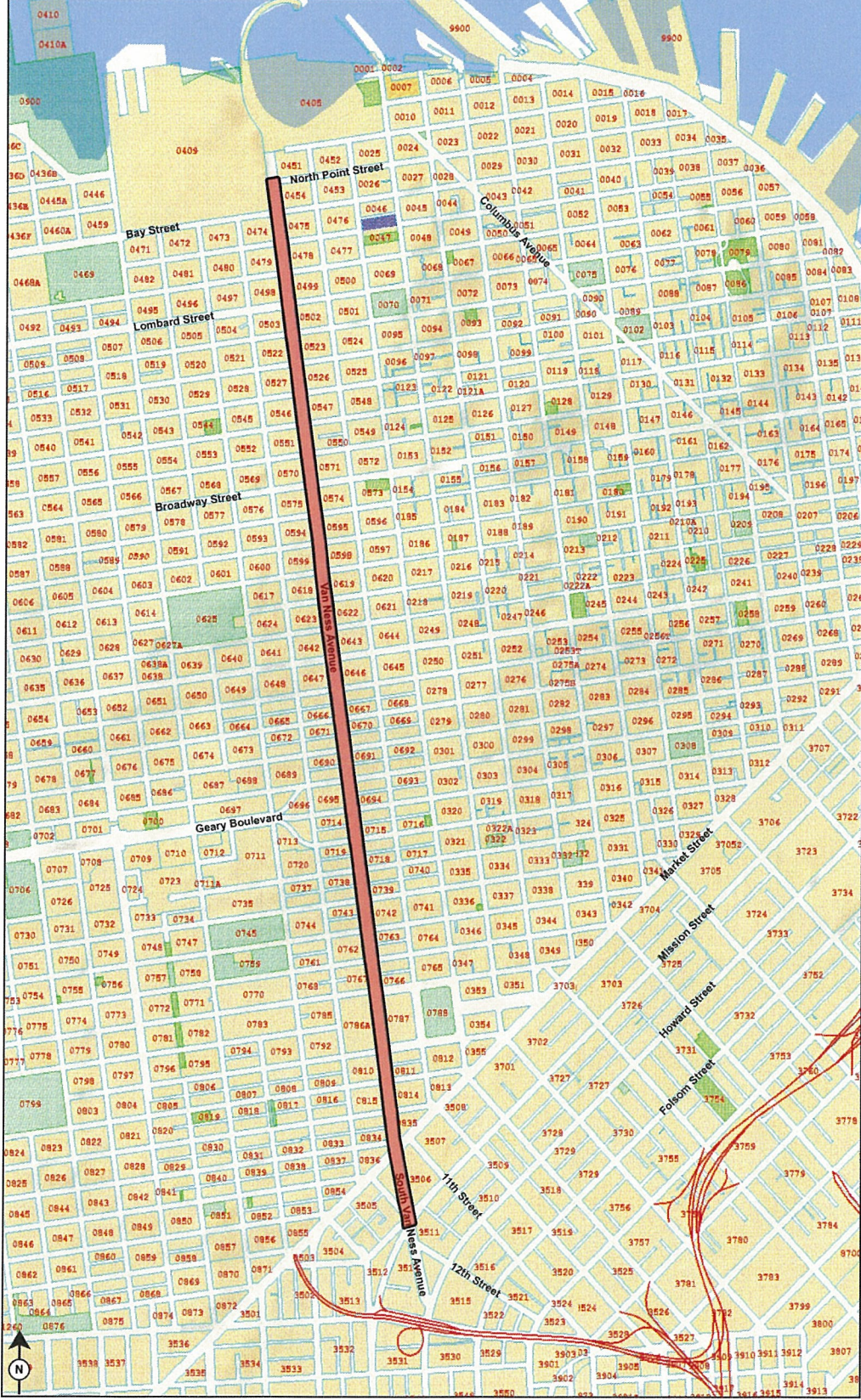


Meta Bunse

JRP Historical Consulting, LLC

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San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Dave Goggin
920 Van Ness Avenue, Apt. 102
San Francisco, CA 94109

June 12, 2009

Dear Mr. Goggin:

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**San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area**



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Howard Strassner
419 Vicente Street
San Francisco, CA 94116

June 12, 2009

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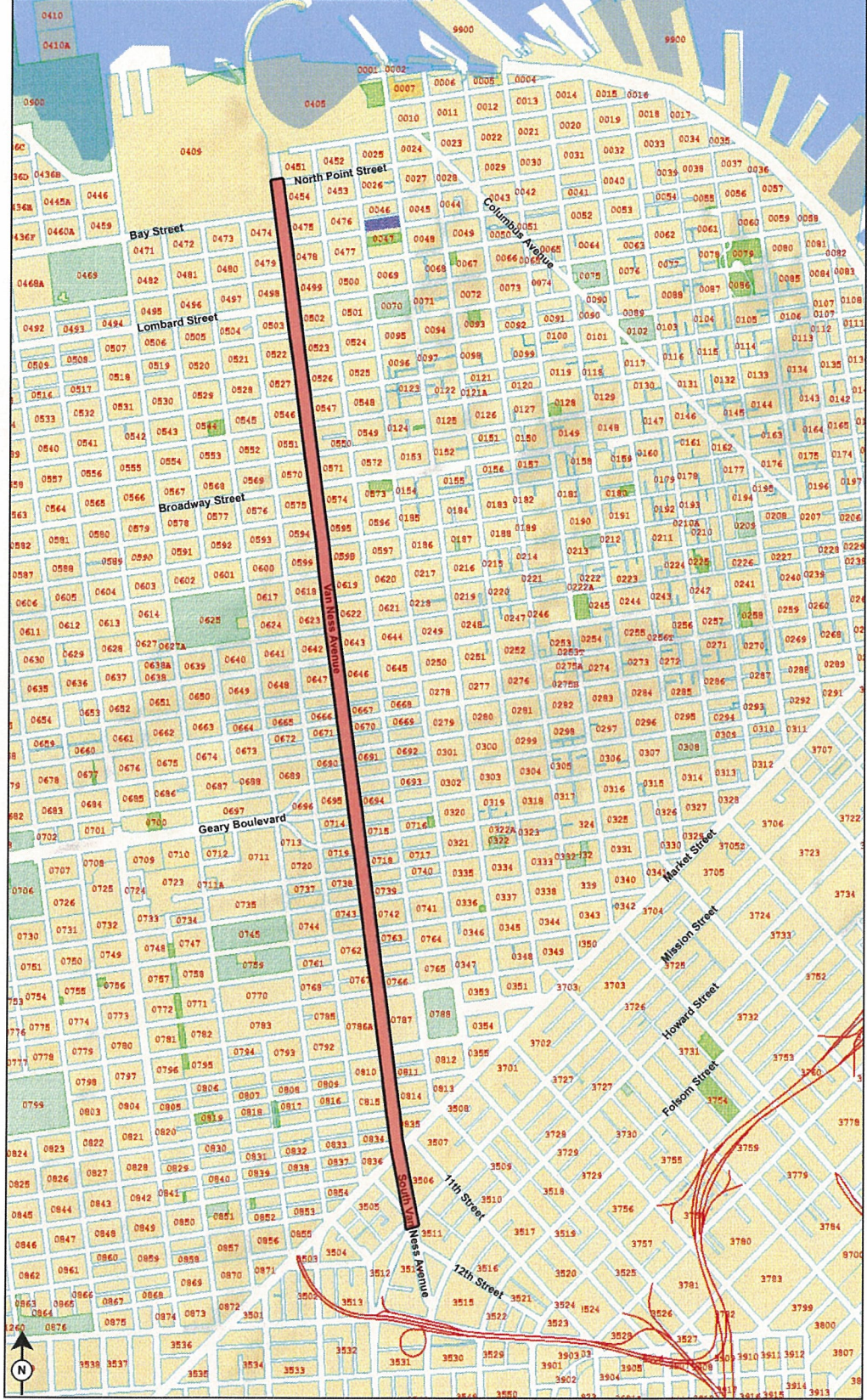
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Christopher McMorris

CSAA Archives & Historical Services
Attention: Tracy Panek, Archivist
150 Van Ness Ave.
San Francisco, CA. 94102

June 12, 2009

Dear Ms. Panek:

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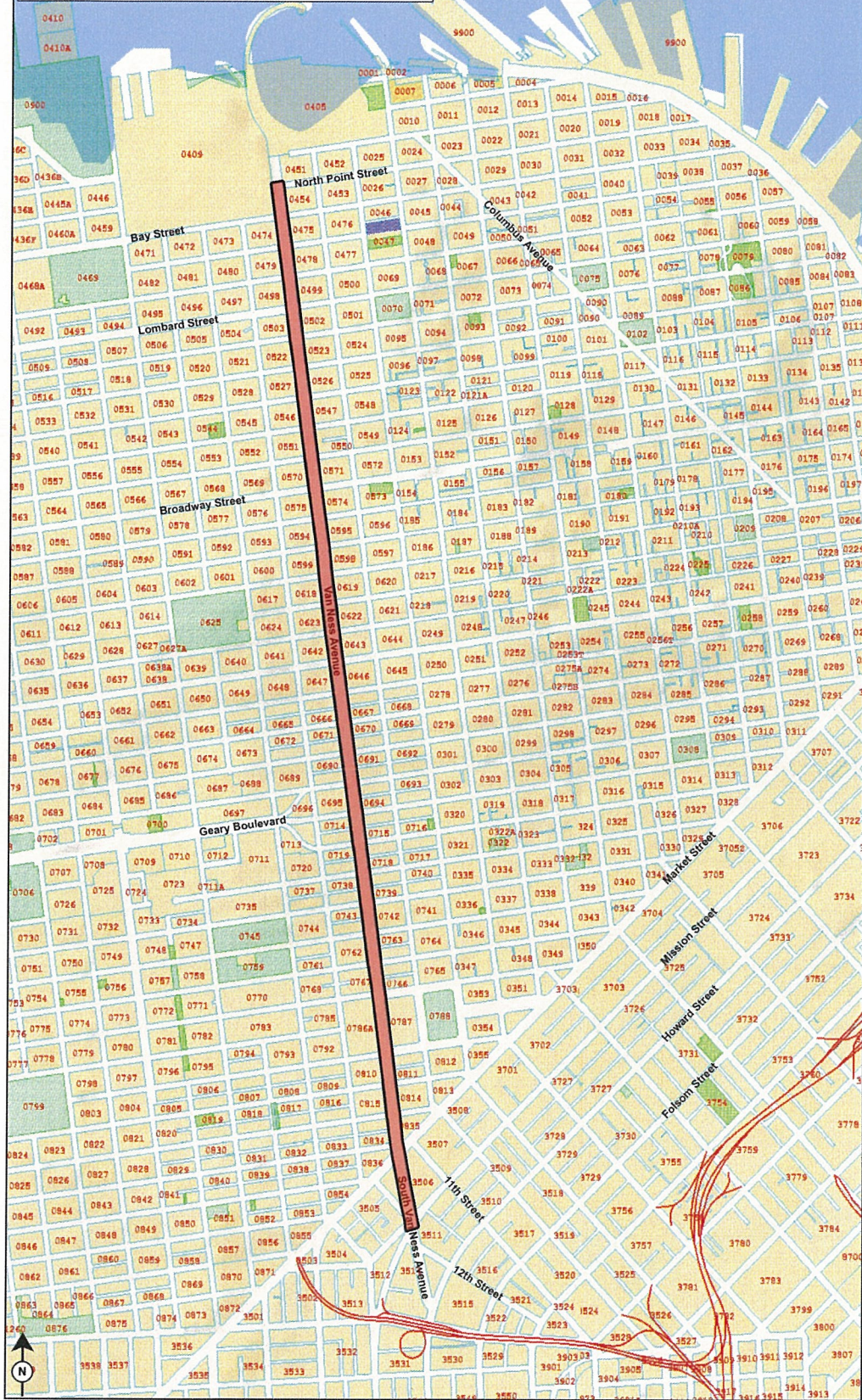


Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Katry Harris (Transportation)
Advisory Council on Historic Preservation
Compliance Office
1100 Pennsylvania Avenue NW, Suite 809, Old Post Office Building
Washington, DC 20004

June 12, 2009

Dear Ms. Harris:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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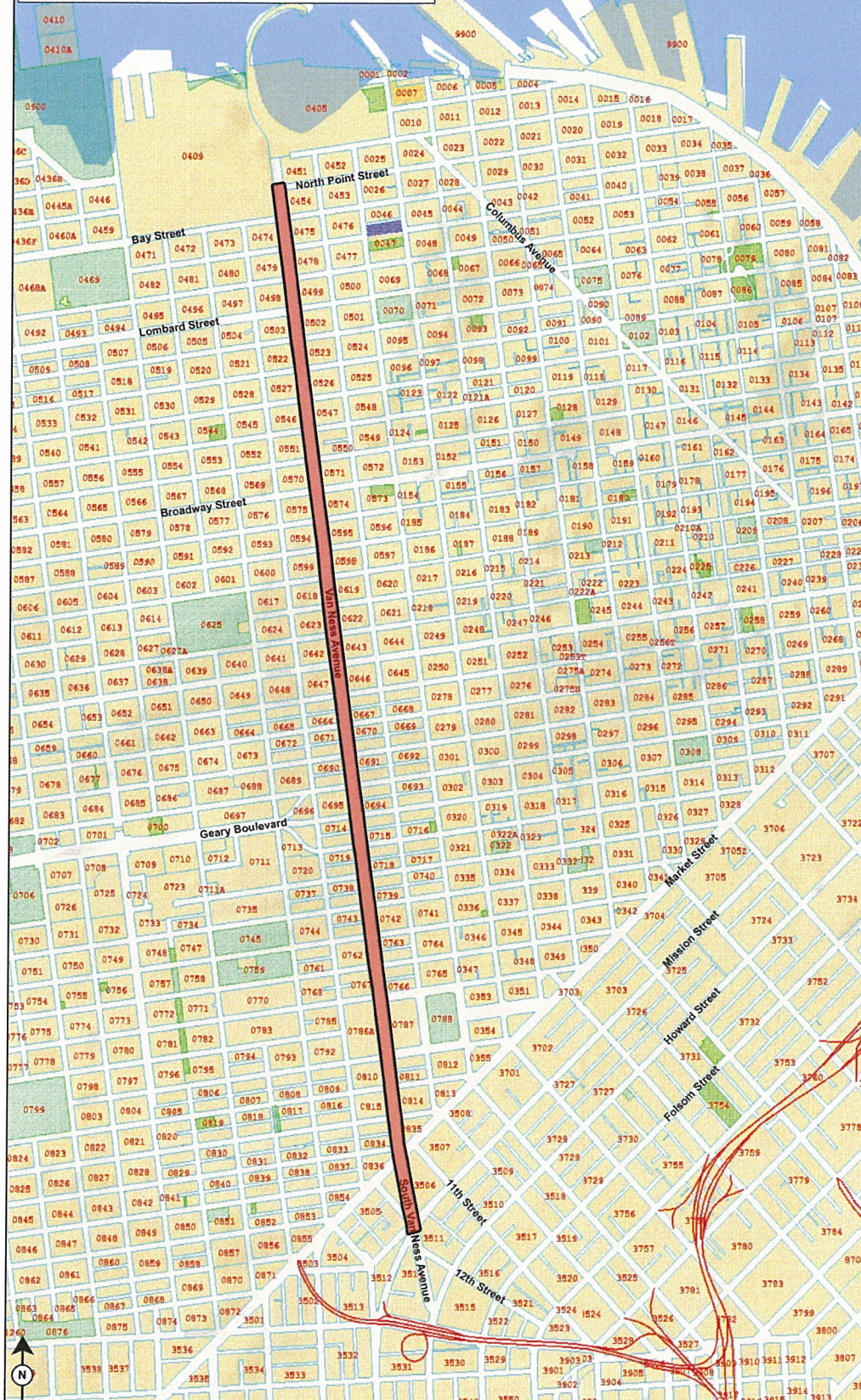


Meta Bunse

JRP Historical Consulting, LLC

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San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Margie O'Driscoll, Executive Director
American Institute of Architects
Preservation Committee
130 Sutter Street, Suite 600
San Francisco, CA 94102

June 12, 2009

Dear Ms. O' Driscoll:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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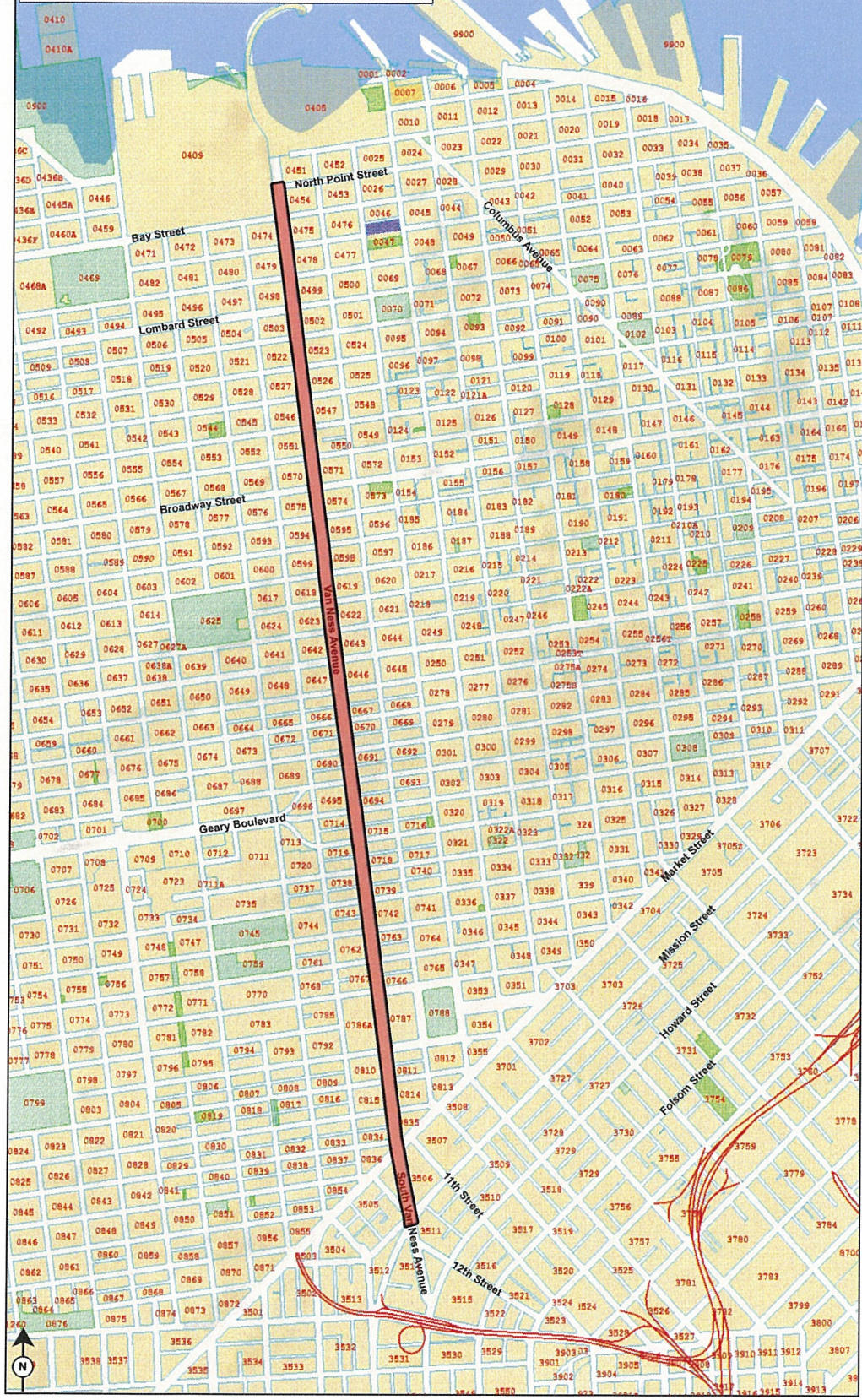


Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

David Alumbaugh, Manager
San Francisco Planning Department
City Design Group
1650 Mission St., Ste. 400
San Francisco, CA 94103

June 12, 2009

Dear Mr. Alumbaugh:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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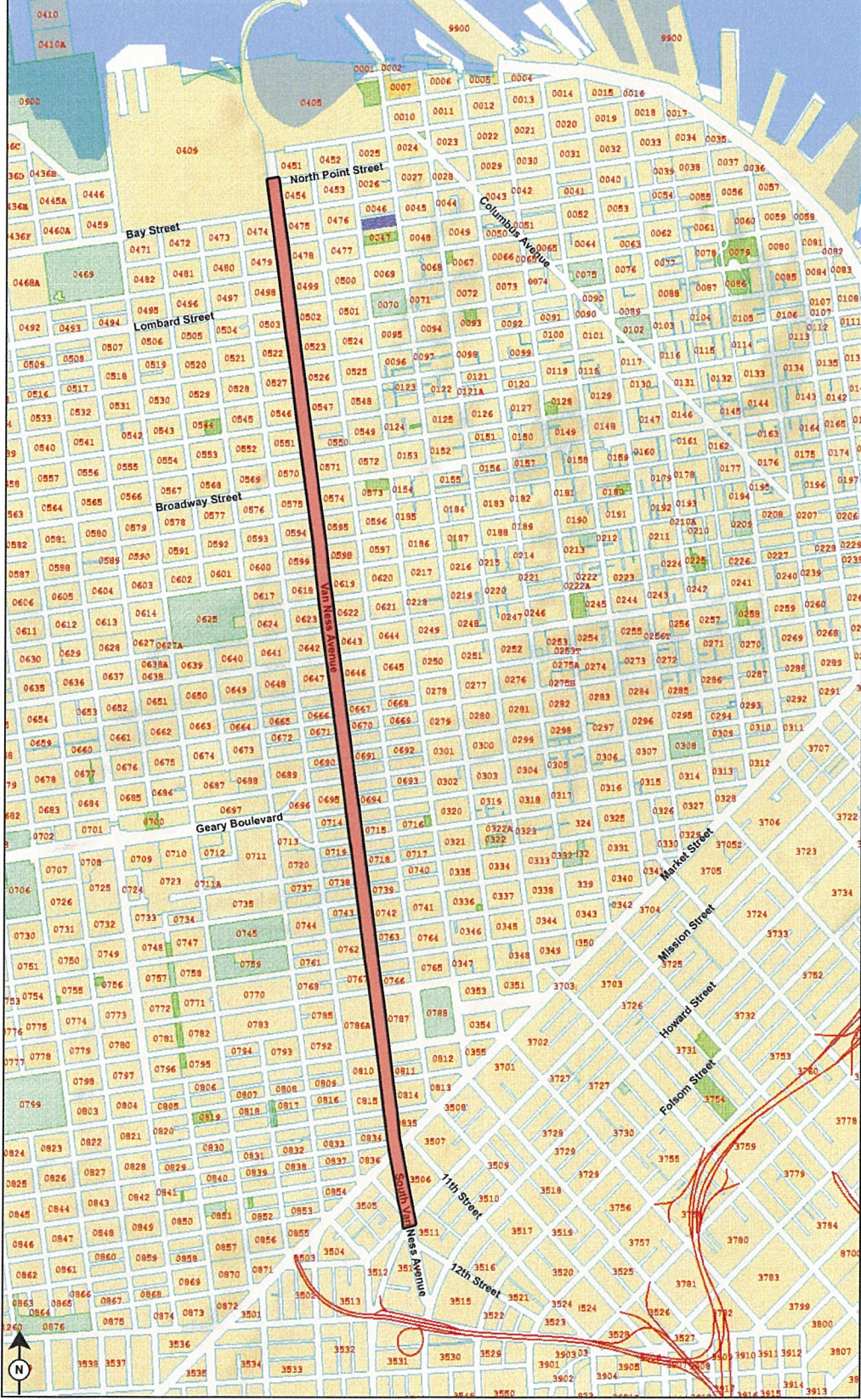


Meta Bunse

JRP Historical Consulting, LLC

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San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Milford Wayne Donaldson, State Historic Preservation Officer
California Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

June 12, 2009

Dear Mr. Donaldson:

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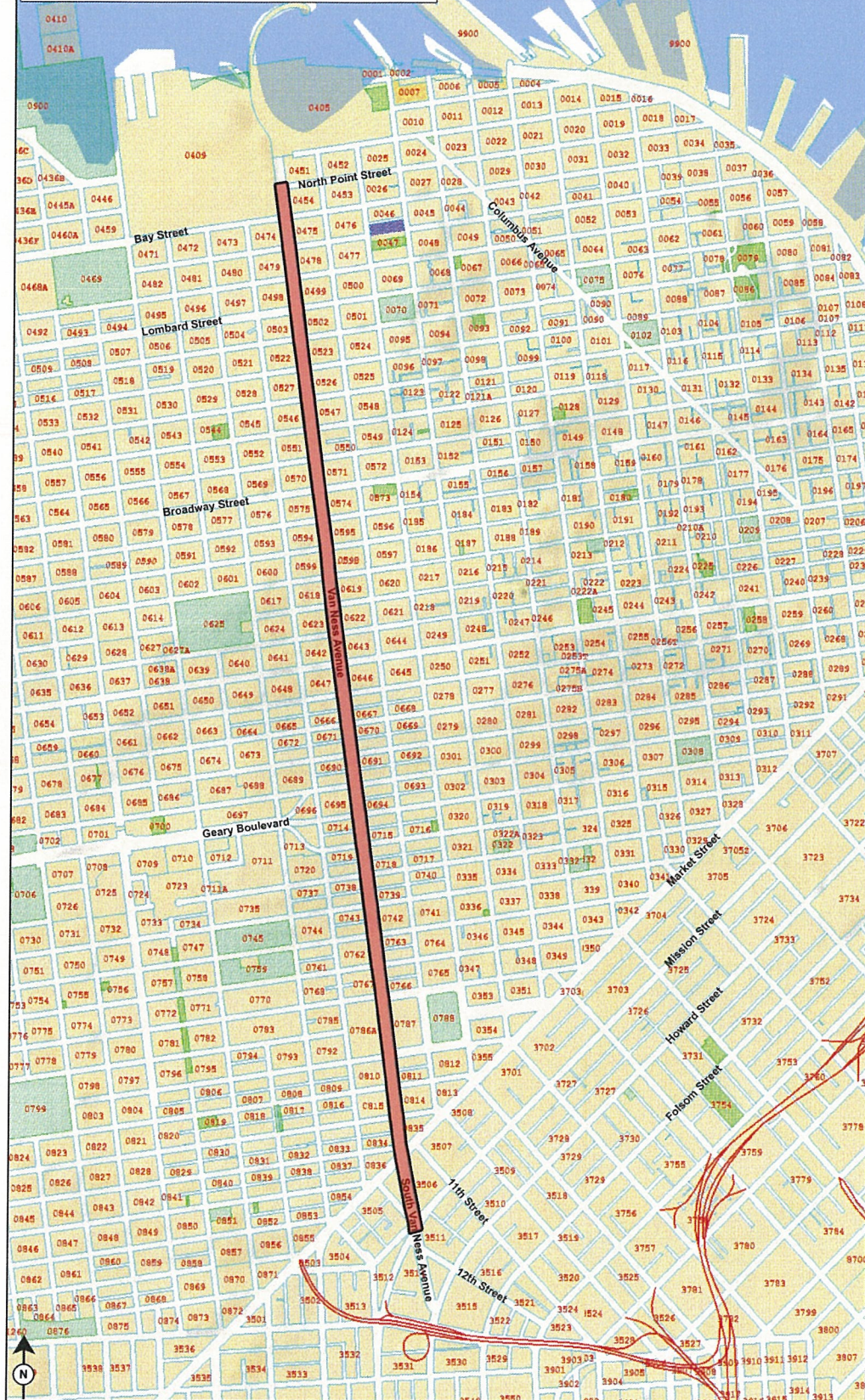
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Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Sophie Middlebrook, Acting Preservation Coordinator
San Francisco Planning Department
San Francisco Historic Preservation Commission
1650 Mission St., Ste. 400
San Francisco, CA 94103

June 12, 2009

Dear Ms. Middlebrook:

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Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Jason Henderson
300 Buchanan Street, Apt. 503
San Francisco, CA 94102

June 12, 2009

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Four alternatives have been defined for the proposed Van Ness Avenue BRT Project, including one no-build alternative and three build alternatives: a side-line alternative with bus stops placed along the sidewalk of Van Ness, and two alternatives that involve a center-running bus lane. All of the build alternatives include the following elements: a lane dedicated to transit (the lane in Alternative 2, would be traversable for turning and parking mixed traffic); higher capacity bus vehicles; level boarding from curb to bus; replacement of the existing MUNI bus Overhead Contact System (OCS) Poles/Street Lights; sidewalk extension, or bulbs, at corners; pedestrian safety, landscaping and streetscape improvements and amenities; access and lighting improvements; high-quality stops/stations; proof of payment/all door boarding/fare prepayment; and transportation system management (TSM) capabilities.

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Alternative 2: Curb Lane BRT with Parallel Parking

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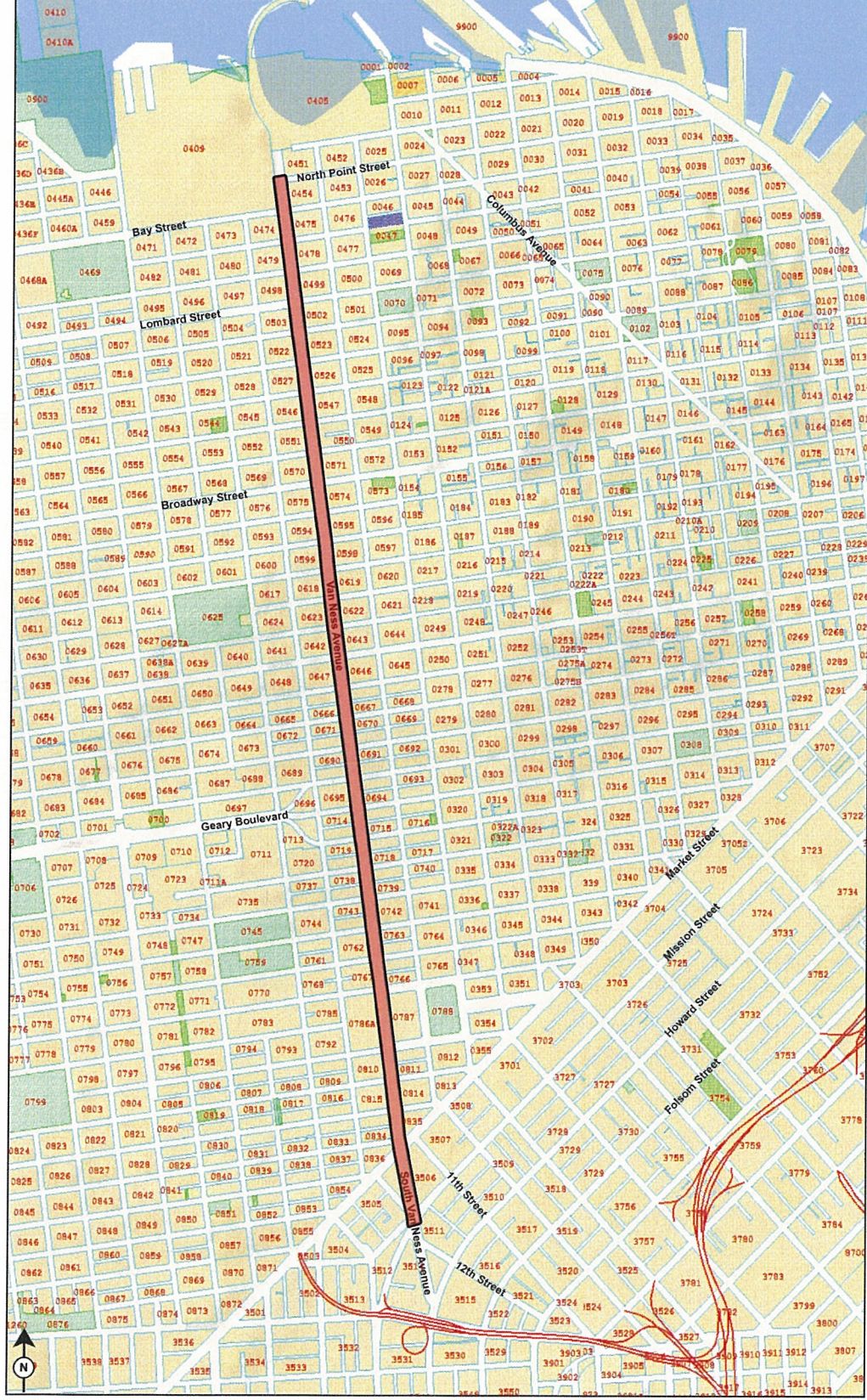
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Sincerely,


Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Michelle Brant
2435 Gough Street
San Francisco, CA 94123

June 12, 2009

Dear Ms. Brant:

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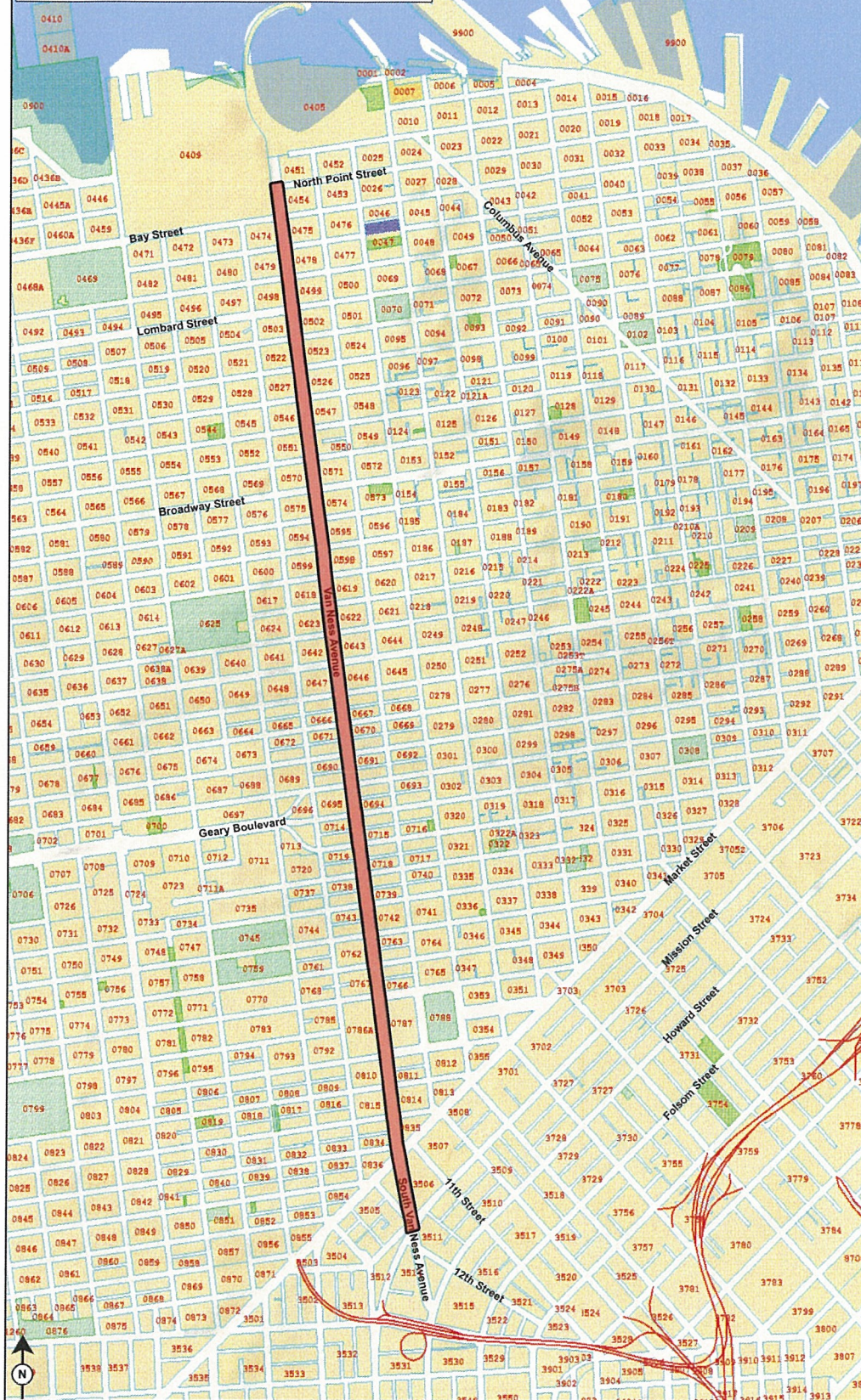


Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

The Victorian Alliance
824 Grove Street
San Francisco, CA 94117

June 12, 2009

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JRP Historical Consulting, LLC

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San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Fort Point National Historic Site
P.O. Box 29333
Presidio of San Francisco, CA 94129

June 12, 2009

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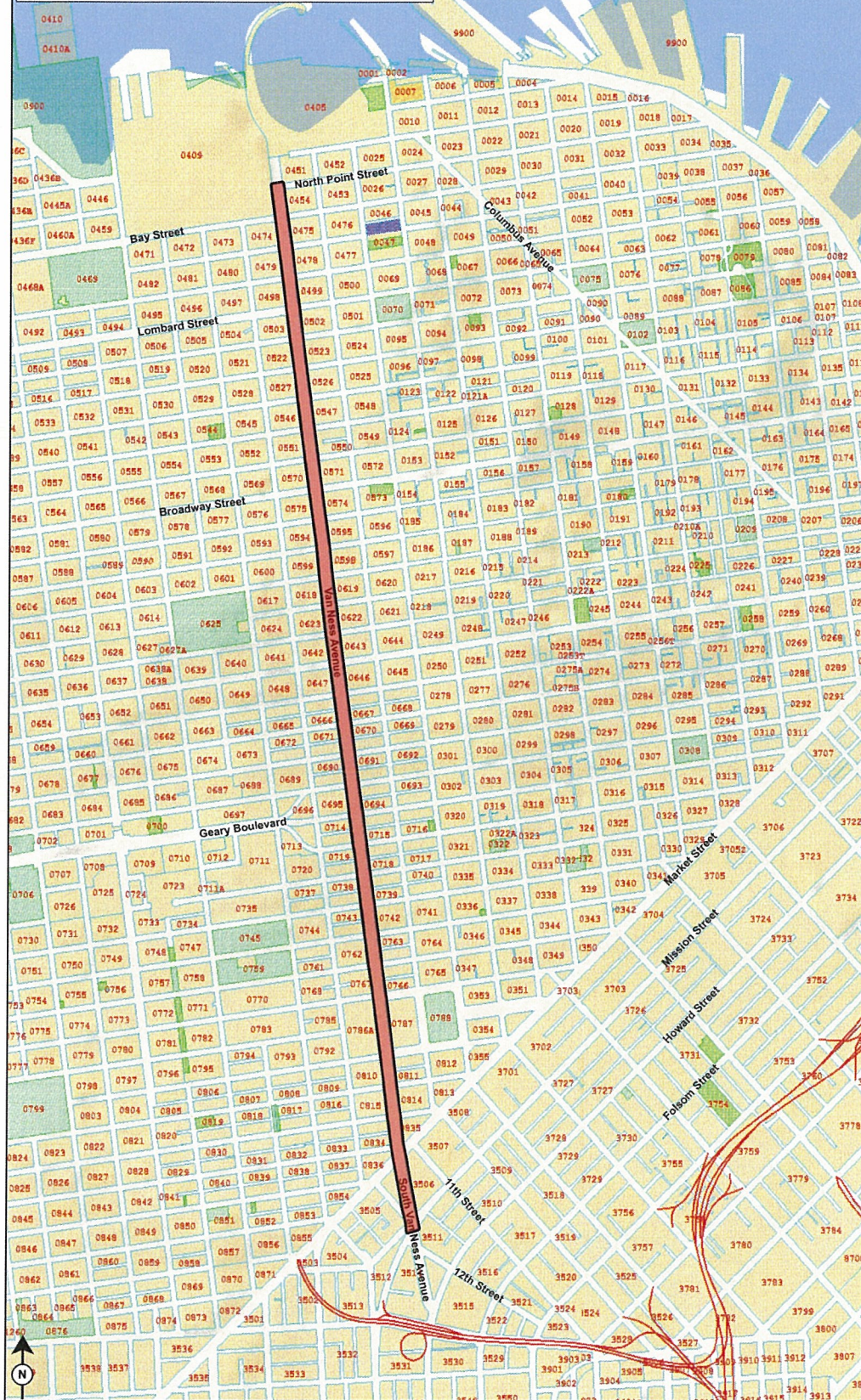


Meta Bunse

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Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Art Deco Society of California
100 Bush Street
San Francisco, CA 94104

June 12, 2009

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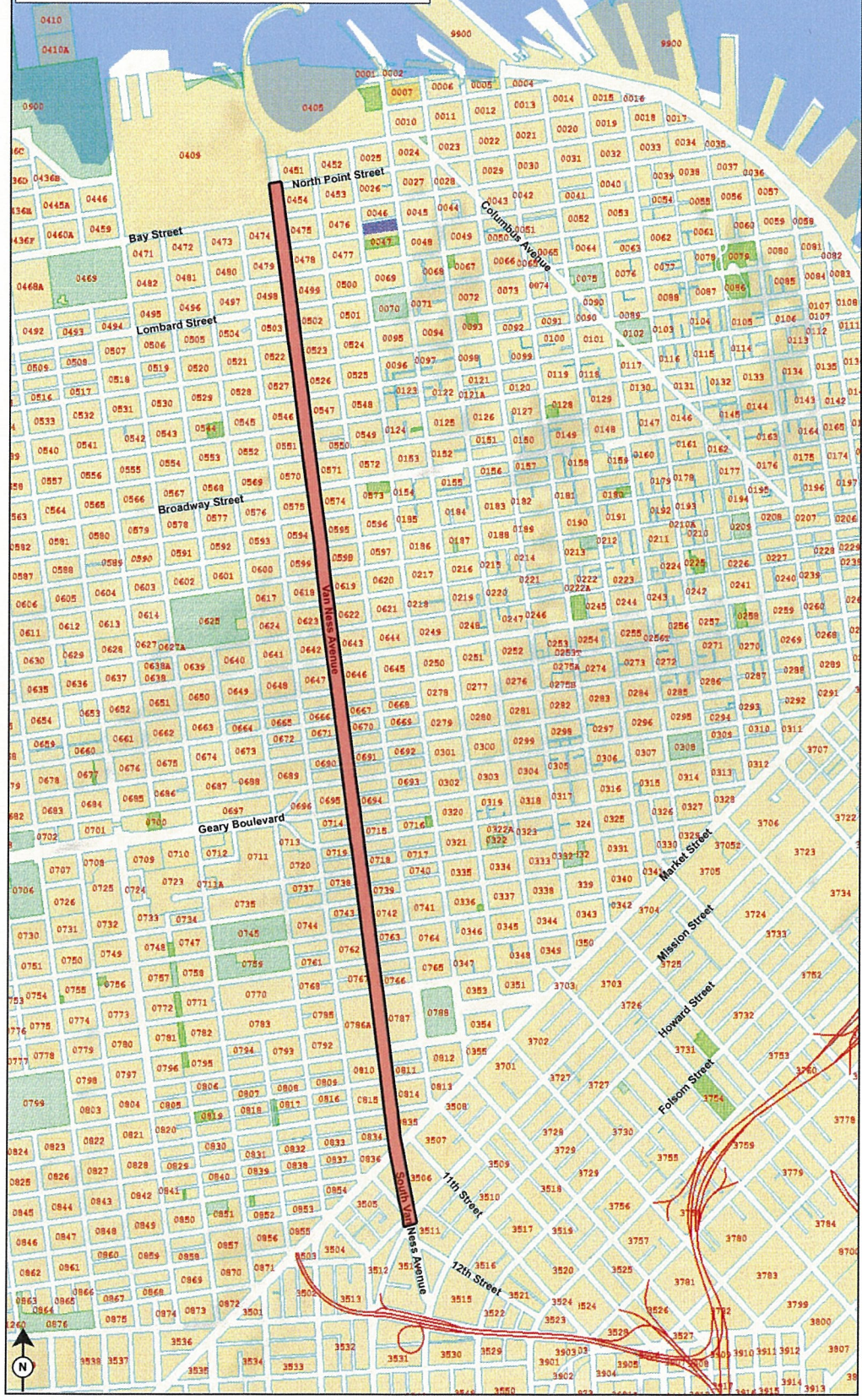


Meta Bunse

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San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Diane Carroll
1650 Jackson Street, #608
San Francisco, CA 94109

June 12, 2009

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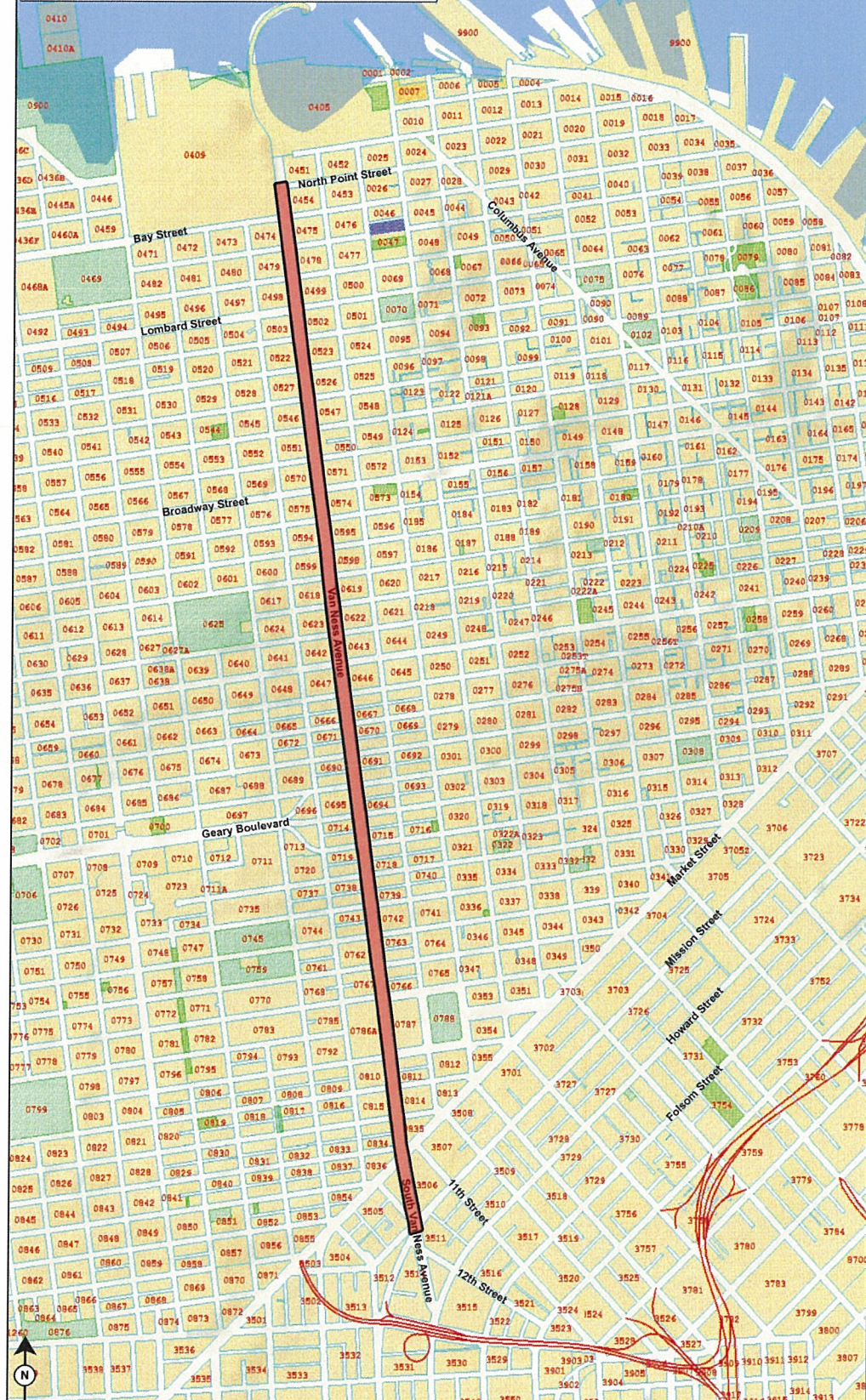
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Sincerely,


Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Marla Taylor
601 Van Ness Avenue, #230
San Francisco, CA 94102

June 12, 2009

Dear Ms. Taylor:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Alternative 2: Curb Lane BRT with Parallel Parking

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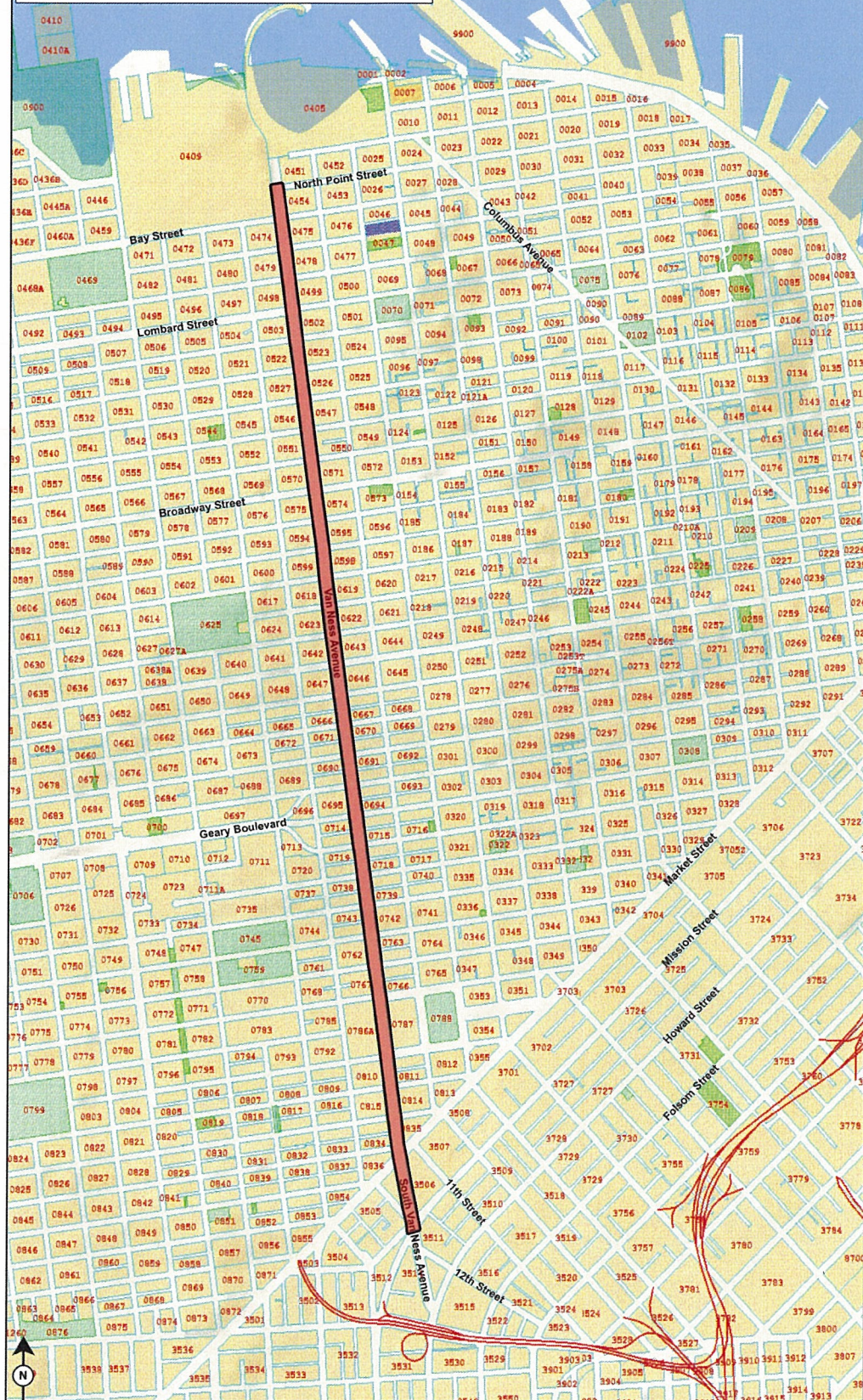


Meta Bunse

JRP Historical Consulting, LLC

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San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Lawrence Li
2019 Hyde Street
San Francisco, CA 94109

June 12, 2009

Dear Mr. Li:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Meta Bunse

JRP Historical Consulting, LLC

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San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Steve Kendrick
580 California Street, Suite 500
San Francisco, CA 94104

June 12, 2009

Dear Mr. Kendrick:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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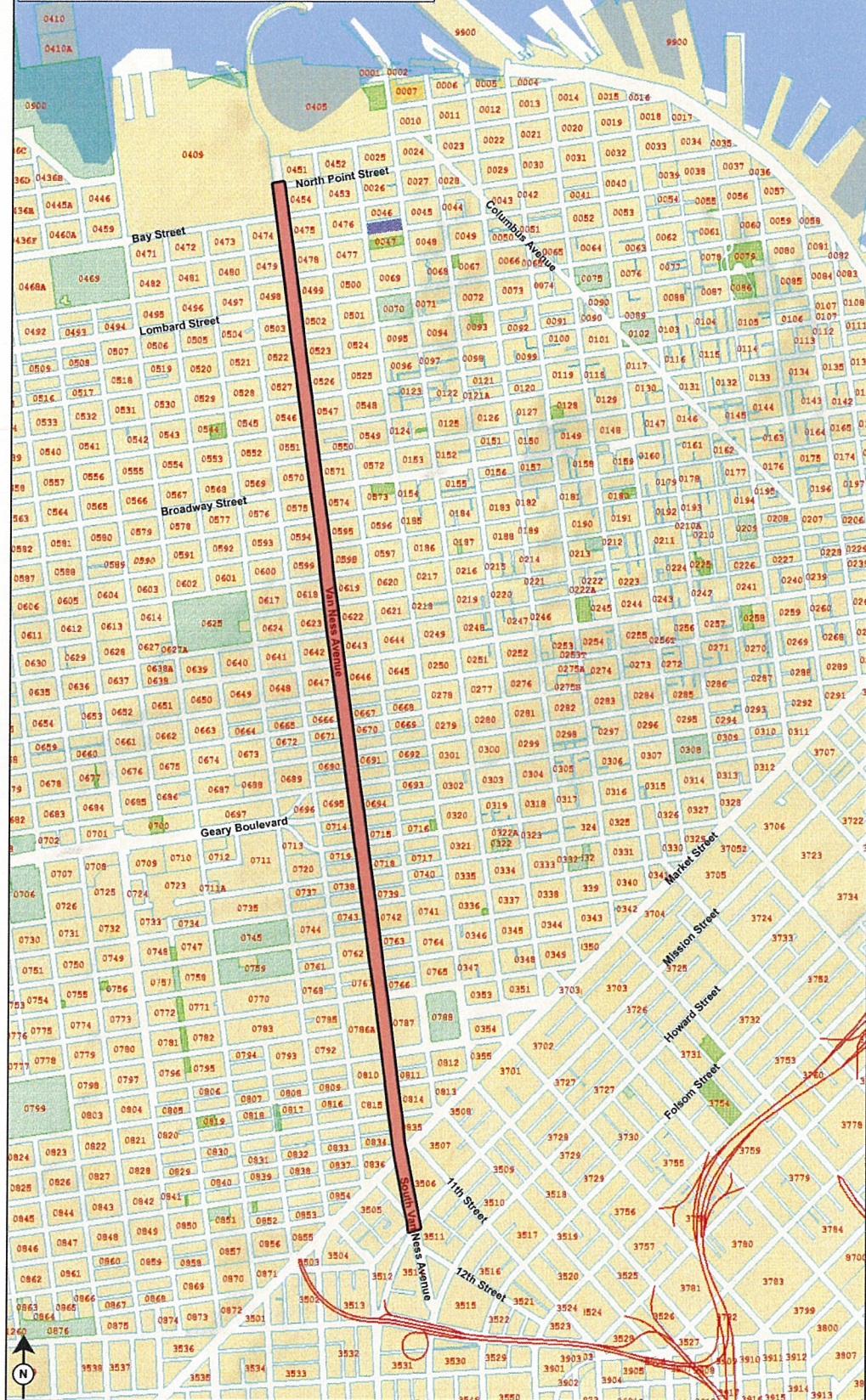


Meta Bunse

JRP Historical Consulting, LLC

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San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Bill Applegate, President
California Heritage Council
P.O. Box 475046
San Francisco, CA 94147

June 12, 2009

Dear Mr. Applegate:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Meta Bunse

JRP Historical Consulting, LLC

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San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area



Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Cindy Heitzman, Executive Director
California Preservation Foundation
5 Third St., Ste 424
San Francisco, CA 94103

June 12, 2009

Dear Ms. Heitzman:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Partners

Rand F. Herbert
Stephen R. Wee
Meta Bunse
Christopher McMorris

Carlotta Mellon, Ph.D., President
California Historical Society
678 Mission Street
San Francisco, CA 94105

June 12, 2009

Dear Ms. Mellon:

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Alternative 4: Center Lane BRT with Left-Side Boarding/Center Median

Alternative 4 would convert the inside lane of mixed traffic in each direction into a dedicated bus lane operating adjacent to the existing landscaped median. Station platforms would be located on the single center median, requiring left-side passenger loading and unloading. Bus vehicles serving this route would need doors on the left and right sides of the vehicle to allow service to both the left-side BRT platforms and right-side stops throughout the non-BRT portions of the routes. Alternative 4 would include OCS pole/street light replacement; additionally, this alternative would require relocation or replacement of the existing OCS support and power delivery system.

In accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the proposed Project is subject to environmental review, including review of historic resources. For the purposes of this Project, the Authority is the lead agency under CEQA while FTA is the lead agency under NEPA.

As part of this process, JRP Historical Consulting, LLC (JRP) has been hired to prepare a Historical Resources Inventory and Evaluation Report (HRIER) to identify any possible or existing historic properties within the Area of Potential Effects (APE). Historic properties are those properties potentially eligible for, determined eligible for, or listed in the National Register of Historic Places or the California Register of Historical Resources. The purpose of HRIER is to comply with Section 106 of the National Historic Preservation Act (NHPA), which requires Federal agencies to take into account the effects of their undertakings on historic properties (36 CFR §800.1).

Additionally, Section 106 mandates that the lead agency seek public comment and notify interested parties of the undertaking (36 CFR §800.2). If you or your organization has any concerns regarding existing or potential historical resources in the project area, please respond in writing to me at the address below citing your concerns within the next thirty days. For additional project information, or to receive copies of this project information via regular mail, please see website: www.vannessbrt.org, or contact: Rachel Hiatt, Senior Transportation Planner, rachel.hiatt@sfcta.org, or 415.522.4809.

Sincerely,


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JRP Historical Consulting, LLC

Enclosures: Project Map

San Francisco County Transit Authority (SFCTA)
Van Ness Avenue Bus Rapid Transit (BRT) Improvements
Project Area

