



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

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Carol Rowland-Nawi
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attn. Trevor Pratt

JAN 29 2013

Re: Pagoda Theater Update to San Francisco Central
Subway Project: Amended Archaeology APE

Dear Ms. Rowland-Nawi:

The Federal Transit Administration (FTA) sent a letter dated January 18, 2013 to the State Historic Preservation Officer (SHPO) requesting an amended Area of Potential Effects (APE) for historic architecture. In this letter, which supplements our January 18 letter, FTA also requests concurrence regarding an amendment to the archaeology APE for the San Francisco Municipal Transportation Agency's (SFMTA) Central Subway Project (Project), in accordance with 36 CFR Part 800.4(a)(1). The amended APE will include the Pagoda Theater site and adjacent property under Powell Street.

Project Description and Status

We repeat the project description from our letter of January 18, 2013, taken from the FTA's Record of Decision for the Central Subway Project:

FTA signed a Record of Decision on November 26, 2008 for SFMTA's Central Subway Project-Phase 2 of the Third Street Light Rail Project (OHP #FTA980703A (FTA970609A)) in San Francisco, California (the Project). The Project, which includes four stations, is a 1.7-mile light rail transit extension of the existing Third Street Light Rail line. The Project runs along Fourth and Stockton Streets, from the existing Third Street Light Rail Station at Fourth and King to a terminus in Chinatown at Stockton and Jackson Streets. The Project would operate as a surface double-track light rail in a primarily semi-exclusive median on Fourth Street between King and Bryant Streets. The rail would transition to a subway operation at a portal under the I-80 Freeway, between Bryant and Harrison Streets, and continue underground along Fourth Street in a twin-tunnel configuration, passing under the BART/Muni Market Street tube and continuing north under Stockton Street to the Chinatown Station. The Project would have four stations: one surface station between Brannan and Bryant Streets and three subway stations: Moscone, Union Square/Market Street, and Chinatown. Twin construction tunnels would extend under Stockton Street beyond the Chinatown Station, located under Stockton Street between Clay and Jackson Streets, and continuing north under Stockton Street to Columbus Avenue in the vicinity of Washington Square. This temporary construction tunnel would be used for the extraction of the Tunnel Boring

Machines. Alternative 3B was selected as the Locally Preferred Alternative (LPA) by the SFMTA on February 19, 2008.

On October 11, 2012, FTA awarded a full funding grant agreement to SFMTA and construction has begun.

Updated Project Description

Alternative 3B would remain the same as described in the September 2008 FEIS/FEIR except for a new section of underground tunnel and a new location from which to extract the Tunnel Boring Machine (TBM). The proposed underground tunnel adds approximately 200 feet to the original Alternative 3B alignment. The Project now plans to extract the TBM at 1731-1741 Powell Street rather than along Columbus Avenue, as initially proposed. To accommodate extraction, the Pagoda Theater will be demolished. Subsequent to the extraction of the TBM, a new building would be constructed on the site of the Pagoda Theater.

In 2009, the San Francisco Planning Department approved partial demolition of the Pagoda Theater and modification of the existing building to accommodate a restaurant on the ground floor and 18 residential units for a total of five stories over basement parking. The property is currently approved for a 12' deep excavation over the entire site perimeter to accommodate the future underground parking garage. The building owner has not yet developed the site but retains his existing entitlements.

The face of the TBM is a cutting wheel. It excavates a circular tunnel, creating a 17-foot diameter tube. Excavated material is removed through the back of the machine. As the TBM progresses, it places pre-cast concrete panels that are bolted together. Voids behind the panels are filled with pressurized grout. Its base will pass as much as 40 feet underground before it encounters the TBM retrieval shaft.

The retrieval shaft will have a footprint of approximately 1,600 square feet (40 feet by 40 feet). Essentially a large concrete box, the shaft will allow access to the TBM and its removal by a crane. A soil treated zone, 20 feet by 40 feet and 40 feet deep, will be created immediately adjacent to the retrieval shaft. This zone will consist of grouted columns injected into the soil to create a stable, groundwater barrier at the interface of the tunnel with the retrieval shaft. To facilitate construction of the shaft, the existing brick building will be demolished, its foundations grubbed, and its concrete slab removed.

Archaeology Area of Potential Effects

The existing archaeology APE for Alternative 3B has been revised to consider the horizontal and vertical aspects of the underground tunnel and the relocated TBM extraction shaft (see Attachments 1 and 2).

For the tunnel, the amended archaeology APE includes the area through which the TBM's cutting head will pass. This location begins under Union Street, where the existing APE ends, and extends to the base of the proposed TBM extraction shaft. The tunnel is an enclosed subterranean structure and will not disturb potential archaeological resources either above or below it.

For the TBM extraction shaft, the amended archaeology APE will consist of the entire parcel at 1731-1741 Powell Street. It will consist of the shaft box excavation and the zone of treated soil surrounding it, as described above, as well as the remainder of the parcel to the depth that may be affected by building demolition and associated activities, approximately 10 feet from the surface.

Pursuant to 36 CFR Part 800.2(c)(4), FTA is authorizing SFMTA and its agent to continue consultation about the Project with the SHPO. If you have any questions, please call Mr. John Funghi, Project Manager, SFMTA, at (415) 701-4299, or Mr. Alex Smith, Transportation Planner, at (415) 744-2599.

Sincerely,



Leslie T. Rogers
Regional Administrator

cc: John Funghi, SFMTA

Attachments:

1. FTA Letter to SHPO dated January 18, 2013
2. Amended archaeology APE location within Alternative 3B
3. Detail of amended archaeology APE

1/28/2013

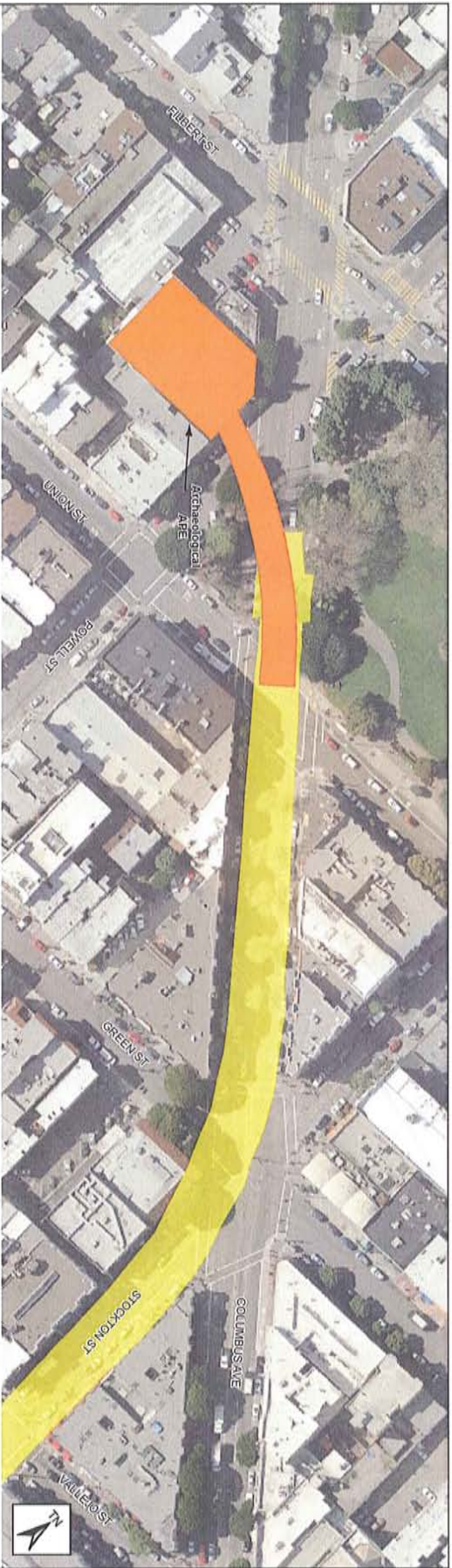
MUNI METRO SYSTEM
THIRD STREET LIGHT RAIL TRANSIT-CENTRAL SUBWAY

AREA OF POTENTIAL EFFECTS
(ARCHAEOLOGY)

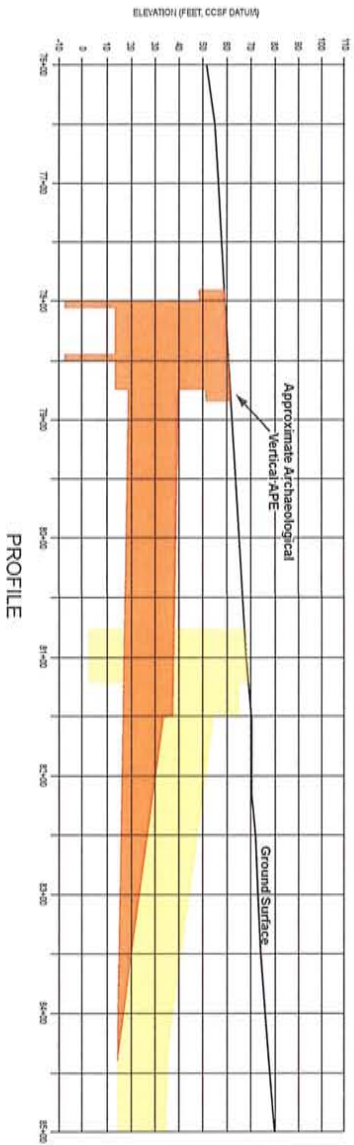
INDEX MAP

ADAPTED FROM
SUPPLEMENTAL ES/SR ALT 3B
OVERALL ALIGNMENT





PLAN



PROFILE

- Amended Archaeological Area of Potential Effects
- Existing Area of Potential Effects

