

SFMTA - TASC SUMMARY SHEET

<p>PreStaff_Date: 6/29/2021 Requested_by: UCSF Handled: Norman Wong 646-2766 Section Head : BW </p>	<p><input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small></p>	<p>No objections: _____ Item Held: _____ Other: _____</p>
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Location: Vermont Street, North of 23rd Street

Subject: Red Zone

PROPOSAL / REQUEST:

ESTABLISH RED ZONE
Vermont Street, west side, from 195 to 225 feet north of 23rd Street
(Supervisor District 10)

Removal of two Zuckerberg General Hospital staff parking spaces, adjacent to the new driveway for Building 7, is required to provide adequate sight visibility for outbound driveway vehicles exiting onto Vermont Street.

Norman Wong, norman.wong@sfmta.com

BACKGROUND INFORMATION / COMMENTS

HEARING NOTIFICATION AND PROCESSING NOTES:

ENVIRONMENTAL CLEARANCE BY:

SFMTA Attached Pending

SHEET NOTES

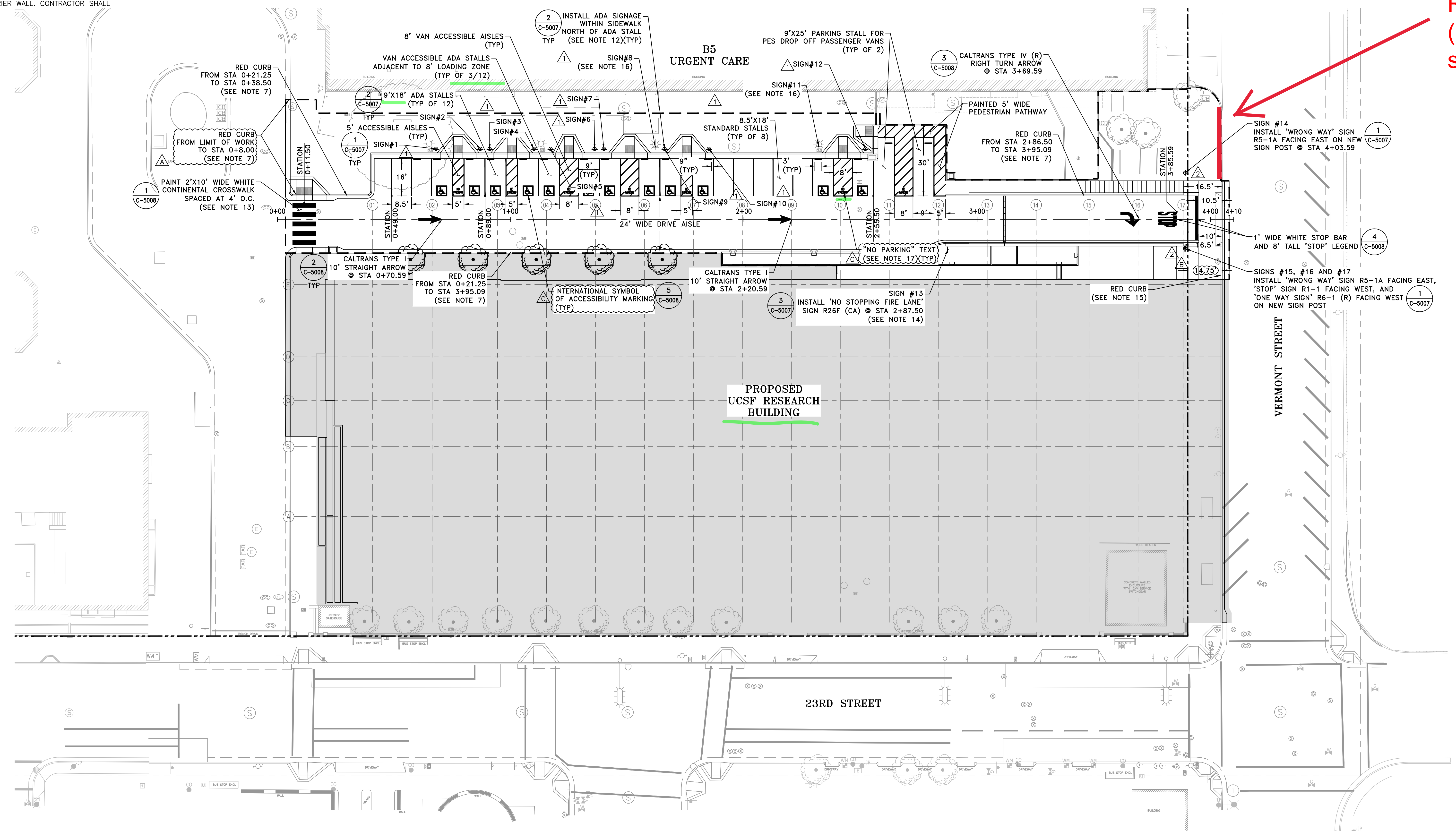
1. ALL PAVEMENT MARKINGS AND STRIPING SHALL BE TWO COATS OF WHITE THERMOPLASTIC PAINT CONFORMING TO SECTION 84 OF THE CALTRANS SPECIFICATIONS.
2. REINSTALL REMOVED SIGNAGE IN THE SAME LOCATIONS AS PREVIOUSLY LOCATED AND IN THE SAME ORIENTATION WHERE INDICATED. MOUNT SIGNAGE IN ACCORDANCE WITH THE CURRENT EDITION OF THE CA MUTCD.
3. ALL SIGNAGE MOUNTING HARDWARE SHALL BE TAMPER PROOF AND CONSTRUCTED OF 6063-T6 ALUMINUM.
4. ALL REGULATORY SIGNS SHALL BE INSTALLED ON LIGHT POLES OR SIGN POSTS (AS INDICATED) FACING THE DIRECTION OF ON COMING TRAFFIC (WITH THE EXCEPTION OF "WRONG WAY" SIGNAGE) IN ACCORDANCE WITH THE CURRENT EDITION OF THE CA MUTCD.
5. ALL REGULATORY SIGNS SHALL BE PER THE CURRENT EDITION OF THE CA MUTCD TABLE 2B-1. CA MUTCD SIGN DESIGNATION ARE AS SHOWN ON THE DRAWING.
6. ALL REGULATORY SIGNAGE SHALL BE MOUNTED A MINIMUM OF 7 FEET ABOVE THE ADJACENT CURB AND IN ACCORDANCE WITH THE CURRENT EDITION OF THE CA MUTCD.
7. CONTRACTOR SHALL PAINT FACE OF CURB AND TOP OF CURB ALONG ROADWAY. ALL RED CURB SHALL HAVE "NO PARKING - FIRE LANE" STENCILED IN WHITE, SPACED AT 25 FOOT INTERVALS. IF CURB IS LESS THAN 25 FEET LONG, STENCIL "NO PARKING - FIRE LANE" AT LEAST ONCE.
8. DIMENSIONS ARE FROM CENTER OF STRIPE TO CENTER OF STRIPE, EXCEPT WHERE PARKING STALL, ACCESS AISLE OR PATHWAY ARE ADJACENT TO A WALL, EDGE OR PROTRUDING FEATURE - IN THESE AREAS THE DIMENSION IS UP TO THE ADJACENT WALL, EDGE OR PROTRUDING FEATURE.
9. PAINT STRIPES ARE 4" TO 4.5" IN THICKNESS.
10. ALL ACCESS AISLE STRIPING SHALL COMPLY WITH CBC CHAPTER 11B.
11. STATION CALLOUT IS TO CENTER OF PAINT STRIPE.
12. SEE SIGNAGE LOCATIONS TABLE FOR LOCATION OF SIGNAGE.
13. STATIONING CALLOUT AT CENTER OF CROSSWALK STRIPING. CROSSWALK STRIPING CENTER ALIGNED WITH RAMP PORTION OF ADJACENT CURB RAMPS.
14. MOUNT SIGN POST TO SOUTH SIDE OF VEHICLE BARRIER WALL. CONTRACTOR SHALL

15. SFMTA TO PAINT FACE OF CURB AND TOP OF CURB ALONG VERMONT STREET. CURB SOUTH OF DRIVEWAY WITHIN RSI PROJECT EXTENTS SHALL BE PAINTED RED. ALL RED CURB SHALL HAVE "NO PARKING - FIRE LANE" STENCILED IN WHITE, SPACED AT 25 FOOT INTERVALS. IF CURB IS LESS THAN 25 FEET LONG, STENCIL "NO PARKING - FIRE LANE" AT LEAST ONCE. COORDINATE ALL NEW CURB PAINT WITH SFMTA'S COLOR CURB PROGRAM.
16. MOUNT ADA SIGNAGE ONTO EXISTING LIGHT POST.
17. "NO PARKING" TEXT WITHIN ACCESS AISLES SHALL CONFORM TO CALTRANS 2018 STANDARD PLAN A24E.
18. LOCATION INFORMATION FOR SIGNAGE IS TO CENTER OF SIGN POST.

SIGNAGE LOCATIONS		
SIGN# (TYPE)	N/S DIRECTION	E/W DIRECTION
SIGN#1 (ADA)	30.21' NORTH OF STA LINE	STATION 0+68.00
SIGN#2 (ADA)	30.21' NORTH OF STA LINE	STATION 0+87.00
SIGN#3 (ADA)	30.21' NORTH OF STA LINE	STATION 0+91.00
SIGN#4 (ADA)	30.21' NORTH OF STA LINE	STATION 1+10.00
SIGN#5 (ADA)	30.21' NORTH OF STA LINE	STATION 1+17.14
SIGN#6 (ADA)	30.21' NORTH OF STA LINE	STATION 1+36.00
SIGN#7 (ADA)	30.21' NORTH OF STA LINE	STATION 1+40.00
SIGN#8 (ADA)	30.96' NORTH OF STA LINE	STATION 1+62.04
SIGN#9 (ADA)	30.21' NORTH OF STA LINE	STATION 1+66.00
SIGN#10 (ADA)	30.21' NORTH OF STA LINE	STATION 1+85.00
SIGN#11 (ADA)	31.10' NORTH OF STA LINE	STATION 2+32.13
SIGN#12 (ADA)	30.21' NORTH OF STA LINE	STATION 2+52.10
SIGN#13	13.00' SOUTH OF STA LINE	STATION 2+87.50
SIGN#14	19.92' NORTH OF STA LINE	STATION 3+89.22
SIGN#15, #16, #17	12.25' SOUTH OF STA LINE	STATION 3+89.22

Overall Site Plan

Red Curb (removes 2 spaces)



University of California
San Francisco
UCSF ROADWAY AND
SITE IMPROVEMENTS
AT ZSFG
BUILDING 7
1001 POTRERO AVENUE,
SAN FRANCISCO, CA 94110
ASSESSOR'S LOT 1
BLOCK 4154

CONTRACTOR
BOLDT
THE BOLDT COMPANY
375 BEALE STREET, SUITE 500
SAN FRANCISCO, CA 94105

ARCHITECT
SOM
SKIDMORE, OWINGS & MERRILL LLP
ONE MARITIME PLAZA
SAN FRANCISCO, CA 94111

CIVIL
FREYER & LAURETA, INC
150 EXECUTIVE PARK BLVD., SUITE 4200
SAN FRANCISCO, CA 94134

STRUCTURAL
DEGENKOLB
375 BEALE STREET, SUITE 500
SAN FRANCISCO, CA 94105

MECHANICAL
TAYLOR ENGINEERING
1050 MARINA VILLAGE PARKWAY, SUITE 501
ALAMEDA, CA 94501

PLUMBING
SOUTHLAND INDUSTRIES
3325 WESTERN AVENUE
UNION CITY, CA 94587

ELECTRICAL
SILVERMAN & LIGHT
1201 PARK AVENUE, SUITE 100
EMERYVILLE, CA 94608

LAB PLANNER
JACOBS CONSULTANCY
401 B STREET, SUITE 1500
SAN DIEGO, CA 92101

NO	DESCRIPTION	DATE
1	DESIGN DEVELOPMENT	2019.04.08
2	100% DESIGN DEVELOPMENT	2019.07.10
3	CONSTRUCTION DOCUMENTS	2020.01.09
4	DBI BACKCHECK 1	2020.02.14
5	DBI BACKCHECK 2	2020.02.18
6	BULLETIN A	2020.04.23
7	BULLETIN B	2020.05.15
8	DBI BULLETIN C	2020.08.04

APPROVED
Dept. of Building Insp.
San Francisco
December 03, 2020
202009184315_BLDG DWGS
PATRICK J. GORDAN
INTERIM DIRECTOR
DEPT. OF BUILDING INSPECTION

David M. Jones
DEPARTMENT OF
BUILDING INSPECTION
November 13, 2020

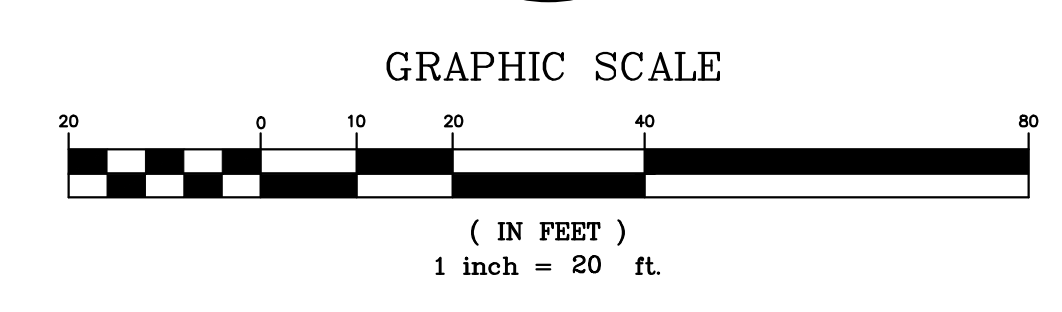
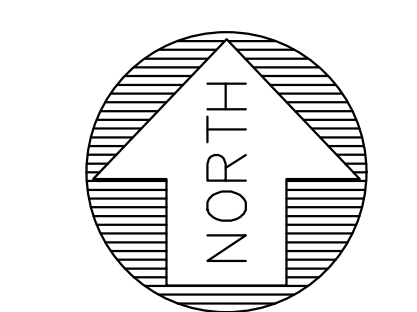
SEAL & SIGNATURE

SIGNED ON 07/27/2020

CAMPUS CAAN
ZSFG 3079
PROJECT NUMBER UCSF PROJECT NUMBER
290001 PRJ-168
SHEET NAME

**STRIPING &
SIGNAGE PLAN**

SHEET NUMBER
C-1005





View of Vermont (north of 23rd St)

To: Office of Planning and Research
 PO Box 3044, 1400 Tenth Street, Room 222
 Sacramento, CA 95812-3044
 County Clerk County of _____

From: University of California
 Physical & Environmental Planning
 1111 Franklin Street, 6th Floor
 Oakland, California 94607-5200

**Subject: Filing of Notice of Determination
 in Compliance with Section 21108 or 21152 of the Public Resource Code.**

State Clearinghouse Number: 2015102010

Project Title: UCSF Research Building and City Parking Garage Expansion at the Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center Campus

Project Applicant: University of California, San Francisco

Parties Undertaking Project: University of California

Project Location: Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center campus (Twenty-Third Street between Vermont and Utah streets)

County: San Francisco

Project Description: The project consists of a new 175,000 gross-square-foot research building comprised of wet and dry laboratory and administrative desktop space at the Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center campus. The building would be constructed on land ground-leased from the City and County of San Francisco.

This Notice of Determination is to advise that the University of California Lead Agency has approved the above-described project on *November 14, 2019* and has made the following determinations:

1. An Addendum to the UCSF Research Building and City Parking Garage Expansion at the Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center Campus Final Environmental Impact Report (Final EIR) was prepared for this project pursuant to the provisions of CEQA.
2. Mitigation measures from the Final EIR were made a condition of the approval of the project; no new project-specific mitigation measures are required.
3. The implementation of applicable UCSF Research Building and City Parking Garage Expansion at the Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center Campus Final EIR mitigation measures will be monitored and reported pursuant to the Final EIR's Mitigation Monitoring and Reporting Program.
4. The previous statement of overriding considerations in the UCSF Research Building and City Parking Garage Expansion at the Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center Campus Final EIR was reaffirmed for this project.
5. Findings were made pursuant to the provisions of CEQA.

This is to certify that the final Environmental Impact Report with comments and responses and record of project approval is available to the general public at: University of California San Francisco Campus Planning, 654 Minnesota Street, 2nd Floor, 94143-0286, Attn: Environmental Coordinator, Diane Wong. (41) 502-5952.

Signature:


 Brian Harrington

Title: Associate Director, Physical and Environmental Planning

Date: *November 14, 2019*

Governor's Office of Planning & Research

NOV 15 2019

STATE CLEARINGHOUSE
Revised 2004

Dated Received for filing at OPR

Memorandum

Date: May 28, 2020

To: Sarah Tenpas, BOLDT

From: Byung Lee, PE, TE, CHS Consulting Group

Frank Feng, CHS Consulting Group

Re: Visibility Analysis for UCSF ZSFG Roadway and Site Improvements Project

This memorandum describes the visibility analysis for outbound vehicles on the new driveway at the intersection with Vermont Street. Specifically, analyses and recommendations are performed on the following areas:

1. Determine if adequate sight distance is provided for outbound vehicles on both the horizontal and vertical alignment of the new driveway at Vermont Street.
2. Determine if the angled parking spaces, located immediately north of the new roadway, will need to be removed.
3. Determine the maximum height and extension of the ramp walls at the north and south of the roadway that would allow appropriate visibility.

Methodology

Sight distance analysis was performed at the new driveway and Vermont based on the current Caltrans 2018 *Highway Design Manual*, 6th Edition (*HDM*). Vermont Street is a 46-foot-wide southbound one-way street with 45-degree angled on-street parking on both sides of the street within the study area. The new driveway is a 20-foot-wide one-way exit driveway with approximately 12 % grade per the UCSF RSI – DBI drawings.

Stopping sight distance and sight distance triangle have the following assumptions and standards (*HDM*):

- The minimum recommended stopping sight distance is 150 feet per *HDM*, assuming that design speed for Vermont Street is 25 mph.
- The minimum recommended stopping sight distance is 50 feet per *HDM*, assuming design speed for the new driveway is 10 mph.
- The decision point has the following properties (*HDM*):
 - o Roadway's line of sight is along its centerline, which is 10 feet from either ramp wall.
 - o Vermont Street's line of sight is along its centerline, which is 23 feet from either curbside.
 - o The driver sits 10 feet set back from the stop bar, or 7 feet set back from the ramp wall extent.
 - o The object stands 0.5 feet vertically (object height) at the sidewalk curbside.

-
- Vertical sight distance is the horizontal distance between the pedestrian and the driver. It is based on eye height, object height, and geometry of the design vertical curve (*HDM*).

Results and Analyses

The minimum recommended horizontal stopping sight distance is 150 feet for a vehicle travelling at 25 mph. **Appendix 1** (left figure) shows the sight distance triangle drawn from driver's decision point in the plan view. The sight distance triangle shows that there is an obstruction limiting the sight distance due to two existing angled parking spaces, located immediately north of the new driveway. The parked vehicles will not only fall within the sight distance triangle and but also exceed the driver's eye height of 3.5 feet. It is recommended to eliminate two angled parking on the west side of Vermont Street, so sight distance will be improved.

Appendix 1 (bottom-right figure) shows the height and extension of the ramp wall on the north and south side of the roadway. The south ramp wall is compliant because existing design is already lower than driver's eye height at decision point. However, the design elevation of north wall at the east end is 94.08 feet, which is 0.5 foot higher than driver's eye height at decision point. As a result, the north wall will need to be restricted to no more than 93.68 feet in elevation. Alternatively, the east end of the wall will need to be shortened horizontally to the west by at least 3.5 feet from existing design to Station 3+88.60.

The measured sight distance at the new driveway is 48 feet as shown on **Appendix 1** (top-right figure). The profile view shows the line of sight drawn along the new driveway from the object 0.5-foot-high on the sidewalk to the driver located 48 feet away whose eye height is 3.5 feet. The minimum recommended stopping sight distance is 50 feet for a vehicle travelling at 10 mph. Therefore, sight distance for this section of driveway is not adequate.

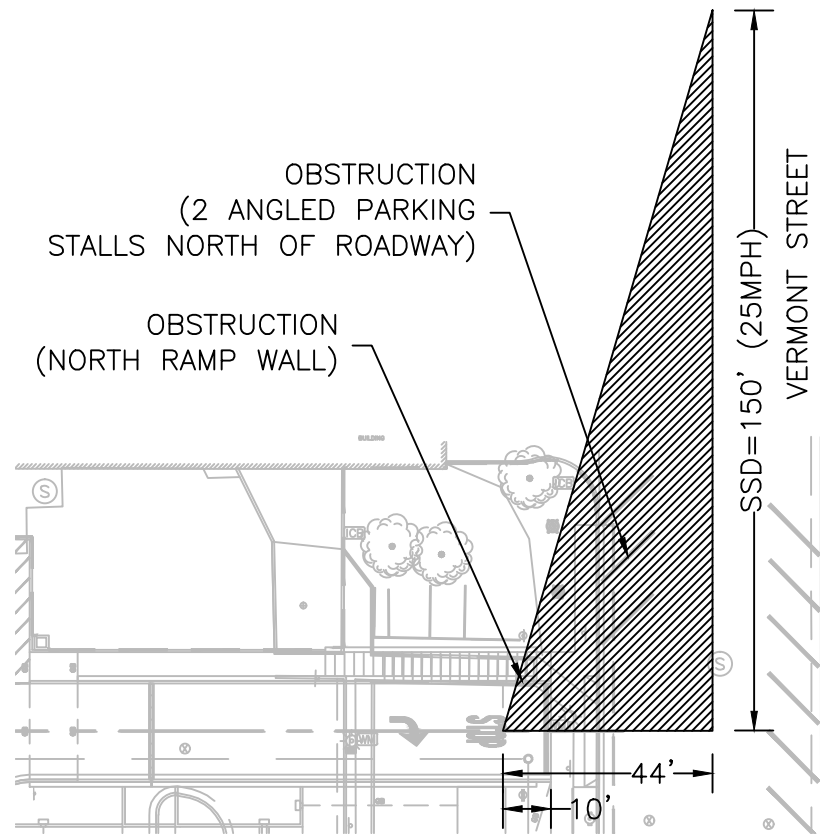
Recommendations

Based on the results and analyses, the following recommendations are made:

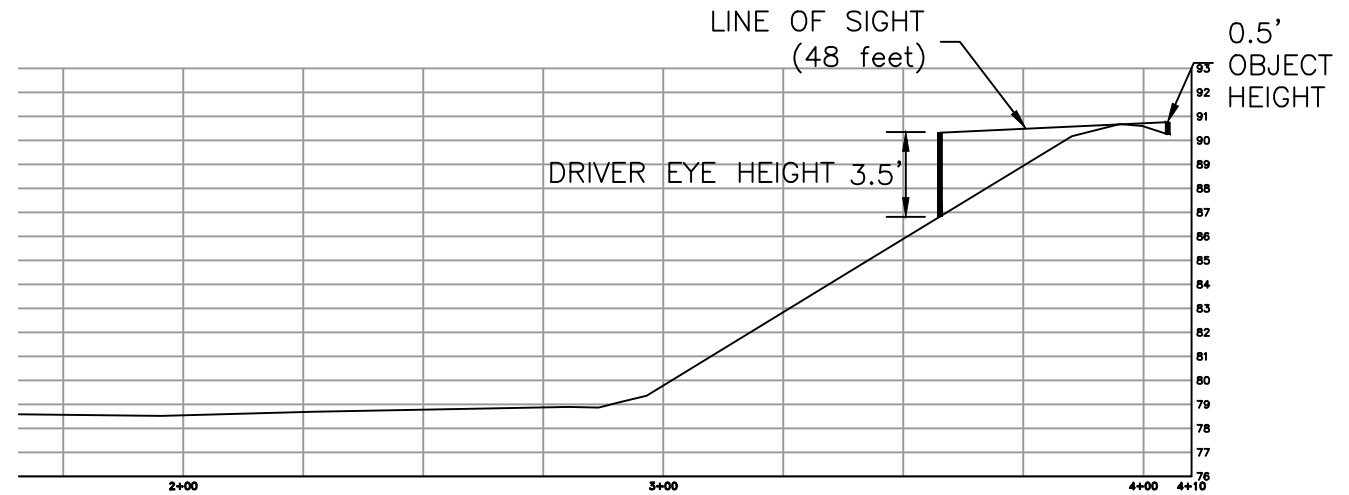
1. Two existing angled parking spaces, located immediately north of the new roadway, will need to be removed because the parked vehicles will not only fall within the sight distance triangle and but also exceed the driver's eye height of 3.5 feet.
2. The height and extension of the south ramp wall is compliant, but the north wall will need to be restricted to one of the following:
 - a. The maximum height should be no more than driver's eye height at decision point.
 - b. The east end of the wall should be shortened horizontally to the west by at least 3.5 feet from existing design.
3. Based on 48 feet of sight distance along the new driveway, it is recommended to install speed limit (R2-1) sign to limit the vehicle speed at 5 mph.

Appendix

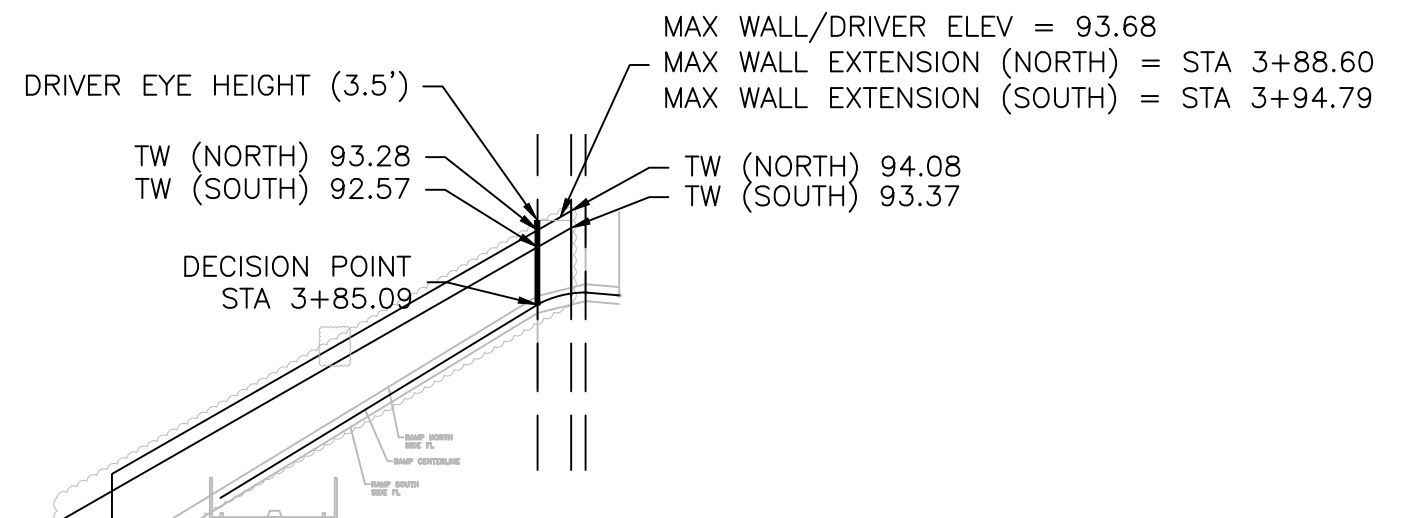
Appendix 1: Sight Distance Analysis Exhibit



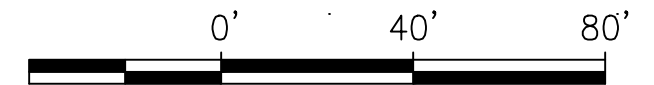
HORIZONTAL STOPPING SIGHT DISTANCE
PLAN VIEW



VERTICAL STOPPING SIGHT DISTANCE
DRIVEWAY PROFILE VIEW
(VERTICAL SCALE: 1"=8')



HEIGHT AND EXTENSION OF NORTH & SOUTH RAMP WALLS
PROFILE VIEW
(VERTICAL SCALE: 1"=8')



GRAPHIC SCALE

LEGEND

MINIMUM CLEAR SIGHT TRIANGLE TO BE MAINTAINED



220 MONTGOMERY STREET, SUITE 346
SAN FRANCISCO, CA 94104
PHONE (415) 392-9688

UNIVERSITY OF CALIFORNIA SAN FRANCISCO

ZSFG ROADWAY AND SITE IMPROVEMENTS

VISIBILITY ANALYSIS

Fire review/approval of plan set

Wong, Norman

From: Sarah Tenpas <Sarah.Tenpas@boldt.com>
Sent: Monday, June 21, 2021 12:14 PM
To: Wong, Norman
Subject: SFFD sign off of USCF Roadway
Attachments: P168 RSI CD Drawings - Permit Set_APPROVED 20200420_ASK-064.pdf; 20200420 Building Permit App APPROVED.pdf

EXT

Hi Norman,
See attached reviewed drawing provided to SFFD for our building permit 202001162041. Permit was signed off by Cap. Tracy O'Keeffe with SFFD.
Let me know if there's anything else we can provide.

Best,
Sarah

Sarah Tenpas, CM-Lean

Superintendent



415.583.2777 | [Cell/Text](#)
sarah.tenpas@boldt.com
[Profile](#) | [LinkedIn](#)

375 Beale Street
Suite 500
San Francisco, CA 94105

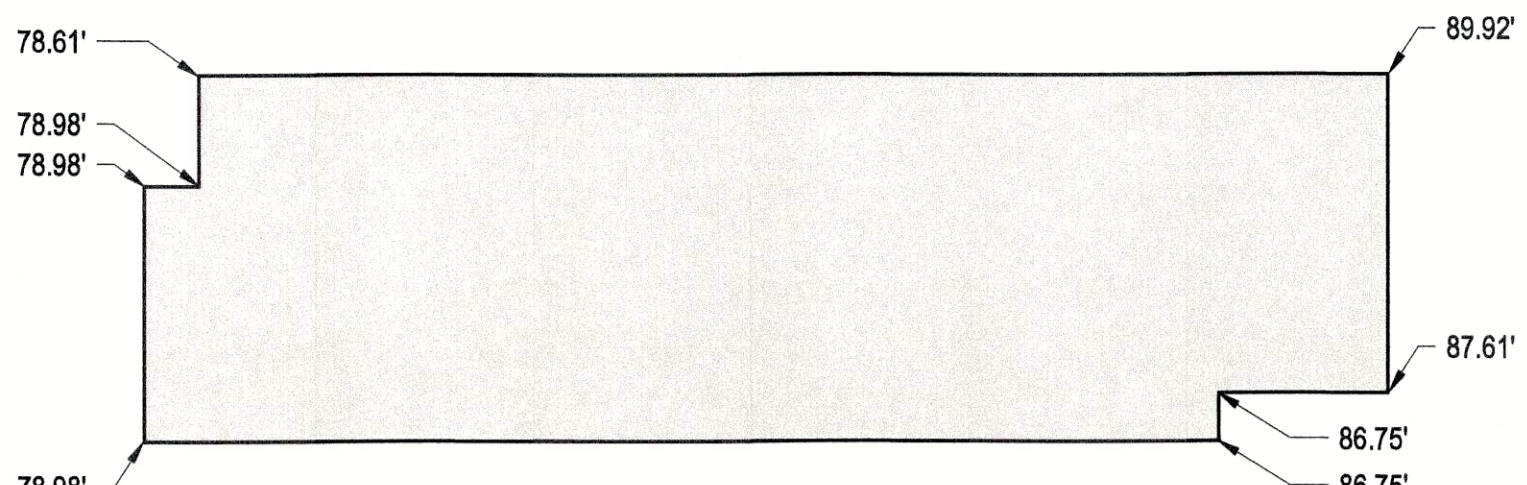
This message is from outside of the SFMTA email system. Please review the email carefully before responding, clicking links, or opening attachments.

PER CBC CHAPTER 2:
GRADE PLANE. A reference plane representing the average of finished ground level adjoining the building at exterior walls.

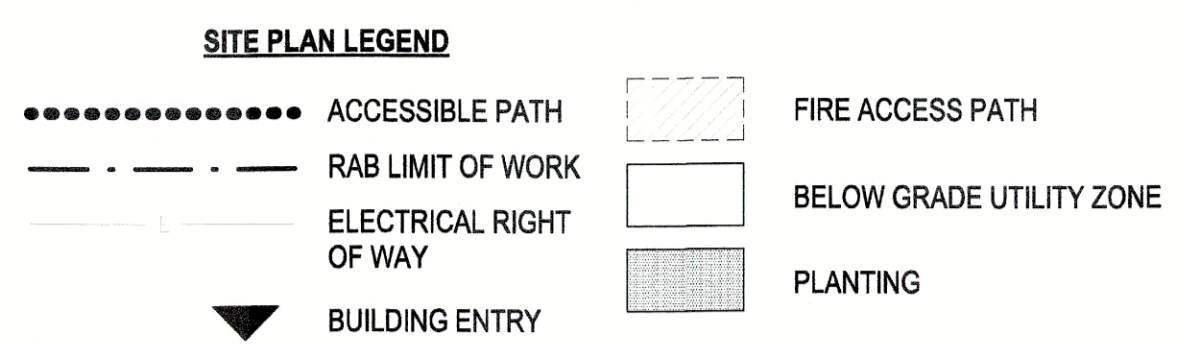
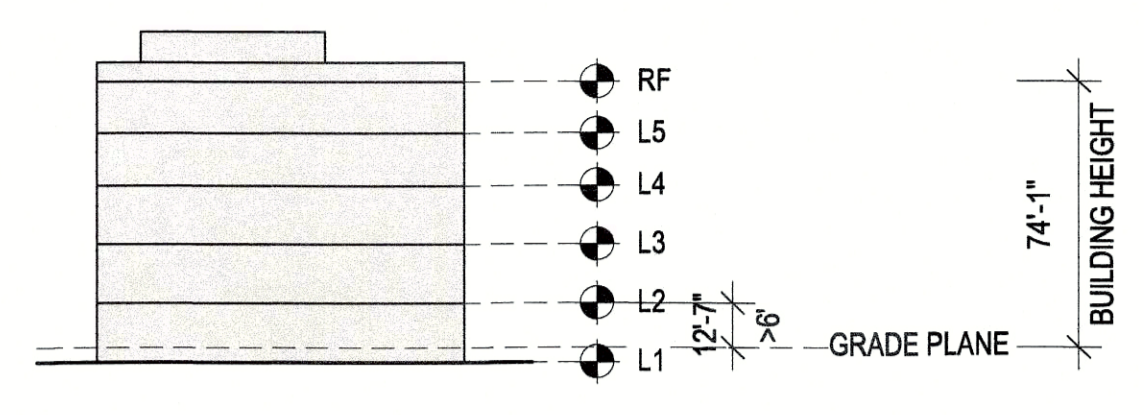
STORY ABOVE GRADE PLANE. Any story having its finished floor surface entirely above grade plane, or in which the finished surface of the floor next above is:
 1. More than 6 feet (1829 mm) above grade plane, or
 2. More than 12 feet (3658 mm) above the finished ground level at any point.

BASEMENT. A story that is not a story above grade plane.

HEIGHT, BUILDING. The vertical distance from grade plane to the average height of the highest roof surface.



SUM OF FINISHED GROUND LEVEL	666.58'
GRADE PLANE	666.58' / 8 = 83.3'



GENERAL NOTE:

- SEE CIVIL DRAWINGS FOR DETAILED SITE & UNDERGROUND UTILITIES INFORMATION.
- PER CFC 503.1.1, FIRE TRUCK ACCESS POINT AROUND THE SITE TO FIRST FLOOR IS WITHIN 150'
- REFER TO THE RSI PACKAGE FOR WORK IN THE ROADWAY.
- PER SAN FRANCISCO SUBDIVISION REGULATIONS OF FIRE DEPARTMENT OPERATIONS, ALL STREETS SHALL PROVIDE A MINIMUM CLEAR WIDTH OF 20 FEET OF TRAVEL WAY BETWEEN OBSTRUCTIONS.
- BUILDING HAS 5 STORES, A HEIGHT OF 74'-1", AND IS OF TYPE IIB CONSTRUCTION.

Ensure all FDC and SFFD connections are 3" inch inlets, and outlets

CONTRACTOR
BOLDT
 THE BOLDT COMPANY
 375 BEALE STREET, SUITE 500
 SAN FRANCISCO, CA 94105

ARCHITECT
SOM
 SKIDMORE, OWINGS & MERRILL LLP
 ONE MARITIME PLAZA
 SAN FRANCISCO, CA 94111

CIVIL
FREYER & LAURETA, INC.
 150 EXECUTIVE PARK BLVD., SUITE 4200
 SAN FRANCISCO, CA 94134

STRUCTURAL
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 375 BEALE STREET, SUITE 500
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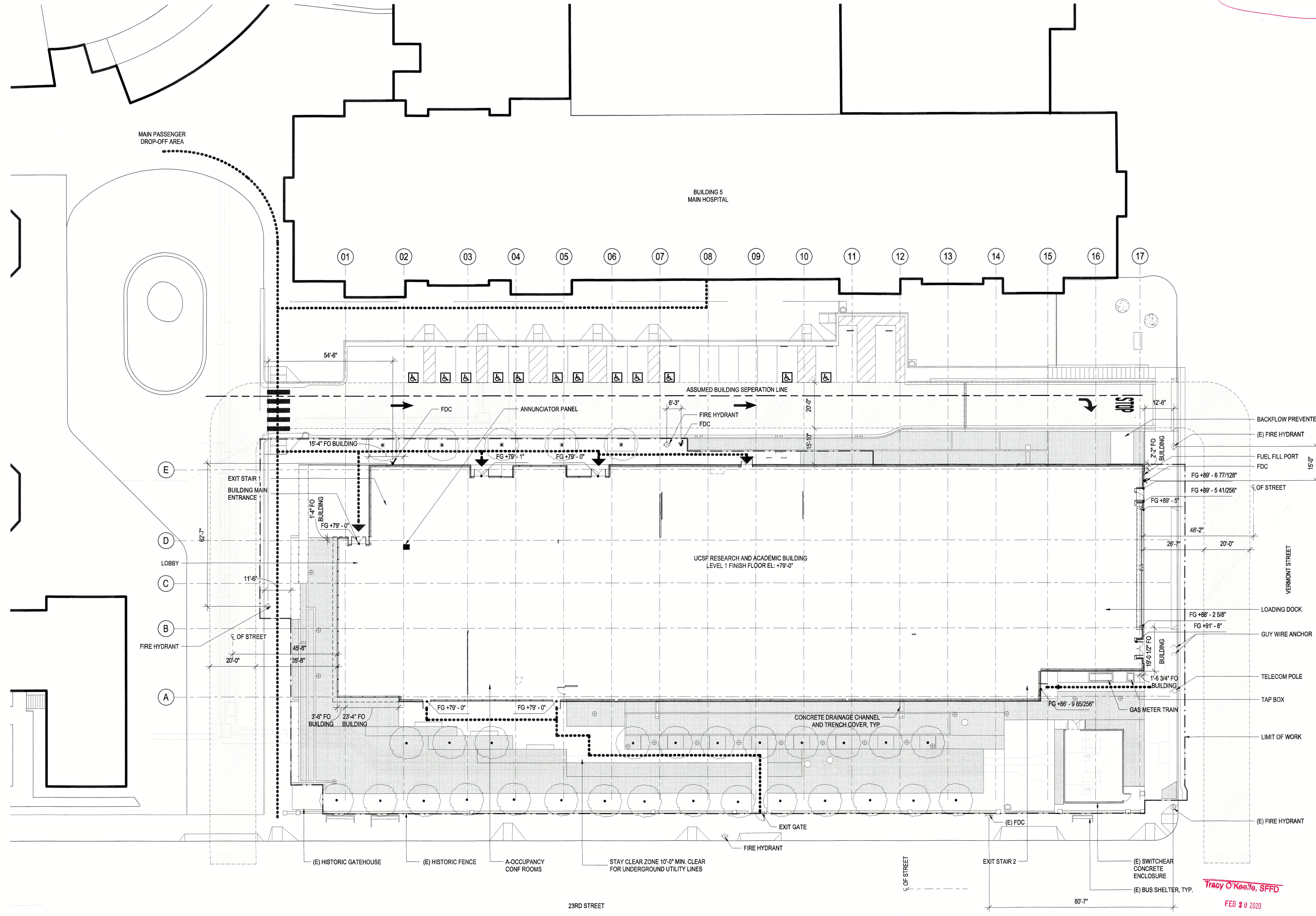
MECHANICAL
TAYLOR ENGINEERING
 1080 MARINA VILLAGE PARKWAY, SUITE 501
 ALAMEDA, CA 94601

PLUMBING
SOUTHLAND INDUSTRIES
 3325 WESTERN AVENUE
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ELECTRICAL
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 1201 PARK AVENUE, SUITE 100
 EMERYVILLE, CA 94608

LAB PLANNER
JACOBS CONSULTANCY
 401 B STREET, SUITE 1550
 SAN DIEGO, CA 92101

LANDSCAPE ARCHITECT
MANTLE
 500 CARLTON STREET, 2ND FLOOR
 BERKELEY, CA 94710



Reference Only

RECEIVED
 FEB 20 2020

Tracy O'Keefe, SFFD
 FEB 20 2020

KEYPLAN
 NORTH

SEAL & SIGNATURE
 FOR REFERENCE ONLY - SF 2/18/2020

CAMPUS: ZSFG
 CAAN: 3079
 PROJECT NUMBER: 219024
 UCSF PROJECT NUMBER: PRLJ-034
 SHEET NAME: ASK-064
 FIRE ACCESS
 01.31.2020

SHEET NUMBER: ASK-064