

## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 19-Oct-21 <b>Requested_by:</b> SFMTA <i>CCR</i> <b>Handled:</b> Mark Dreger <b>Section Head :</b> M. Sallaberry <i>MS</i>	<input type="checkbox"/> <b>Public Hearing Consent</b> <input checked="" type="checkbox"/> <b>Public Hearing Regular</b> <input type="checkbox"/> <b>Informational / Other</b> <small>PH - Regular</small>	<b>No objections:</b> _____ <b>Item Held:</b> _____ <b>Other:</b> _____
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**Location:** Various locations on Mission Street and Geneva Avenue

**Subject:** Bulb-Outs

**PROPOSAL / REQUEST:**

ESTABLISH – TOW-AWAY NO STOPPING ANY TIME  
 ESTABLISH – SIDEWALK WIDENING (6 FEET)  
 Mission Street, west side, from Admiral Avenue to 28 feet southerly

An extension of the previously-legislated bulb-out is needed to provide sufficient space for new curb ramps.

ESTABLISH – TOW-AWAY NO STOPPING ANY TIME  
 ESTABLISH – SIDEWALK WIDENING (6 FEET)  
 Mission Street, west side, from Admiral Avenue to 28 feet northerly

An extension of the previously-legislated bulb-out is needed to provide sufficient space for new curb ramps.

See attached legislation list for additional items.

(Supervisor District 11)  
 Mark Dreger, mark.dreger@sfmta.com

**BACKGROUND INFORMATION / COMMENTS**

This is clean-up legislation for the Mission / Geneva Safety Project, in design by Public Works and scheduled to begin construction in spring 2022.

- Extensions of previously-legislated bulb-outs at the intersection of Mission St & Admiral Ave (northwest and southwest corners) are needed to provide sufficient space for accessible curb ramps to be built with the project.
- An extension of the previously-legislated bulb-out at the intersection of Mission St & Silver Ave (northeast corner) is needed to conform the design to the existing gas station driveway.
- An extension of the previously-legislated bulb-out at the intersection of Geneva Ave & South Hill Blvd (south side) is needed to accommodate existing residential driveways into the design.
- Bulb-outs previously approved at the intersection of Geneva Ave & Prague St were incorrectly legislated for the southwest corner; this item re-legislates the bulb-outs at the southeast corner as originally intended.

**HEARING NOTIFICATION AND PROCESSING NOTES:**

**ENVIRONMENTAL CLEARANCE BY:**

SFMTA  Attached  Pending

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

ESTABLISH – SIDEWALK WIDENING (6 FEET)

Mission Street, west side, from Admiral Avenue to 28 feet southerly

*An extension of the previously-legislated bulb-out is needed to provide sufficient space for accessible curb ramps.*

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

ESTABLISH – SIDEWALK WIDENING (6 FEET)

Mission Street, west side, from Admiral Avenue to 28 feet northerly

*An extension of the previously-legislated bulb-out is needed to provide sufficient space for accessible curb ramps.*

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

ESTABLISH – SIDEWALK WIDENING (6 FEET)

Mission Street, west side, from Silver Avenue to 25 feet northerly

*An extension of the previously-legislated bulb-out is needed to conform to the existing gas station driveway.*

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

ESTABLISH – SIDEWALK WIDENING (11 FEET TO 15 FEET)

Geneva Avenue / South Hill Blvd, south side, from 30 feet west of Moscow Street to 133 feet easterly

*An extension of the previously-legislated bulb-out is needed to accommodate existing residential driveways.*

ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

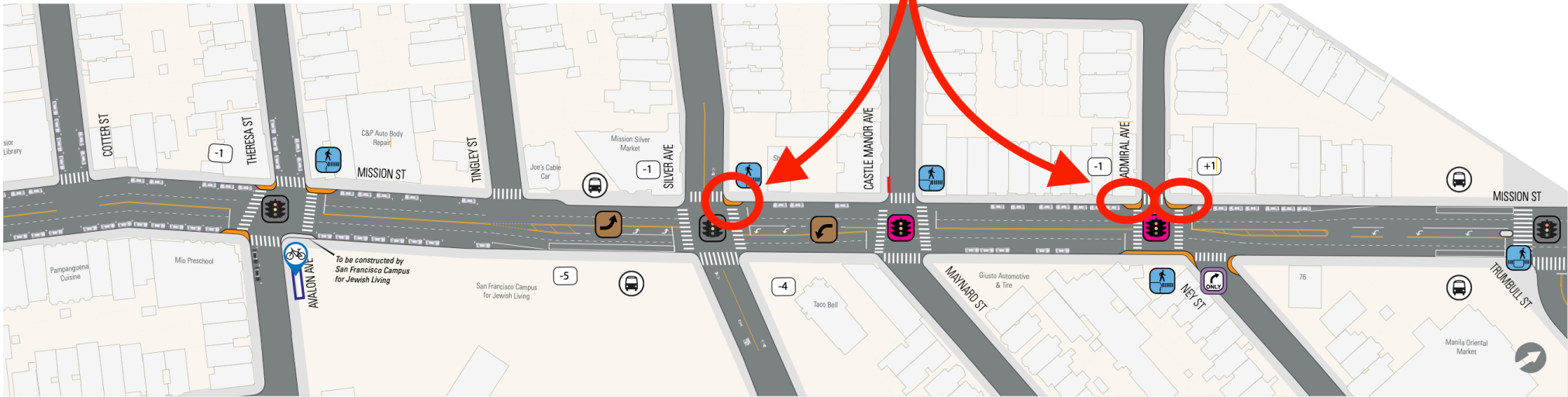
ESTABLISH – SIDEWALK WIDENING (6 FEET)

Geneva Avenue, south side, from Prague St to 18 feet easterly

Prague Street, east side, from Geneva Avenue to 18 feet southerly


*This bulb-out was incorrectly legislated for the southwest corner; this item places the bulb-out at the southeast corner as originally developed with the community.*

Extensions of previously-legislated bulb-outs are needed to provide sufficient space for new curb ramps.



 Existing Traffic Signals at Theresa St, Silver Ave, and Trumbull St

 Existing Stop at Silver Ave and Trumbull St

 New Pedestrian Bulbs at Theresa St, Silver Ave, Castle Manor Ave, and Admiral Ave

 New Traffic Signals at Admiral Ave and Castle Manor Ave/Maynard St

 New Left Turn Pocket on Mission St at Silver Ave

 Right Turn Only at Ney Street

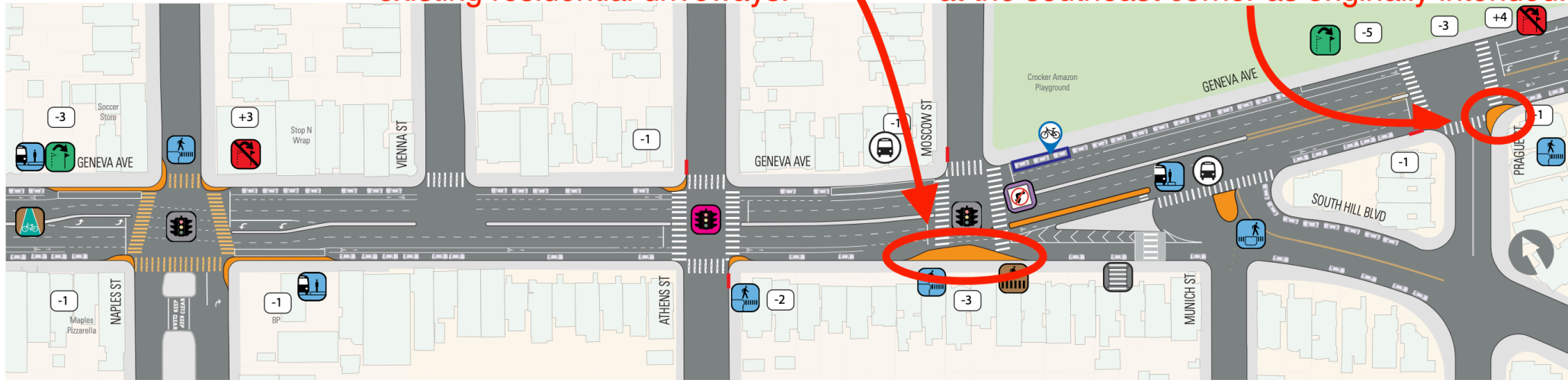
 New Parking Meters

 New Median Island at Trumbull St

 Daylighting at Castle Manor Ave

An extension of the previously-legislated bulb-out is needed to accommodate existing residential driveways.

This bulb-out was incorrectly legislated for the southwest corner; this item places the bulb-out at the southeast corner as originally intended.



**Existing Traffic Signals**  
at Naples St, Moscow St and Prague St



**New Traffic Signal**  
at Athens St



**Daylighting**  
at Athens St, Moscow St, and Prague St



**Relocate Stop**  
at Naples St and Prague St



**New Bus Bulbs**  
at Naples St



**New Bike Lanes**  
on Geneva Ave from Edinburgh to Vienna St



**Existing Stop**  
at Naples St and South Hill Blvd



**New Crosswalk**  
at Moscow St, east side



**New Raised Crosswalk**  
at Munich St



**New Pedestrian Bulbs**  
at Naples St, Athens St,  
Moscow St and Prague St



**New Left Turn Restriction**  
on Geneva Ave at Moscow Street



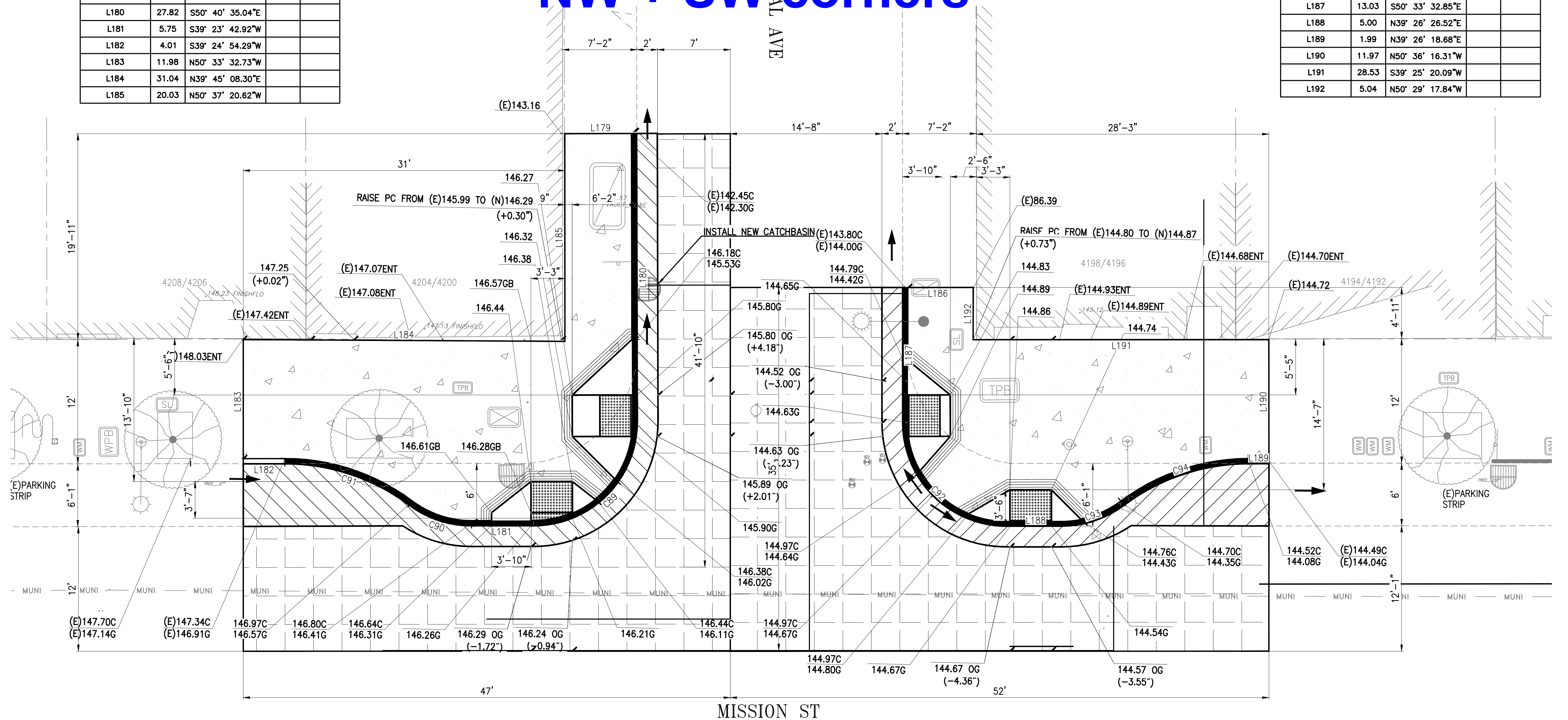
**New Median Island** on  
South Hill Blvd at Geneva Ave



# Mission St & Admiral St NW + SW corners

Line #/Curve #	Length	Bearing/Delta	Radius	Tangent
C89	15.98	91.54	10	10.28
C90	6.44	36.87	10	3.33
C91	12.87	36.87	20	6.67
L179	6.94	N39° 18' 19.07"E		
L180	27.82	S50° 40' 35.04"E		
L181	5.75	S39° 23' 42.92"W		
L182	4.01	S39° 24' 54.29"W		
L183	11.98	N50° 33' 32.73"W		
L184	31.04	N39° 45' 08.30"E		
L185	20.03	N50° 37' 20.62"W		

Line #/Curve #	Length	Bearing/Delta	Radius	Tangent
C92	16.06	92.12	10	10.36
C93	6.44	36.96	10	3.33
C94	12.87	36.96	20	6.67
L186	6.81	S39° 22' 09.31"W		
L187	13.03	S50° 33' 32.85"E		
L188	5.00	N39° 26' 26.52"E		
L189	1.99	N39° 26' 18.68"E		
L190	11.97	N50° 36' 16.31"W		
L191	28.53	S39° 25' 20.09"W		
L192	5.04	N50° 29' 17.84"W		



**95% REVIEW**  
NOT FOR CONSTRUCTION

MATCH LINE "R", SEE SHEET CR-36



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 07/26/21 18:16, BY: jliang				

REFERENCE INFORMATION  
& FILE NO. OF SURVEYS



BUREAU OF ENGINEERING  
CITY & COUNTY OF SAN FRANCISCO  
SAN FRANCISCO PUBLIC WORKS  
49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94103

Acting Section Mgr:	ERIC KJELSBERG	Date:	
Deputy Bureau Mgr:	FERNANDO CISNEROS	DESIGNED:	I.LIANG 7/21
Acting Bureau Mgr:	IQBAL DHAPA	DRAWN:	I.LIANG 7/21
		CHECKED:	C.YU

DESIGNED:	I.LIANG	DATE:	7/21
DRAWN:	I.LIANG	DATE:	7/21
CHECKED:	C.YU	DATE:	

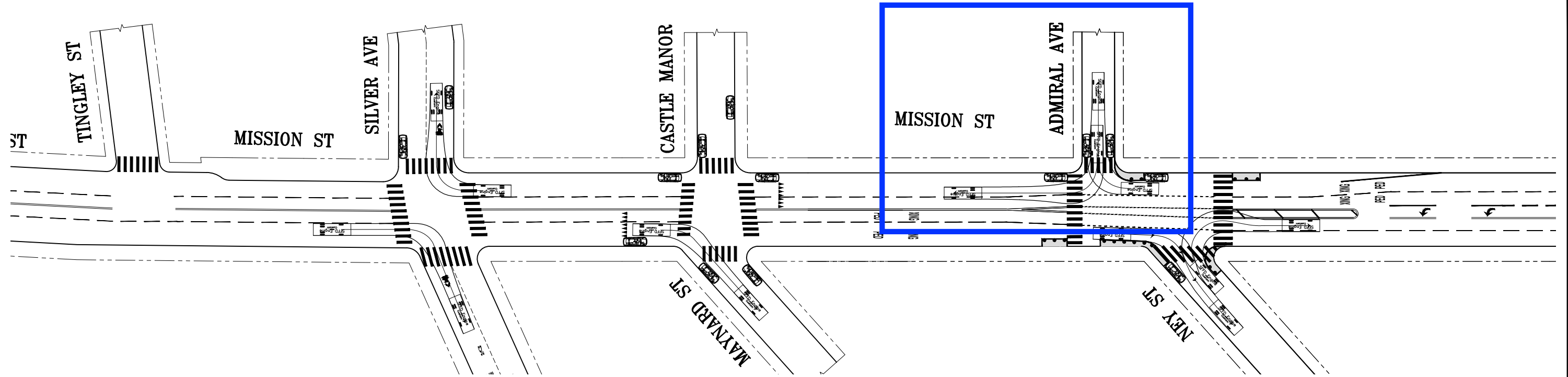
SCALE:	1" = 5'
SHEET OF SHEETS	

MISSION ST AND GENEVA AVE  
IMPROVEMENT PROJECT

CURB RAMP DETAILS  
MISSION ST & ADMIRAL AVE

SOURCING ID NO.	000005626
DRAWING NO.	CR-35
FILE NO.	XXX,XXX
REV. NO.	

**PLAN - EXISTING**



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TABLE OF REVISIONS				
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**SFMTA**



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CHECKED:	DATE:

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CITY TRAFFIC ENGINEER	DATE:

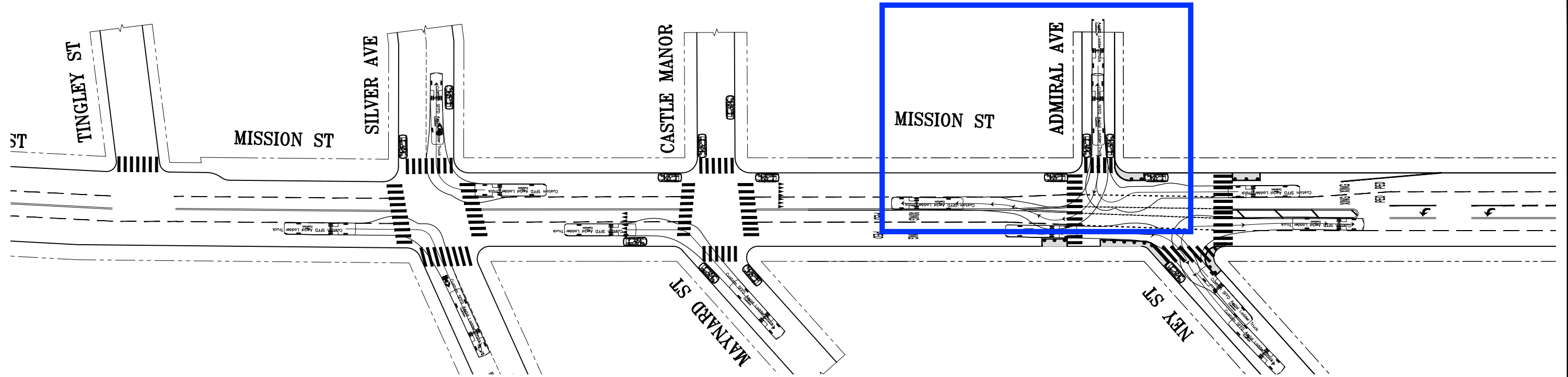
SCALE:  
1" = 40'  
SHEET/SHEETS:

**MISSION STREET  
NEY/ADMIRAL TO TINGLEY**

**ENGINE**

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

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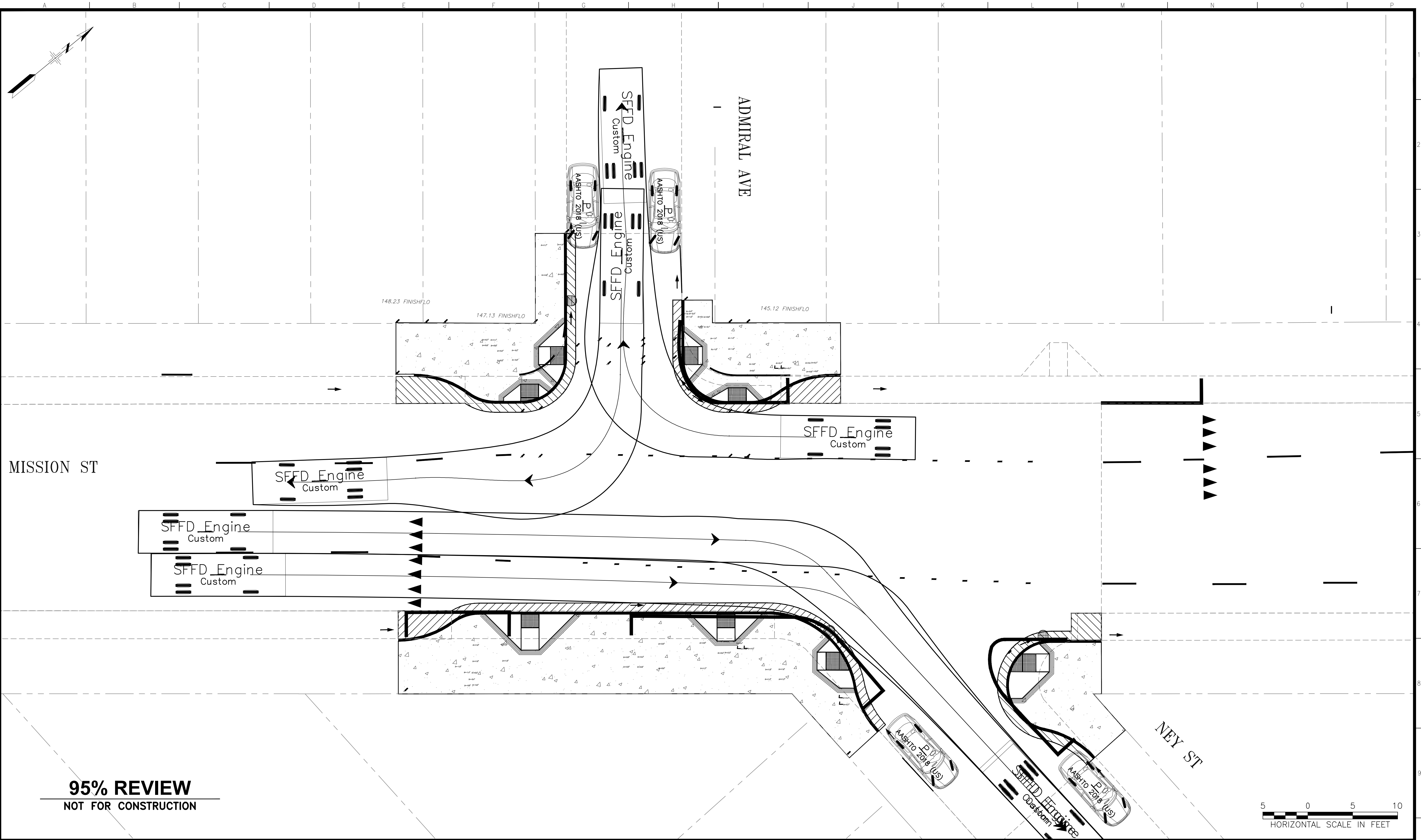
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CITY & COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO PUBLIC WORKS**  
49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94103

Date: \_\_\_\_\_  
Acting Section Mgr: **ERIC KJELSBERG**  
Deputy Bureau Mgr: **FERNANDO CISNEROS**  
Acting Bureau Mgr: **IQBAL DHAPA**

DESIGNED: DATE: **I.LIANG 7/21**  
DRAWN: DATE: **I.LIANG 7/21**  
CHECKED: DATE: **C.YU**

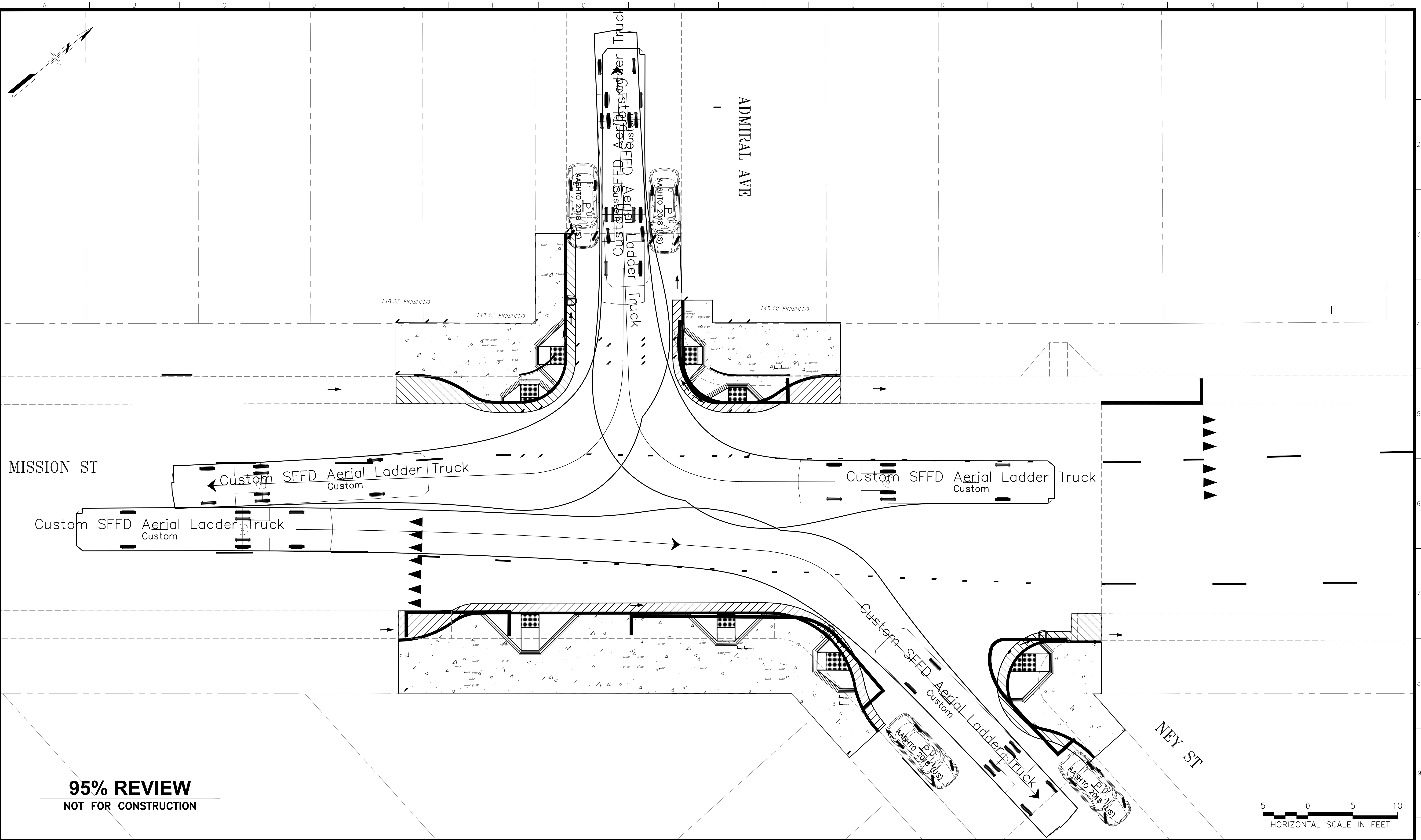
SHEET OF SHEETS

SCALE:  
**1" = 10'**

**MISSION ST AND GENEVA AVE  
IMPROVEMENT PROJECT**  
**TRUCK TURNING TEMPLATE  
MISSION ST & ADMIRAL AVE**

SOURCING ID NO.  
**000005626**  
DRAWING NO.  
**CR-35**  
FILE NO.  
**XXX,XXX**  
REV. NO.





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5 0 5 10  
HORIZONTAL SCALE IN FEET

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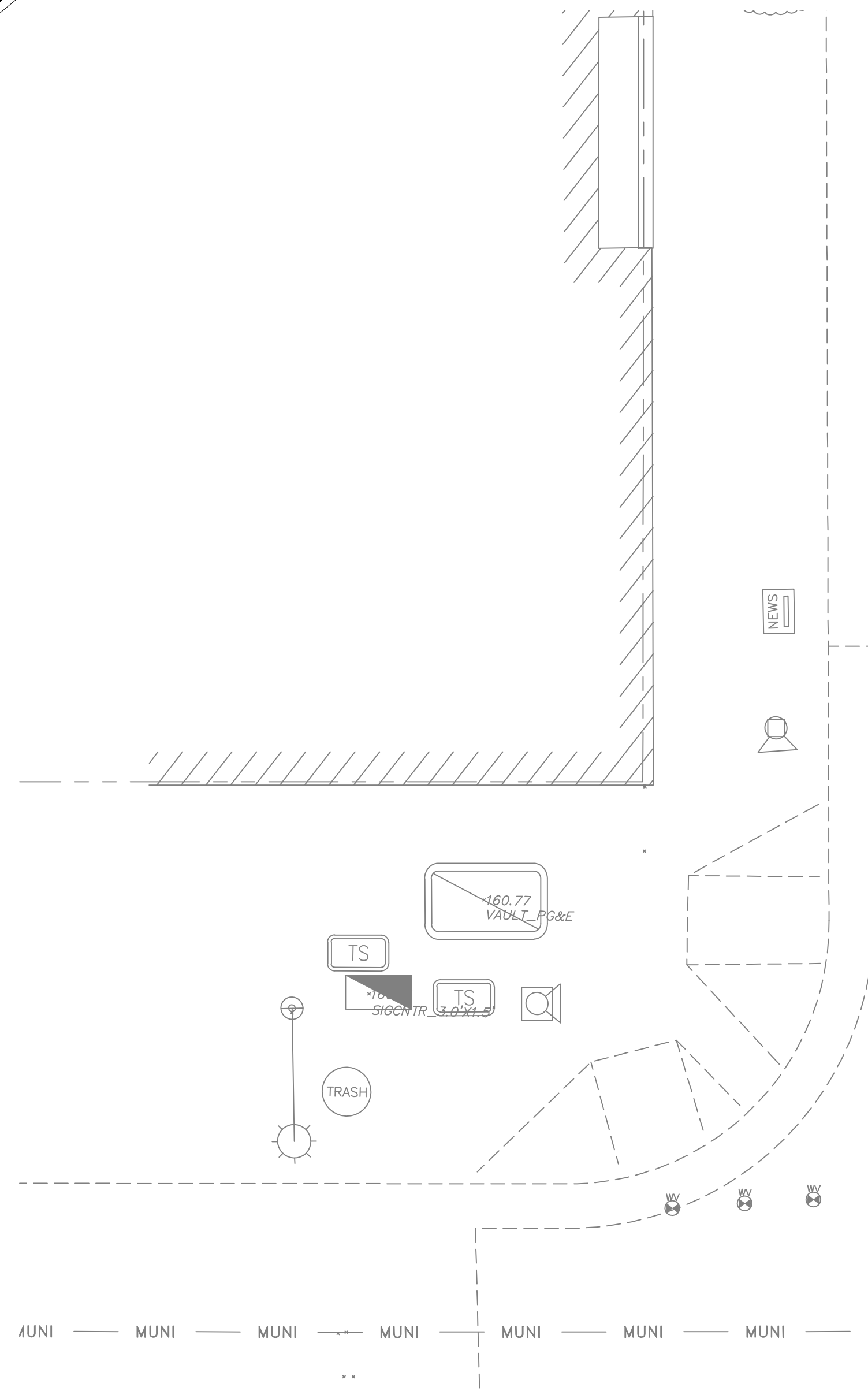
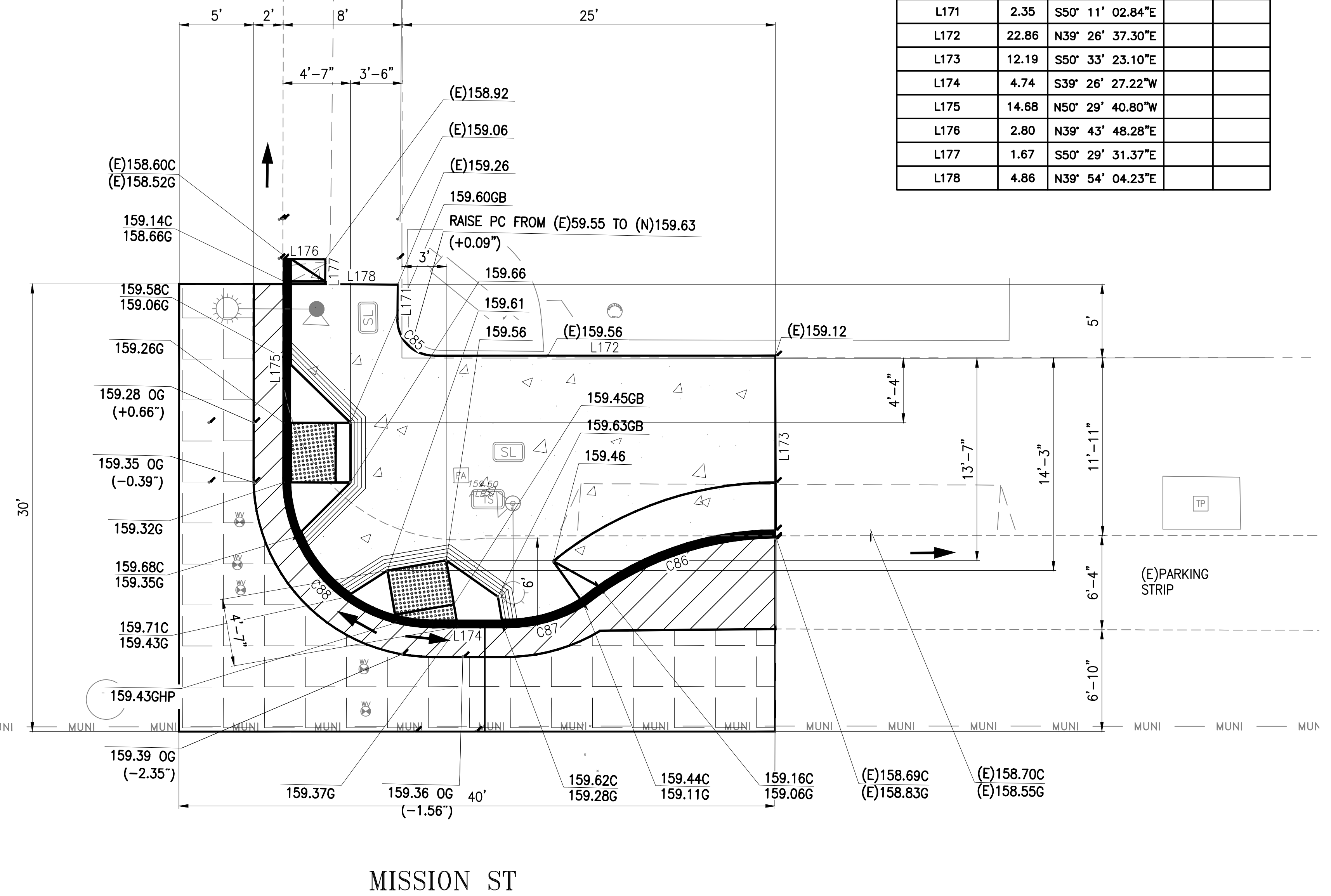
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SHEET OF SHEETS

**MISSION ST AND GENEVA AVE  
IMPROVEMENT PROJECT**  
**TRUCK TURNING TEMPLATE  
MISSION ST & ADMIRAL AVE**

SOURCING ID NO.  
**000005626**  
DRAWING NO.  
**CR-35**  
FILE NO.  
**XXX,XXX**  
REV. NO.

# Mission St & Silver Ave NW corner

LINE AND CURVE TABLE				
Line #/Curve #	Length	Bearing/Delta	Radius	Tangent
C85	3.88	93.03	2	2.52
C86	13.84	38.22	21	7.19
C87	5.74	33.37	10	2.96
C88	15.73	90.11	10	10.02
L171	2.35	S50° 11' 02.84"E		
L172	22.86	N39° 26' 37.30"E		
L173	12.19	S50° 33' 23.10"E		
L174	4.74	S39° 26' 27.22"W		
L175	14.68	N50° 29' 40.80"W		
L176	2.80	N39° 43' 48.28"E		
L177	1.67	S50° 29' 31.37"E		
L178	4.86	N39° 54' 04.23"E		

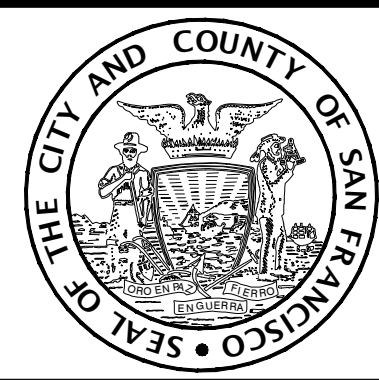


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		CHECKED:	C.YU

DESIGNED:	I.LIANG	DATE:	7/21
DRAWN:	I.LIANG	DATE:	7/21
CHECKED:	C.YU	DATE:	

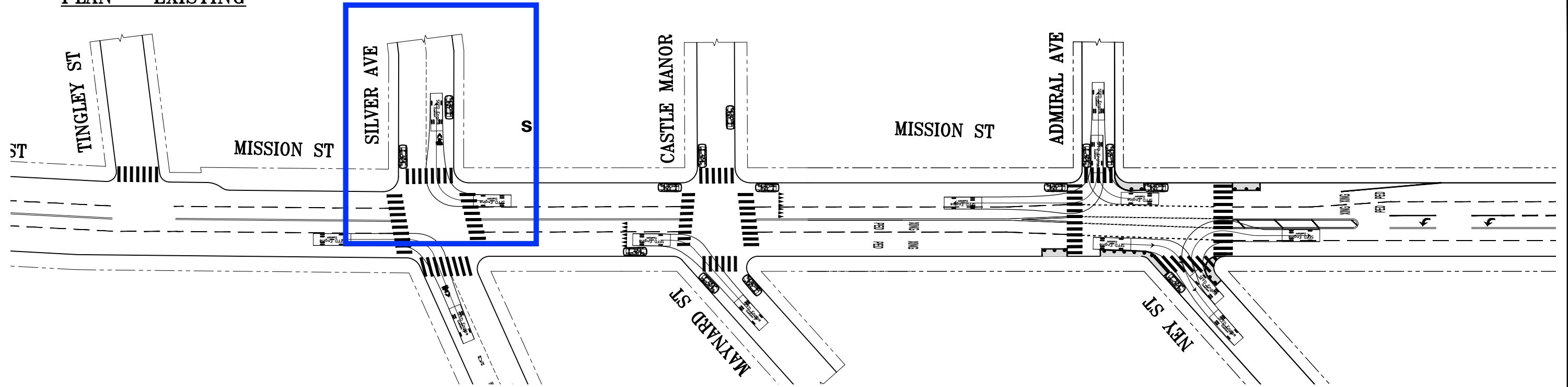
SCALE:	1" = 5'
SHEET OF SHEETS	

MISSION ST AND GENEVA AVE IMPROVEMENT PROJECT	
CURB RAMP DETAILS MISSION ST & SILVER AVE	

SOURCING ID NO.	000005626
DRAWING NO.	CR-32
FILE NO.	XXX,XXX
REV. NO.	



**PLAN - EXISTING**



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CITY TRAFFIC ENGINEER	DATE:

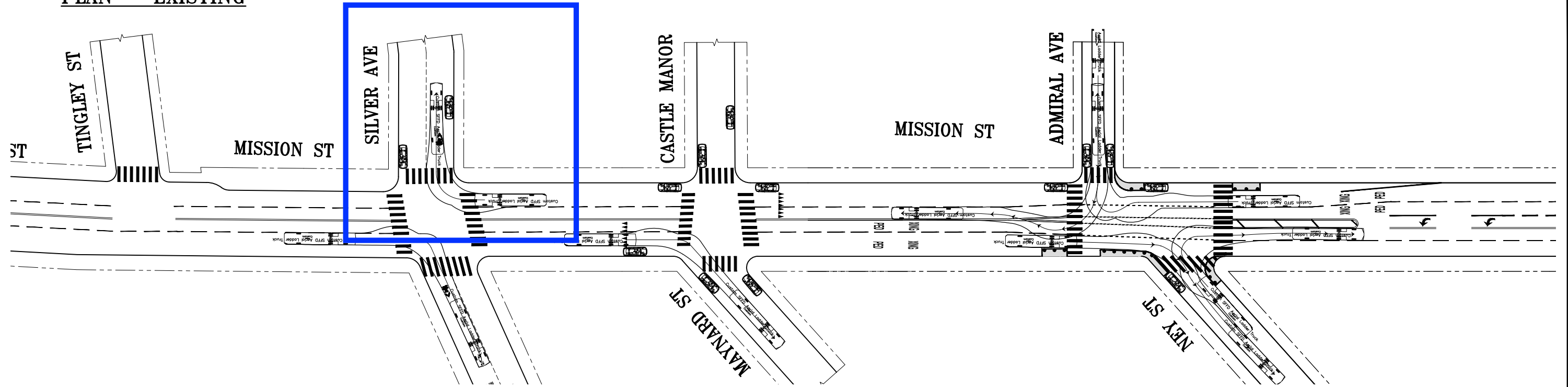
SCALE:  
1" = 40'  
SHEET/SHEETS:

**MISSION STREET  
NEY/ADMIRAL TO TINGLEY**

**ENGINE**

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

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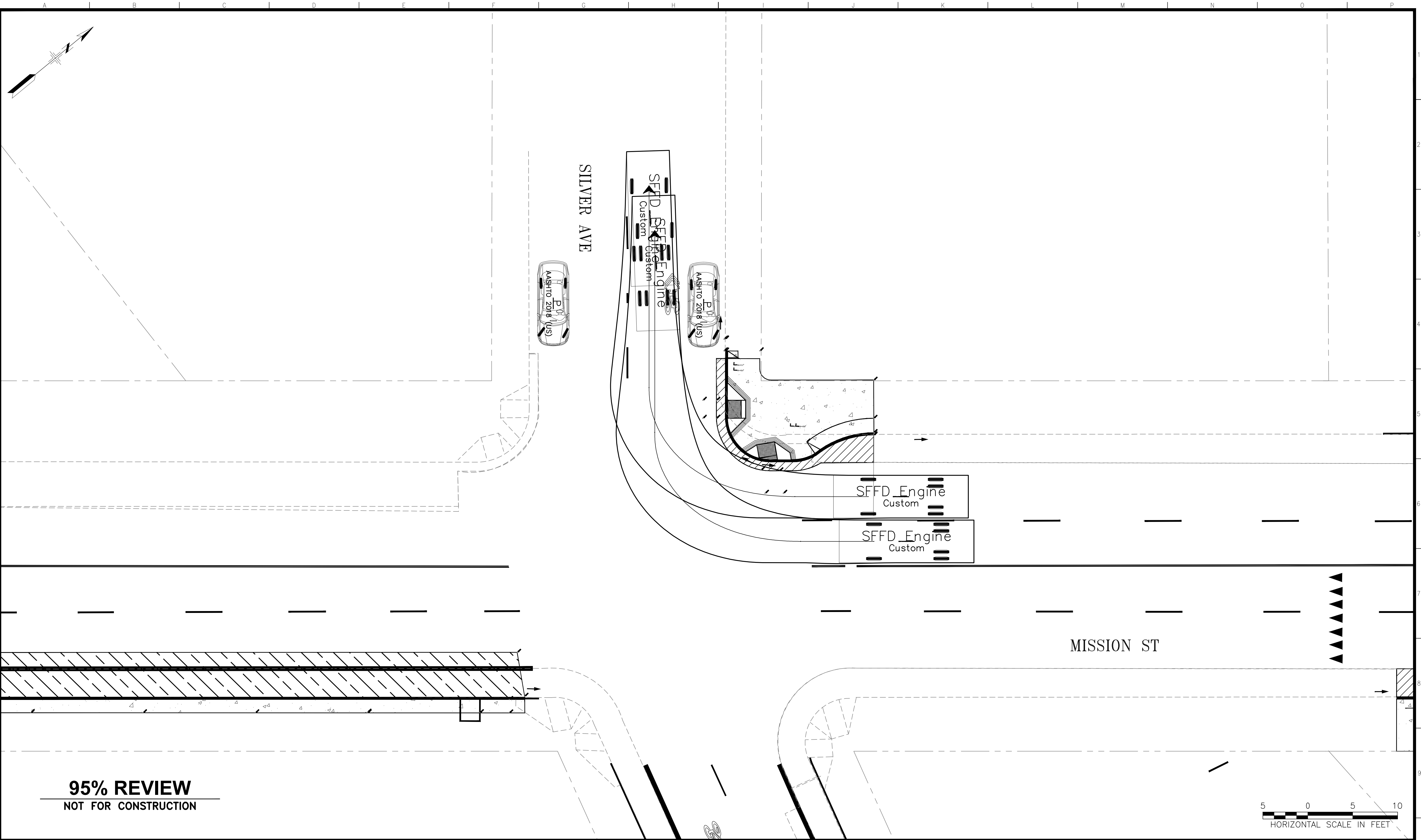
APPROVED	
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CITY TRAFFIC ENGINEER	DATE:

SCALE:
1" = 40'
SHEET/SHEETS:

MISSION STREET NEY/ADMIRAL TO TINGLEY
LADDER

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME:  
DATE: --/--/---



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CITY & COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO PUBLIC WORKS**  
49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94103

Date: \_\_\_\_\_  
Acting Section Mgr: **ERIC KJELSBERG**  
Deputy Bureau Mgr: **FERNANDO CISNEROS**  
Acting Bureau Mgr: **IQBAL DHAPA**

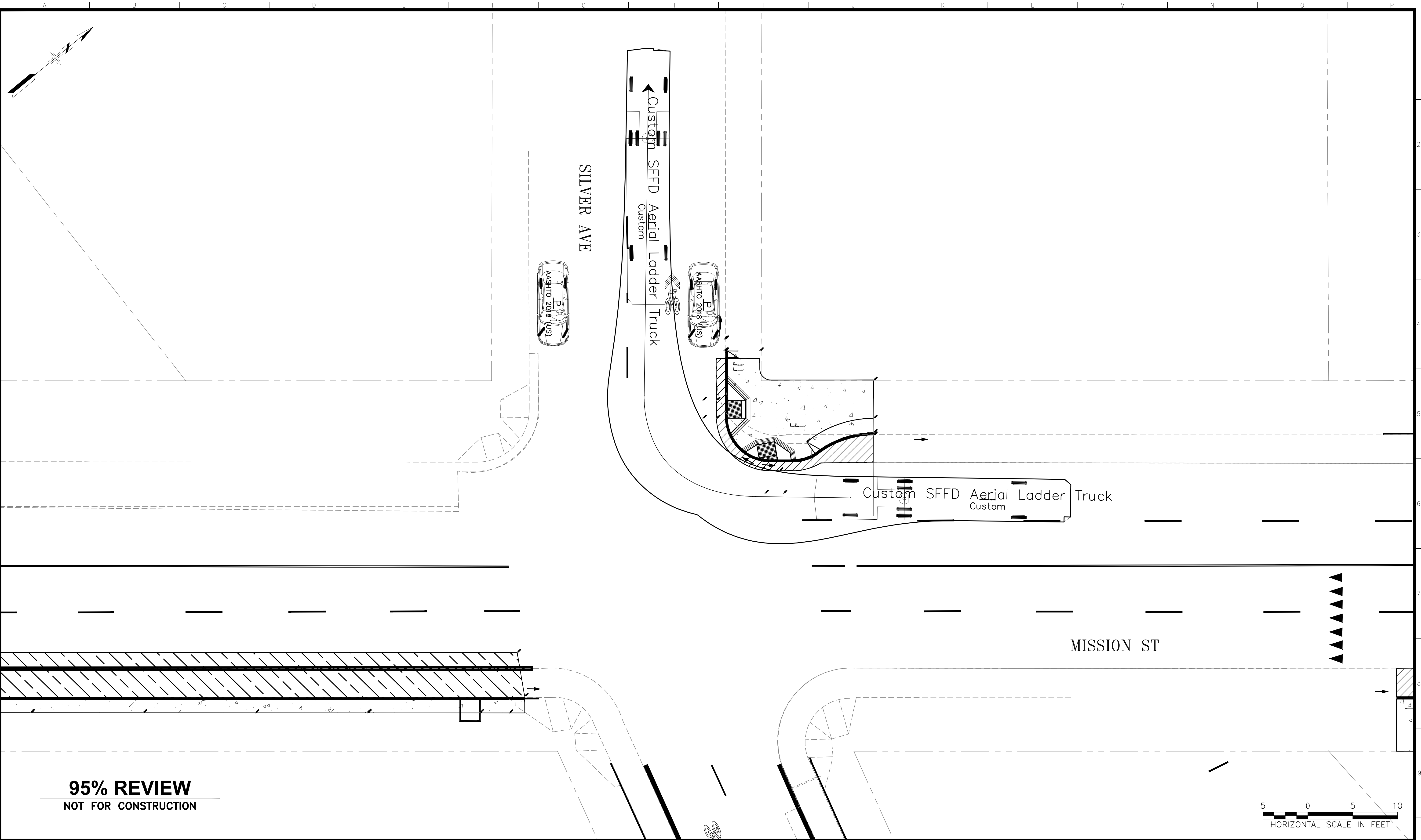
DESIGNED: DATE: **I.LIANG 7/21**  
DRAWN: DATE: **I.LIANG 7/21**  
CHECKED: DATE: **C.YU**

SHEET OF SHEETS

SCALE:  
**1" = 10'**

**MISSION ST AND GENEVA AVE  
IMPROVEMENT PROJECT**  
**TRUCK TURNING TEMPLATE  
MISSION ST & SILVER AVE**

SOURCING ID NO.  
**000005626**  
DRAWING NO.  
**CR-32**  
FILE NO.  
**XXX,XXX**  
REV. NO.



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**MISSION ST AND GENEVA AVE  
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MISSION ST & SILVER AVE**

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**000005626**  
DRAWING NO.  
**CR-32**  
FILE NO.  
**XXX,XXX**  
REV. NO.



SURVEY CONTROL POINTS TABLE				
POINT#	NORTHING	EASTING	ELEVATION	DESCRIPTION
10422	65356.2560	162234.2360	259.228	INSTRUMENT
190609002	65373.1010	162186.1360	257.849	FND MAG NAIL & WASH

# Geneva Ave & South Hill Blvd

## south side

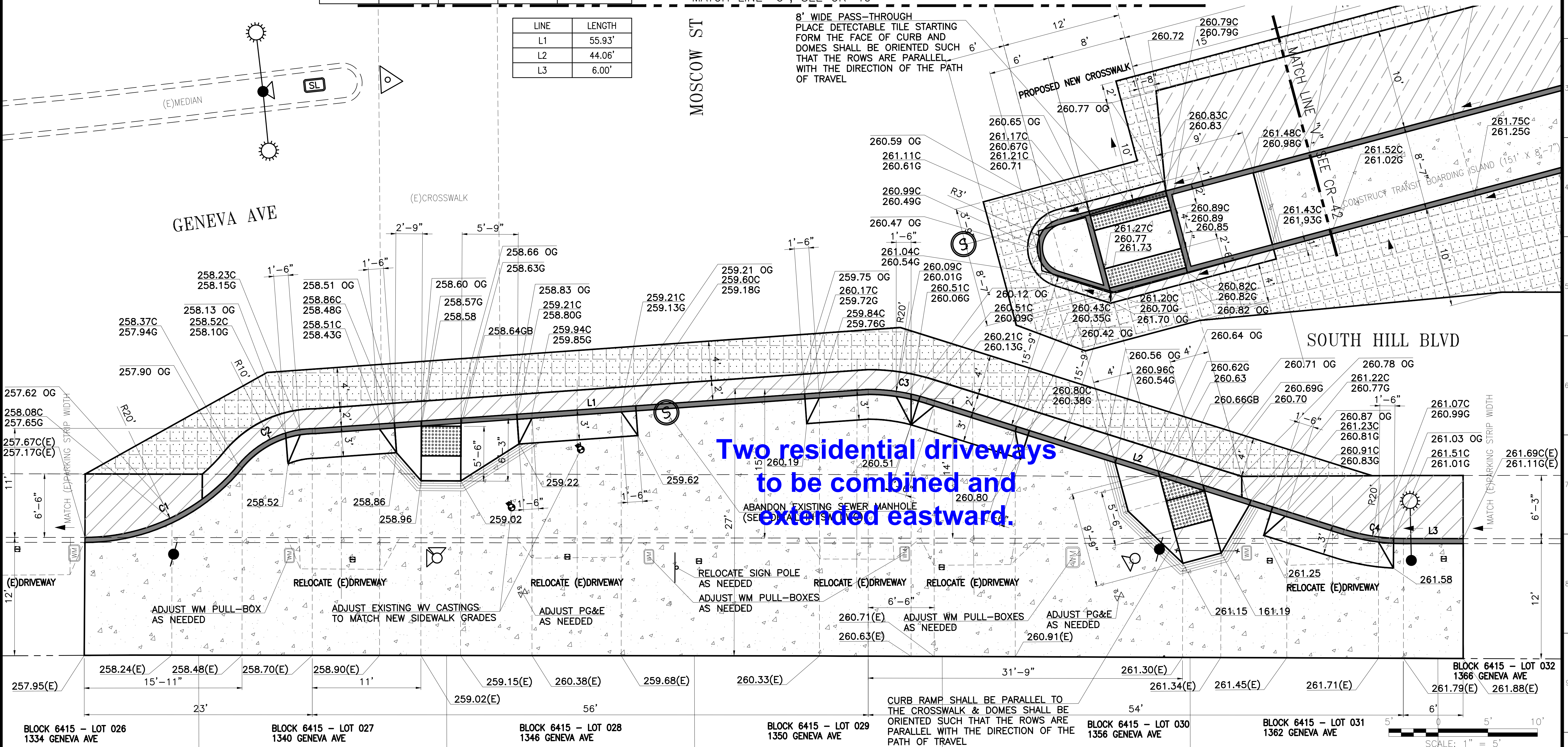
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C1	20.00'	17.70'	9.48'	50°42'13"
C2	10.00	8.85'	4.74'	50°42'13"
C3	20.00'	6.07'	3.06'	17°23'40"
C4	20.00'	6.07'	3.06'	17°23'40"

LINE	LENGTH
L1	55.93'
L2	44.06'
L3	6.00'

MATCH LINE "U", SEE CR-40

MOSCOW ST

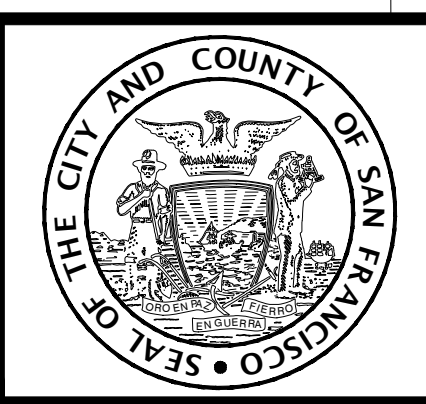
8' WIDE PASS-THROUGH  
PLACE DETECTABLE TILE STARTING  
FROM THE FACE OF CURB AND  
DOMES SHALL BE ORIENTED SUCH 6'  
THAT THE ROWS ARE PARALLEL  
WITH THE DIRECTION OF THE PATH  
OF TRAVEL



**Two residential driveways  
to be combined and  
extended eastward.**

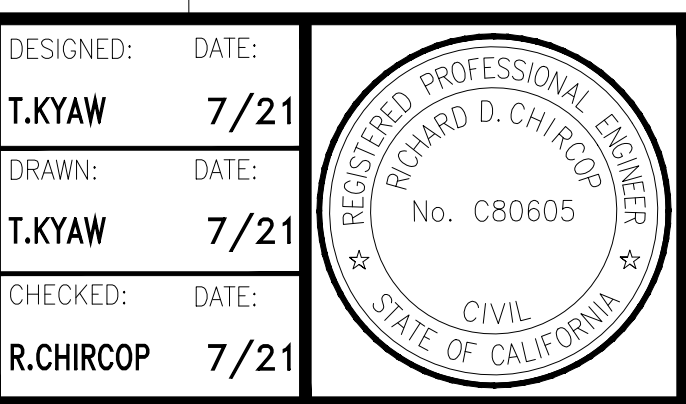
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REFERENCE INFORMATION  
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TOPO DATE: 02/10/2020  
JOB NO: 2019-71



**BUREAU OF ENGINEERING**  
CITY & COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO PUBLIC WORKS**  
49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94103

Acting Section Mgr:	ERIC KJELSBERG	Date:	
Deputy Bureau Mgr:	FERNANDO CISNEROS	DESIGNED:	T.KYAW 7/21
Acting Bureau Mgr:	IGBAL DHAPA	DRAWN:	T.KYAW 7/21
		CHECKED:	R.CHIRCOP 7/21



SCALE:  
1" = 5'

MISSION ST AND GENEVA AVE  
IMPROVEMENT PROJECT  
GENEVA AVE AND MOSCOW ST \ SOUTH HILL BLVD  
(WEST & SOUTH)  
PEDESTRIAN BULB-OUT AND CURB RAMP DETAILS

SOURCING ID NO.	0000005626
DRAWING NO.	CR-41
FILE NO.	xxx,xxx
REV. NO.	















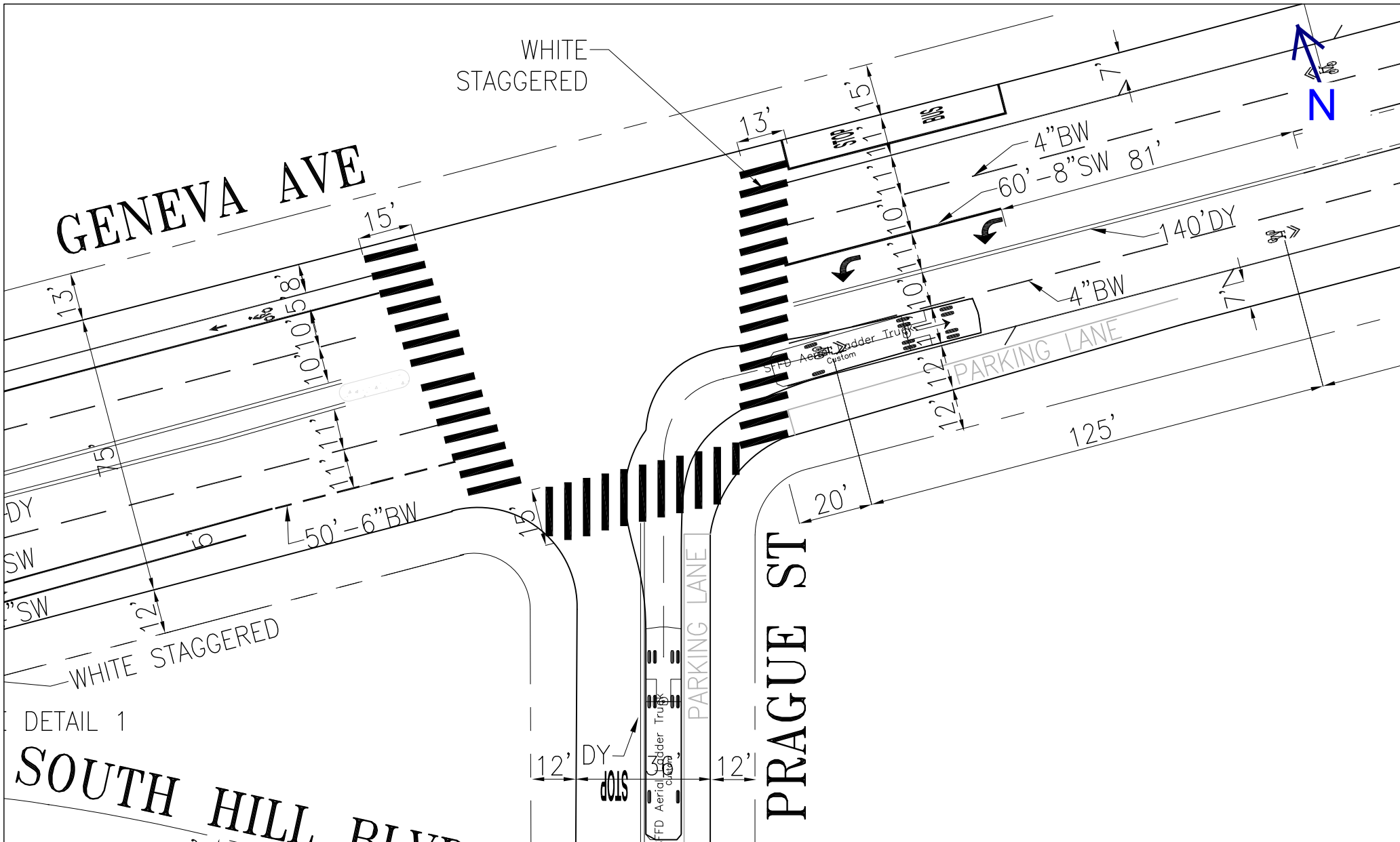








# SFFD Ladder Truck Turns - Existing







## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
DPW: Mission St. btw. Geneva Ave. & Ney St.; Geneva Ave. btw. Mission		
<b>Case No.</b>		<b>Permit No.</b>
2021-003066ENV		
<input checked="" type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b></p> <p>San Francisco Public Works in conjunction with the San Francisco Municipal Transportation Agency and the San Francisco Public Utilities Commission proposes a project for infrastructure improvements to Mission Street between Ney Street and Geneva Avenue and on Geneva Avenue between Mission Street and Prague Street. Work comprises new traffic signals, new bulbouts, new curb ramps, new raised crosswalks, changes to circulation, parking, and transit, and utility improvements necessary for construction of the transit and pedestrian improvements. Project construction would take approximately 24 months. Principle pieces of diesel-powered off-road construction machinery include excavators, asphalt grinders, backhoes, rollers, and planers. Estimated total volume of excavation on both Mission St &amp; Geneva Ave is approximately 6,500 cubic yards for paving related work (base repair, bus pads, parking strip/concrete pavement at a max depth of 22"). The total area of excavation is estimated at approximately 175,500 SF for paving related work (base repair, bus pads, parking strip/concrete pavement at a max depth of 22").</p> <p>FULL PROJECT DESCRIPTION ATTACHED</p>		

### STEP 1: EXEMPTION TYPE

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	<b>Class 3 - New Construction.</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p><b>Class 32 - In-Fill Development.</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p>
<input checked="" type="checkbox"/>	<b>Other</b> _____ Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached Senate Bill 288 Eligibility Checklist
<input type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment.

**STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT**

**TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p><b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to the Environmental</i></p>
<input type="checkbox"/>	<p><b>Hazardous Materials:</b> <input type="checkbox"/> <b>Maher</b> or <input type="checkbox"/> <b>Cortese</b> Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks? <i>if Maher box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant.</i> <b>Note that a categorical exemption shall not be issued for a project located on the Cortese List</b></p>
<input type="checkbox"/>	<p><b>Transportation:</b> Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or</p>
<input type="checkbox"/>	<p><b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p><b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to the Environmental Information tab on <a href="https://sfplanningqis.org/PIM/">https://sfplanningqis.org/PIM/</a>)</i> <b>If box is checked, Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to the Environmental Information tab on <a href="https://sfplanninggis.org/PIM/">https://sfplanninggis.org/PIM/</a>)</i> <b>If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic Hazard:</b> <input type="checkbox"/> <b>Landslide</b> or <input type="checkbox"/> <b>Liquefaction Hazard Zone:</b> Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to the Environmental Information tab on <a href="https://sfplanninggis.org/PIM/">https://sfplanninggis.org/PIM/</a>)</i> <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b></p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE  
TO BE COMPLETED BY PROJECT PLANNER**

<b>PROPERTY IS ONE OF THE FOLLOWING:</b> <i>(refer to Property Information Map)</i>	
<input type="checkbox"/>	<b>Category A:</b> Known Historical Resource. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>
<input type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b>

**STEP 4: PROPOSED WORK CHECKLIST  
TO BE COMPLETED BY PROJECT PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

**STEP 5: ADVANCED HISTORICAL REVIEW  
TO BE COMPLETED BY PRESERVATION PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Reclassification of property status.</b> <i>(Attach HRER Part I)</i>  <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other <i>(specify):</i>  <input type="checkbox"/> Reclassify to Category C <i>(No further historic review)</i>
<input type="checkbox"/>	2. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. <b>Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.</b>
<input type="checkbox"/>	4. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. <b>Work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. <b>Work compatible</b> with a historic district (Analysis required):
<input type="checkbox"/>	10. <b>Work that would not materially impair</b> a historic resource (Attach HRER Part II).
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b>	
<input type="checkbox"/>	<b>Project can proceed with exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review. <b>GO TO STEP 6.</b>
<b>Comments (optional):</b>	
<b>Preservation Planner Signature:</b>	

**STEP 6: EXEMPTION DETERMINATION  
TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	<b>No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>	
	<b>Project Approval Action:</b> Public Works Director's Direction to Proceed	<b>Signature:</b> Lauren Bihl
		07/15/2021
<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at <a href="https://sfplanninggis.org/PIM/">https://sfplanninggis.org/PIM/</a>. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>		



## STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

### TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional

### MODIFIED PROJECT DESCRIPTION

Modified Project Description:

### DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code;   |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312;  |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)?   |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

**If at least one of the above boxes is checked, further environmental review is required**

### DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- |                          |   |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can

**Planner Name:**

**Date:**



## **Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25**

*Date of Preparation:* July 14, 2021  
*Record No.:* 2021-003066ENV, **DPW: Mission St. btw. Geneva Ave. & Ney St.; Geneva Ave. btw. Mission Project**  
*Project Sponsor:* Oliver Iberien, San Francisco Department of Public Works  
Through: Paul Barradas, San Francisco Department of Public Works  
*Staff Contact:* Lauren Bihl, [lauren.bihl@sfgov.org](mailto:lauren.bihl@sfgov.org), (628) 652-7498

### **PROJECT DESCRIPTION**

San Francisco Public Works in conjunction with the San Francisco Municipal Transportation Agency and the San Francisco Public Utilities Commission proposes a project for infrastructure improvements to Mission Street between Ney Street and Geneva Avenue and on Geneva Avenue between Mission Street and Prague Street. Work comprises new traffic signals, new bulbouts, new curb ramps, new raised crosswalks, changes to circulation, parking, and transit, and utility improvements necessary for construction of the transit and pedestrian improvements.. Project construction would take approximately 24 months. Principle pieces of diesel-powered off-road construction machinery include excavators, asphalt grinders, backhoes, rollers, and planers. Estimated total volume of excavation on both Mission St & Geneva Ave is approximately 6,500 cubic yards for paving related work (base repair, bus pads, parking strip/concrete pavement at a max depth of 22”). The total area of excavation is estimated at approximately 175,500 SF for paving related work (base repair, bus pads, parking strip/concrete pavement at a max depth of 22”).

Please see the DPW: Mission St. btw. Geneva Ave. & Ney St.; Geneva Ave. btw. Mission Project memo and drawings (Case no. 2021-003066ENV) for a more detailed description of the proposed project.

Constructed by:                      Contracted through:  
 Public Works                       Public Works  
 SFMTA                               SFMTA

### **SB288 ELIGIBILITY CHECKLIST**

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

<b>Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)</b>	
The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input checked="" type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input checked="" type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input checked="" type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

*(continued on the following page)*

<b>Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)</b>	
The project must meet <b>all</b> the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would <b>not</b> exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. <sup>1</sup>
<sup>1</sup> If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	

<b>Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)</b>	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce.  (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.  (B) Subparagraph (A) does not apply if any of the following requirements are met:  (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.  (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.  (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input type="checkbox"/>	Not Applicable. [The project would be constructed by SFMTA and Public Works Shops and would not require the use of contractors for labor.]

## **ATTACHMENT 1: DEFINITIONS**

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

(1) “**Affordable housing**” means any of the following:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.

(B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

(C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

(2) “**Highway**” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

(3) “**New automobile capacity**” means any new lane mileage of any kind other than sidewalks or bike lanes.

(4) “**Project labor agreement**” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(5) “**Skilled and trained workforce**” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(6) “**Transit lanes**” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

(7) “**Transit prioritization projects**” means any of the following transit project types on highways:

(A) Signal coordination.

(B) Signal timing modifications.

(C) Signal phasing modifications.

(D) The installation of wayside technology and onboard technology.

(E) The installation of ramp meters.

(F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

(8) “**Very high occupancy vehicle**” means a vehicle with six or more occupants.

(9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:

(a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”<sup>2</sup> This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

<sup>2</sup> U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020

## **Mission Street & Geneva Avenue Improvements Project**

### **Project Description**

San Francisco Public Works in conjunction with the San Francisco Municipal Transportation Agency and the San Francisco Public Utilities Commission proposes a project for infrastructure improvements to Mission Street between Ney Street and Geneva Avenue and on Geneva Avenue between Mission Street and Prague Street. Work comprises new traffic signals, new bulbouts, new curb ramps, new raised crosswalks, changes to circulation, parking, and transit, and utility improvements necessary for construction of the transit and pedestrian improvements. Project construction would take approximately 24 months. Principle pieces of diesel-powered off-road construction machinery include excavators, asphalt grinders, backhoes, rollers, and planers. Estimated total volume of excavation on both Mission St & Geneva Ave is approximately 10,000 CY: 3,500 CY for sewer related work (max depth of 10'), and 6,500 for paving related work (base repair, bus pads, parking strip/concrete pavement at a max depth of 22"). The total area of excavation is estimated at approximately 175,500 SF. and 175,500 SF for paving related work (base repair, bus pads, parking strip/concrete pavement at a max depth of 22").

### **Existing Condition**

There are currently 21 bus stop locations and 17 traffic signals on Mission Street between Ney Street and Geneva Avenue and on Geneva Avenue between Mission Street and Prague Street. The average width of the right of way on Mission Street between Ney Street and Geneva Avenue is generally 40-feet in width. The number of travel lanes is generally two in the north-direction and two in the south-direction. Parking is typically parallel to the street. The average width of the right of way on Geneva Avenue between Mission Street and Prague Street is generally 35-feet in width. The number of travel lanes is generally two in the east-direction and two in the west-direction. Parking is typically parallel to the street.

There are 35 blocks on Mission Street between Ney Street and Geneva Avenue and 20 blocks Geneva Avenue between Mission Street and Prague Street. Public Works scores each street segment utilizing the industry standard Pavement Condition Index (PCI) scoring system. The PCI score is a ranking from 0 to 100 with 100 being a brand-new street. The 35 blocks on Mission Street between Ney Street and Geneva Avenue have an average PCI score of in the mid-60's indicating the blocks are in need of street resurfacing and some localized repairs to the street base substructure. The 20 blocks on Geneva Avenue between Mission Street and Prague Street have an average PCI score of in the high 40's indicating the blocks are in need of street resurfacing and some localized repairs to the street base substructure.

### **Proposed Project**

#### **ROADWAY**

The project will be resurfacing 35 blocks on Mission Street between Ney Street and Geneva Avenue and 20 blocks Geneva Avenue between Mission Street and Prague Street. Raised crosswalks will be constructed at Mission Street across Ruth Street (20-feet wide), at Mission Street across San Juan Avenue (approximately 23-feet wide at crossing) and on Geneva Avenue at Munich Street (28-feet wide). Resurfacing of the street includes removing and replacing the asphalt roadway and localized repairs to the concrete roadway base. Street base failures are

saw cut in a rectangular fashion, the street dug out to the subgrade, the subgrade compacted, and the new street base placed. The top layer of asphalt is then cold planed (ground down) for the entire roadway and then topped with a new asphalt wearing surface, typically placed by a paving machine. There is no excavation below the bottom of the subbase. Utility castings such as manhole covers, catch basins, and similar street iron will be protected and will be adjusted to meet the new resurfaced street surface. After resurfacing, pavement markings will be reapplied.

#### HISTORICAL ELEMENTS

The proposed project may encounter existing granite curbs, cobblestones and/or bricks of curb and gutter during construction of curb ramps, bulb-outs, driveways and bus pads. Where these items occur and demolition is involved, granite curb sections of 4-feet or more will be salvaged and reset to new elevations, and brick gutters will be reconstructed. If buried cobblestones and bricks are encountered during project construction, salvageable bricks and cobblestones will be cleaned and neatly secured and placed on pallets for safe transportation to Treasure Island. Care will be taken during construction when salvaging and transporting granite curb, cobblestones, and bricks.

#### BUS PADS

The project will be installing new 10' wide bus pads at various locations during construction at 7 blocks on Mission Street between Ney Street and Geneva Avenue and 6 blocks on Geneva Avenue between Mission Street and Prague Street. Existing parking strips and roadway will be demolished for construction of these new bus pads. This project component would not add motor-vehicle capacity and would enhance transit facilities.

Maximum depth of excavation for new bus pads is approximately 22-inches and will be saw cut in a rectangular fashion. The street will be dug out approximately 12-inches below subgrade and placed with aggregate base and will be compacted before placing the new 10-inch thick concrete bus pad. New concrete bus pad will be cured for a minimum of 7 days. Utility castings such as manhole covers, catch basins, and similar street iron will be protected and will be adjusted to meet the new resurfaced street surface. After resurfacing, pavement markings will be reapplied.

The locations for bus pad upgrades are as follows:

1. Mission Street between Geneva Avenue and Amazon Avenue (eastside)
2. Mission Street between Italy Avenue and France Avenue (eastside and westside)
3. Mission Street between Onondaga Avenue to Russia Avenue (eastside)
4. Mission Street between Persia Avenue to Ocean Avenue (eastside and westside)
5. Mission Street between Santa Rosa Avenue to Francis Street (eastside)
6. Mission Street between Excelsior Avenue to Cotter Street (westside)
7. Mission Street between Tingley Street and Silver Avenue (eastside)
8. Geneva Avenue between Mission Street and London Avenue (southside)
9. Geneva Avenue between Lisbon Street and Madrid Street (northside)
10. Geneva Avenue between Madrid Street and Edinburg Street (southside)
11. Geneva Avenue between Athens Street and Moscow Street (northside)
12. Geneva Avenue between Moscow Street and Munich Street (median island)
13. Geneva Avenue between Munich Street and Prague Street (northside)

#### CURB RAMP AND BULBOUT



The project will be installing and upgrading curb ramps at various locations during construction for 35 blocks on Mission Street between Ney Street and Geneva Avenue and 20 blocks Geneva Avenue between Mission Street and Prague Street. Existing curb ramps or existing sidewalk and curbs at street crosswalks will be demolished, and new ADA-compliant curb ramps will be constructed or reconstructed, with new curb, gutter, sidewalk and minimally regraded roadway (to meet ADA requirements for traversability) as needed.

The proposed project would install pedestrian bulb-outs throughout both corridors; both at intersection corners, at the "stem" of T-intersections, and at the proposed new midblock crossing on Mission Street. In all, the project proposes 27 new corner bulbs, nine new T bulbs, and two rebuilt existing bulbs. See the table below for a list of proposed bulbouts/sidewalk widening improvements by location. In addition, two six-foot transit bulbs are proposed on Mission Street at Persia Avenue.

T bulbs on Mission Street at Excelsior Avenue and Onondaga Avenue, and on Geneva Avenue at London Street would extend through just one of the two crossings to accommodate adjacent bus stops or loading zones.

All proposed pedestrian bulb-outs would expand the sidewalk by six feet into the roadway except for one corner bulb-out on Mission Street at Excelsior Street which would be four feet. Two existing nine-foot corner bulbs on Geneva Avenue at Paris Street would be rebuilt as standard six-foot bulbs.

This project component would not add motor-vehicle capacity and would enhance pedestrian facilities.

#### Proposed Pedestrian Bulb-outs/Sidewalk Widening

Intersection	Proposed Changes
Mission & Trumbull	-
Mission & Ney/Admiral	Three corner bulbs, T bulb
Mission & Maynard/Castle Manor	-
Mission & Silver	One corner bulb
Mission & Avalon/Theresa	Three corner bulbs
Mission & Excelsior	Two corner bulbs, T bulb
Mission & Santa Rosa	One corner bulb, T bulb
Mission & Brazil/Norton	Three corner bulbs
Mission & Ocean	T bulb
Mission & Persia	Two corner bulbs, two transit bulbs
Midblock between Persia and Onondaga	Two midblock bulbs
Mission & Onondaga	One corner bulb, T bulb
Mission & France	One corner bulb, T bulb
Mission & Italy	T bulb
Mission & Geneva	Sidewalk widening on Geneva between Mission and through London, extend existing transit bulb
Geneva & London	One corner bulb
Geneva & Paris	Two rebuilt corner bulbs
Geneva & Madrid	-
Geneva & Naples	Four corner bulbs, two transit bulbs
Geneva & Athens	Two corner bulbs
Geneva & Moscow	One T bulb

Geneva & Prague	One corner bulb, one T bulb
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\*T bulbs are sidewalk extensions that extend across the "T" of T-intersections

The project proposes four transit bulbs, and one extended transit bulb. The outbound (west side) transit bulb would extend the length of the block from Persia Avenue north to Ocean Avenue between the two existing corner bulbs on each end of the block, effectively expanding the entire sidewalk by six feet on this block. The inbound (east side) transit bulb would extend for 150 feet. On Geneva Avenue, two four-foot transit bulbs are proposed at Naples Street, each would extend for 100 feet. On the northeast corner of Mission Street at Geneva Avenue, the existing four-foot-wide transit bulb would be extended north by approximately 60 feet. The sidewalk on the south side of Geneva Avenue between Mission Street and through the intersection at London Street would be widened by four feet. (See Circulation, below, for a table listing transit-bulb work.) This project component would not add motor-vehicle capacity and would enhance pedestrian and transit facilities.

Existing painted pedestrian islands would be replaced with concrete islands at the intersections of Mission Street and Trumbull Street, and Geneva Avenue and Munich Street. This project component would not add motor-vehicle capacity and would enhance pedestrian facilities.

Maximum depth of excavation for curb ramps, islands, and bulbouts alone is approximately eighteen inches. In some cases catch basins must be moved short distances horizontally (approximately 10-feet or less) or vertically (approximately 1-foot or less), which also involves adjustment, construction or replacement of the culverts into which they feed. Approximate depth of excavation in these cases is five feet and the maximum depth of excavation is the depth of sewer mains, approximately 12 feet. Work may extend horizontally up to eight feet into the street from the edge of the curb line. Other facilities in the immediate area of curb-ramp work, such as utility vaults, electrical cabinets, etc., may need to be adjusted vertically (approximately 6-inches or less) or moved horizontally short distances (approximately 2-feet or less). Maximum depth of excavation for these adjustments is approximately two feet.

#### UTILITY IMPROVEMENTS

At each intersection where new bulb-outs are proposed, and the existing manhole, catchbasins, and culvert cannot be reused, a new manhole, new catchbasins, and new culvert will be installed. Installation of culverts typically require a 2 to 3-foot wide open cut trench through the entire length of the culvert. Installation of manholes typically require an 8-foot by 8-foot wide trench. The maximum depth of excavation for both manholes and culverts is approximately 8 to 10 feet. These changes are a necessary consequence of the bulb-outs, which would not add motor-vehicle capacity and would enhance pedestrian and transit facilities.

The locations of the 8 blocks and 21 intersections for new manhole, replacement and/or repair work are as follow:

1. Mission Street between Harrington Street and Brazil Avenue
2. Mission Street between Amazon Avenue and Geneva Avenue
3. Geneva Avenue between Mission Street and London Street
4. Geneva Avenue between London Street and Paris Street
5. Geneva Avenue between Paris Street and Lisbon Street
6. Geneva Avenue between Madrid Street and Edinburgh Street (northside and southside)
7. Geneva Avenue between Vienna Street and Athens Street
8. Geneva Avenue between Athens Street and Moscow Street

9. Mission Street and Cotter Street
10. Mission Street and Geneva Avenue
11. Mission Street and Italy Avenue
12. Mission Street and France Street
13. Mission Street and Onondaga Street
14. Mission Street between Russia Avenue and Leo Street (mid-block)
15. Mission Street and Ruth Street/Persia Avenue
16. Mission Street and Ocean Avenue
17. Mission Street and Norton Street/Brazil Avenue
18. Mission Street and Santa Rosa Avenue
19. Mission Street and Excelsior Avenue
20. Mission Street and Theresa Street/Avalon Street
21. Mission Street and Silver Avenue
22. Mission Street and Admiral Avenue/Ney Street
23. Geneva Avenue and London Street
24. Geneva Avenue and Paris Street
25. Geneva Avenue and Naples Street
26. Geneva Avenue and Athens Street
27. Geneva Avenue and Moscow Street
28. Geneva Avenue and Munich Street
29. Geneva Avenue and Prague Street

CIRCULATION

The proposed project would install traffic signals at all existing unsignalized intersections with marked crosswalks across both Mission Street. A new midblock, pedestrian-only traffic signal and crosswalk is proposed on Mission Street between Persia Avenue and Onondaga Avenue. Signal modifications to add dedicated left turn arrows in both directions are proposed on Mission Street at Geneva Avenue, and at Mission Street and Silver Avenue. Signal modifications to upgrade existing signal poles are proposed on Mission Street. The installation of traffic signals would require excavation of up to 14 feet for pole foundations and two feet for signal cabinets.

A right-turn only restriction is proposed for Ney Street at Mission Street. Left turn pockets are proposed in both directions on Mission Street at Silver Avenue. Existing left turn pockets on Mission Street at Geneva Avenue are proposed to be lengthened. On Geneva Avenue at Naples Street, the eastbound left turn pocket is proposed to be removed (left turns still permitted) and the westbound left turn pocket shortened. This would require realigning and removing parts of the existing median, respectively. A no left-turn restriction is proposed for westbound Geneva Avenue at Moscow Street.

Proposed Intersection Traffic Control, Turn Restrictions, and Lane Configuration Changes

Intersection	Proposed Changes
Mission & Trumbull	-
Mission & Ney/Admiral	New signal, right-turn only restriction
Mission & Maynard/Castle Manor	New signal
Mission & Silver	Left turn pockets, potential signal modification (left turn arrows)
Mission & Avalon/Theresa	Signal modification (mast arm)
Mission & Excelsior	Signal modification (mast arm)
Mission & Santa Rosa	-

Mission & Brazil/Norton	-
Mission & Ocean	Potential signal modification (mast arm)
Mission & Persia	Potential signal modification (mast arm)
Midblock between Persia and Onondaga	New pedestrian-only signal and crossing
Mission & Onondaga	Potential signal modification (mast arm)
Mission & France	New signal
Mission & Italy	Signal modification (mast arm)
Mission & Geneva	Signal modification (left turn arrows), lengthened left turn pockets
Geneva & London	-
Geneva & Paris	-
Geneva & Madrid	-
Geneva & Naples	Remove eastbound left turn pocket
Geneva & Athens	-
Geneva & Moscow	No left turn restriction
Geneva & Prague	-

An existing closed crosswalk would be opened and marked on the east leg of the intersection of Geneva Avenue and Moscow Street, and a new midblock crossing with an associated signal and bulb-outs would be created midblock between Persia Avenue and Onondaga Avenue.

The project elements would not add motor vehicle capacity as no additional travel lanes would be added for vehicles. New and modified traffic signals would better control interactions, benefitting safety for pedestrians and improving the reliability of transit along Mission Street and Geneva Avenue by allowing for more consistent travel times.

The project proposes a number of transit changes. Nearside stops would be moved to farside on Mission Street at Onondaga Street (outbound) and on Geneva Street at Mission Street (westbound), Naples Street (westbound), and Prague Street (westbound). Stops would be removed on Mission Street at Norton Street/Brazil Avenue (both directions) and on Geneva Avenue at Paris Street (both directions). Transit bulb-outs are proposed on Mission Street at Persia Avenue. The bulb would be located at the existing farside location for the inbound stop, stop while the existing outbound farside stop would be moved nearside with a bulb. The proposed left turn pockets at Silver Avenue would push the right-most northbound (inbound) lane against the curb; buses stopping at the inbound stop would not need to pull out of the travel lane to serve the stop, similar to a transit bulb. Transit bulbs- outs are proposed on Geneva Avenue at Naples Street. A transit boarding island is proposed on Geneva Avenue at Moscow Street (eastbound). (See Curb Ramps and Bulbouts, above, for impacts of transit-bulb construction.) This project component would not add motor-vehicle capacity and would enhance transit facilities.

#### Proposed Transit Changes

Stop	Proposed Changes
Mission & Trumbull	-
Mission & Silver	Right lane moved against curb (inbound)
Mission & Excelsior	-
Mission & Brazil/Norton	Removed
Mission & Persia	Farside stop moved nearside (outbound), transit bulbs (both directions)

Mission & Onondoga	Nearside stop moved farside (outbound)
Mission & Italy	-
Mission & Geneva	Nearside stop moved farside (westbound), extended transit bulb
Geneva & Paris	Stop removed
Geneva & Madrid	-
Geneva & Naples	Nearside stop moved farside (westbound), transit bulbs (both directions)
Geneva & Moscow/Munich	Transit boarding island (eastbound)
Geneva & Prague	Nearside stop moved farside (westbound)

The proposed project would increase the amount of yellow commercial loading, white passenger loading, green short-term, and blue accessible zones along the corridors. The table below summarizes the proposed amount of on-street parking and loading zones. These reallocations of curb space are necessary to allow for the construction of transit and pedestrian bulbouts while maintaining loading access, and were previously cleared under CEQA as an MTA Quick-Build project.

#### Proposed Mission Street and Geneva Avenue On-Street Parking and Loading Spaces

Street	General Meter	General Unmetered	Yellow Zones	White Zones*	Green Zones	Blue Zones	Motorcycle
Mission**	160	20	39	15	24	5	4
Mission side streets***	114	N/A	6	1	10	5	0
Geneva	11	82	7	0	7	1	0
Geneva side streets***	20	N/A	1	0	0	1	0
Total	305	102***	53	16	41	12	4

\*One white zone is equal to ~20 feet

\*\*Mission Street includes the short block from Geneva Avenue to Rolph Street, which is not part of the project area but where parking and loading changes are proposed

\*\*\*Side street counts include all metered, yellow, white, green, and blue zone spaces within one block of the main street; unmetered general spaces are not included

On Mission Street and intersecting side streets, the proposed project would result in a net increase in the number of yellow zones by five, green zones by six, and blue zones four. On Geneva Avenue, the net increase in the number of green zones would be four. In total, 47 existing general unmetered parking spaces on Mission Street, Geneva Avenue, and side streets would be converted to metered parking. The project would result in the relocation of commercial loading spaces but would result in an overall increase (+6) in commercial loading spaces. All commercial loading spaces proposed for relocation would be within 250 feet of the existing commercial loading space location, with the exception of one space at Mission Street and Leo Street. The existing space at Mission Street and Leo Street would be relocated approximately 290 feet away to Mission Street and Russian Avenue due to the fact that the business it served is no longer in business and nearby businesses requested that it be moved and general parking be restored to better serve customer and loading needs on the block.

The overall net reduction in parking spaces on Mission Street would be 34 spaces, and on side streets intersecting Mission Street, including unmetered general spaces, four spaces. On Geneva Avenue, the overall net reduction would be twelve spaces, and on side streets intersecting Geneva Avenue, including unmetered general spaces, six spaces.

The proposed project would convert Class III bike sharrows<sup>1</sup> to Class II bike lanes<sup>2</sup> on Geneva Avenue between Mission Street and London Street (westbound only), and between London Street and Paris Street (both directions), using excess roadway space. Class II bike lanes would be added between Edinburgh Street and Vienna Street (both direction) using space created by removing the eastbound left turn pocket at Naples Street. The proposed transit boarding island at Moscow Street (eastbound) would remove conflicts between bicyclists and Muni buses at that stop. This project component would not add motor-vehicle capacity and would enhance cycling facilities.

#### SUB-SIDEWALK BASEMENTS

The proposed project will be investigating 18 properties sub-sidewalk basements along Mission Street between Geneva Avenue to Ney Street. The proposed project may include demolition of the properties existing sidewalk, construction of new sidewalk roof slab, repair of the existing sidewalk roof slabs, and installing pole foundations 25 to 30 feet below sidewalk. A basement is typically 10 feet tall, and pole foundations are installed 15 to 20 feet below the bottom of the basement. These project components are a necessary consequence of the safety and circulation improvements proposed for transit, cyclists, and pedestrians. The foundation for the poles will be drilled piers out of concrete. The locations are as follows:

1. Mission Street between Geneva Avenue and Amazon Avenue (1)
2. Mission Street between Italy Avenue and France Avenue (1)
3. Mission Street between France Avenue and Russia Avenue (2)
4. Mission Street between Russia Avenue to Persia Ave (1)
5. Mission Street between Onondaga Avenue and Leo Street (2)
6. Mission Street between Leo Street and Ruth Street (1)
7. Mission Street between Ruth Street and Persia Avenue (1)
8. Mission Street between Persia Avenue and Ocean Avenue (2)
9. Mission Street between Ocean Avenue and San Juan Avenue (1)
10. Mission Street between San Juan Avenue and Norton Street (1)
11. Mission Street between Harrington Street and Santa Rosa Avenue (2)
12. Mission Street between Santa Rosa Avenue to Francis Street (3)

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<sup>1</sup> Class III bikeways are bike routes that are shared facilities which allow both bicyclists and vehicles to use a designated lane in a roadway. They are delineated using painted arrows and a bicycle graphic within the designated travel lane. They provide continuity to other bicycle facilities (usually Class II bikeways) or designate preferred routes through high demand corridors. Refer to the California Highway Design Manual Chapter 1000.

<sup>2</sup> Class II bikeways are bike lanes that are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The bike lanes are separated from vehicle traffic either by painted lines on the pavement or a by physical barrier (e.g., flex posts). Refer to the California Highway Design Manual Chapter 1000.