

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 3/16/2021 Requested_by: SFPW-BSM Handled: Westley Myles - 415-646-2438 Section Head : <i>BWop</i>	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small>	No objections: _____ Item Held: _____ Other: _____
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Location: Mary Street, between Minna Street and Mission Street, 5th Street

Subject: Street Closure, Tow-Away No Stopping Anytime, Left Turn Only

PROPOSAL / REQUEST:
 ESTABLISH – ROAD CLOSURE, EXCEPT PEDESTRIANS, BICYCLES AND EMERGENCY VEHICLES
 Mary Street, from Minna Street to Mission Street

ESTABLISH – LEFT-TURN ONLY
 Mary Street, northbound, at Minna Street

ESTABLISH – TOW AWAY NO STOPPING ANYTIME
 ESTABLISH – SIDEWALK WIDENING
 5th Street, west side, Natoma Street to 140 feet southerly (widening sidewalk to 16 feet, removes 4 metered parking spaces, 205-01500, 205-01520, 205-01600, 205-01620 and 8 motorcycle spaces)

(Supervisor District 6)

Westley Myles; Westley.Myles@sfmta.com

BACKGROUND INFORMATION / COMMENTS

This project proposes a street closure for Mary Street, between Minna Street and Mission Street. Mary Street will be closed to all vehicular traffic except bicycles. Removable bollards will be installed at the north and south ends of the Mary Street closure and allow for emergency and maintenance access. Left turn only is proposed for northbound Mary at the Mary and Minna intersection.

Tow Away No Stopping Anytime is proposed for the west side of 5th Street between Natoma Street and Howard Street. The proposed Tow-Away will remove 4 general metered parking spaces and 8 motorcycle spaces.

Traffic modifications are due to the improvements related to the 5M Development project.

HEARING NOTIFICATION AND PROCESSING NOTES:	ENVIRONMENTAL CLEARANCE BY: <input type="checkbox"/> SFMTA <input checked="" type="checkbox"/> Attached <input type="checkbox"/> Pending
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CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:

Myles, Westley

From: Wong, Norman
Sent: Wednesday, March 10, 2021 11:06 AM
To: Myles, Westley
Subject: FW: Proposed sidewalk change located at 415 Natoma Street, fronting AB 3725 Lot 129 AKA 5M-H1

From: Mapping, Subdivision (DPW) <subdivision.mapping@sfdpw.org>

Sent: Wednesday, January 29, 2020 6:51 PM

To: Bartak, Nicki (PUC) <DBartak@sfgwater.org>; Brown, Richard (FIR) <richard.brown@sfgov.org>; DPW, Urbanforestry (DPW) <urbanforestry@sfdpw.org>; Calleros, Deanna (DPW) <Deanna.Calleros@sfdpw.org>; CDD Engineering <cddengineering@sfgwater.org>; Chasan, Paul (CPC) <paul.chasan@sfgov.org>; Cisneros, Fernando (DPW) <Fernando.Cisneros@sfdpw.org>; Cushing, Stephanie (DPH) <Stephanie.Cushing@sfdph.org>; Dusseault, Brian <Brian.Dusseault@sfmta.com>; Eickman, Kent (PUC) <keickman@sfgwater.org>; Folks, Tom <Tom.Folks@sfmta.com>; Froehlich, David (DPW) <David.Froehlich@sfdpw.org>; Guzman, Raymond (FIR) <raymond.guzman@sfgov.org>; Henderson, Brian (PUC) <BHenderson@sfgwater.org>; Ho, Edward (PUC) <edho@sfgwater.org>; Hoblitzelle, Win <Win.Hoblitzelle@sfmta.com>; Jensen, Kevin (DPW) <Kevin.W.Jensen@sfdpw.org>; Kam, Hayden (PUC) <hkam@sfgwater.org>; Kaur, Satnam (DPW) <satnam.kaur@sfdpw.org>; Kim, Ashley <Ashley.Kim@sfmta.com>; Kjelsberg, Eric (DPW) <Eric.Kjelsberg@sfdpw.org>; Kong, Ramon (DPW) <Ramon.Kong@sfdpw.org>; Kwong, Kenneth <Kenneth.Kwong@sfmta.com>; Kyaw, Matt (PUC) <MKyaw@sfgwater.org>; Langit, Neville (PUC) <nlangit@sfgwater.org>; Lau, Peter (DPW) <peter.l.lau@sfdpw.org>; Law, Chad (FIR) <chad.law@sfgov.org>; Lee, Richard (DPW) <Richard.Lee@sfdpw.org>; Lee-Soon, Emma (DPH) <emma.lee-soon@sfdph.org>; Lui, Raymond (DPW) <Raymond.Lui@sfdpw.org>; Mar, Eric (DPH) <eric.mar@SFGOV1.onmicrosoft.com>; Chee, Maurice (DPW) <Maurice.Chee@sfdpw.org>; McDaniels, Chris (PUC) <CMcDaniels@sfgwater.org>; Mchenry, Michael@DOT <michael.mchenry@dot.ca.gov>; Olea, Ricardo <Ricardo.Olea@sfmta.com>; Robles, Felipe <Felipe.Robles@sfmta.com>; Russell, Rosanna (PUC) <RSRussell@sfgwater.org>; DPW Sewer Inquiries <dpw-sewerinquiries@sfdpw.org>; SFPUC - Street Lights <streetlights@sfgwater.org>; Shahamiri, James <James.Shahamiri@sfmta.com>; Sheeter, Daniel <Daniel.Sheeter@sfmta.com>; Smith, Tom (DPW) <Tom.Smith@sfdpw.org>; Stringer, Larry (DPW) <Larry.Stringer@sfdpw.org>; Tran, Michael (PUC) <MiTran@sfgwater.org>; Truong, Lawrence (PUC) <LTruong@sfgwater.org>; Tse, Bernie (DPW) <bernie.tse@sfdpw.org>; Uy, Alan <Alan.Uy@sfmta.com>; Williams, Maurice (DPW) <Maurice.Williams@sfdpw.org>; Wong, Lesley (DPW) <lesley.wong@sfdpw.org>; Wong, Norman <Norman.Wong@sfmta.com>; Wu, Monica (PUC) <MWu@sfgwater.org>; Wu, Yuan (DPW) <Yuan.Wu@sfdpw.org>; Kwong, John (DPW) <John.Kwong@sfdpw.org>; Chamberlain, Forrest <Forrest.Chamberlain@sfmta.com>; Wong, Jason (DPW) <jason.c.wong1@sfdpw.org>; DeWitt, Dawn (FIR) <dawn.dewitt@sfgov.org>; Duran, Vanessa (DPW) <vanessa.duran@sfdpw.org>

Cc: BART Investigations <utilitycoordinator@bart.gov>; Bill Hoover <bhoover@pointtopointinc.com>; Brad Enea <brad.enea@level3.com>; Carolina Soria <C3SR@PGE.com>; CenturylinkNationalOSPRelocations <CenturylinkNationalOSPRelocations@centurylink.com>; Chad Auchey <chad.a.auchey@xo.com>; Dave Womack <dwomack@wavebroadband.com>; David Scott <js7845@att.com>; Dean Boyers <dean.boyers@one.verizon.com>; Diana Abiinante <dka1@pge.com>; Eric Alm <erik.alm@dot.ca.gov>; ExteNET System <noc@extenetsystems.com>; General ATT <NotifyCANV@shastagroup.net>; Huan Huynh <huan.huynh@att.com>; Jeff Castaneda <Jeff_Castaneda@cable.comcast.com>; 'Jim Penney' <jpenney@wavebroadband.com> <jpenney@wavebroadband.com>; John Klavdianos <JXKN@PGE.COM>; Joseph Nicholas <Nick.Joseph@nrgenergy.com>; Joshua Fredriksson <J2F7@pge.com>; Ken Booker <kbooker@extenetsystems.com>; Lynn Sousa <ls4524@att.com>; Maria Guzman <mg1371@att.com>; Maria Torres <mt1276@att.com>; Michael Romero <m1rr@pge.com>; Pam Brown <pam.brown@verizon.com>; Patricia Schuchardt <pschuch@bart.gov>; Russell Mix <Russell.Mix@sprint.com>; Steve Leohner <steve.t.leohner@xo.com>; Verizon/MCI <Investigations@Verizon.com>; Wave SF Utility Requests

EXT

The Office of the City and County Surveyor has received a request from A.R.S. Sanchez-Corea & Associates, on behalf of Brookfield Properties, to change: 1) the corner radii at the intersection of Mary Street and Natoma Street, 2) sidewalk widening on westerly side of 5th Street between Natoma and Howards Streets, and 3) Sidewalk changes on Howard Street between Mary and 5th Streets. The proposed changes surrounds Assessor's Block 3725 Lot 129. The attachment named 5M-H1 Q-Map_Sheets 1 & 2 show the specific locations.

The proposed sidewalk widening will meet the City's Better Streets requirements. The proposed sidewalk changes are in conjunction with the proposed project to construct new mixed-use building.

Special notes for the Project:

1. This project is in conjunction with a separate Sidewalk Legislation project, named 5M-M2
2. On the plans, they may refer to this project as Phase 1, or 415 Natoma Street. On some of the attachments, the applicant have combined both applications and refer to them as 5M.
3. As seen on the Q-Maps, this sidewalk legislation is for the sidewalk widenings on 5th and Howard Streets and the various corner radii changes.
4. The project proposes to remove 28 parking spots

For questions concerning the plans of the project, please contact Michael Coughlin and Nick Elsner. Michael can be reached at (650) 482-6344 or mcoughlin@bkf.com. Nick can be reached at (415) 333-8080 or nick.elsner@arscode.com.

Please inform us within 30 days, whether or not you have any objections to this proposal or if you need additional time/information for review. In the event that you must refer the documents to a public hearing, or a departmental committee, please notify us with the date and time of the scheduled hearing.

Should you have any objections, please state them in writing and include any pertinent maps or other documentation. If you have no objections, please state so by return letter or email.

Your prompt response to this request is appreciated. If you have any questions, please call or email at (415) 554-5339 or jason.c.wong@sfdpw.org.

Attachments: Applicant Cover Letter, Sidewalk Legislation Application, Q-Map Draft, Turning Templates, Plans, Supplemental Plans, Photos, and Circulation Letter

The items can be downloaded here:

<https://drive.google.com/open?id=1XR5KLCrE5eGiqjXmS09dqxjDBwCEM-2H>

Thank you very much.

Sincerely,



Jason Wong
Survey Assistant

Bureau of Street-use and Mapping | San Francisco Public Works | City and County of San Francisco
1155 Market Street, 3rd Floor | San Francisco, CA 94103 | (415) 554-5810 | sfpublicworks.org

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Myles, Westley

From: Wong, Norman
Sent: Wednesday, March 10, 2021 11:05 AM
To: Myles, Westley
Subject: FW: Proposed sidewalk change located at 939-949 Mission Street, fronting AB 3725 Lot 089-091_AKA 5M-M2

From: Mapping, Subdivision (DPW) <subdivision.mapping@sfdpw.org>

Sent: Wednesday, January 29, 2020 6:53 PM

To: Bartak, Nicki (PUC) <DBartak@sfgwater.org>; Brown, Richard (FIR) <richard.brown@sfgov.org>; DPW, Urbanforestry (DPW) <urbanforestry@sfdpw.org>; Calleros, Deanna (DPW) <Deanna.Calleros@sfdpw.org>; CDD Engineering <cddengineering@sfgwater.org>; Chasan, Paul (CPC) <paul.chasan@sfgov.org>; Cisneros, Fernando (DPW) <Fernando.Cisneros@sfdpw.org>; Cushing, Stephanie (DPH) <Stephanie.Cushing@sfdph.org>; Dusseault, Brian <Brian.Dusseault@sfmta.com>; Eickman, Kent (PUC) <keickman@sfgwater.org>; Folks, Tom <Tom.Folks@sfmta.com>; Froehlich, David (DPW) <David.Froehlich@sfdpw.org>; Guzman, Raymond (FIR) <raymond.guzman@sfgov.org>; Henderson, Brian (PUC) <BHenderson@sfgwater.org>; Ho, Edward (PUC) <edho@sfgwater.org>; Hoblitzelle, Win <Win.Hoblitzelle@sfmta.com>; Jensen, Kevin (DPW) <Kevin.W.Jensen@sfdpw.org>; Kam, Hayden (PUC) <hkam@sfgwater.org>; Kaur, Satnam (DPW) <satnam.kaur@sfdpw.org>; Kim, Ashley <Ashley.Kim@sfmta.com>; Kjelsberg, Eric (DPW) <Eric.Kjelsberg@sfdpw.org>; Kong, Ramon (DPW) <Ramon.Kong@sfdpw.org>; Kwong, Kenneth <Kenneth.Kwong@sfmta.com>; Kyaw, Matt (PUC) <MKyaw@sfgwater.org>; Langit, Neville (PUC) <nlangit@sfgwater.org>; Lau, Peter (DPW) <peter.l.lau@sfdpw.org>; Law, Chad (FIR) <chad.law@sfgov.org>; Lee, Richard (DPW) <Richard.Lee@sfdpw.org>; Lee-Soon, Emma (DPH) <emma.lee-soon@sfdph.org>; Lui, Raymond (DPW) <Raymond.Lui@sfdpw.org>; Mar, Eric (DPH) <eric.mar@SFGOV1.onmicrosoft.com>; Chee, Maurice (DPW) <Maurice.Chee@sfdpw.org>; McDaniels, Chris (PUC) <CMcDaniels@sfgwater.org>; Mchenry, Michael@DOT <michael.mchenry@dot.ca.gov>; Olea, Ricardo <Ricardo.Olea@sfmta.com>; Robles, Felipe <Felipe.Robles@sfmta.com>; Russell, Rosanna (PUC) <RSRussell@sfgwater.org>; DPW Sewer Inquiries <dpw-sewerinquiries@sfdpw.org>; SFPUC - Street Lights <streetlights@sfgwater.org>; Shahamiri, James <James.Shahamiri@sfmta.com>; Sheeter, Daniel <Daniel.Sheeter@sfmta.com>; Smith, Tom (DPW) <Tom.Smith@sfdpw.org>; Stringer, Larry (DPW) <Larry.Stringer@sfdpw.org>; Tran, Michael (PUC) <MiTran@sfgwater.org>; Truong, Lawrence (PUC) <LTruong@sfgwater.org>; Tse, Bernie (DPW) <bernie.tse@sfdpw.org>; Uy, Alan <Alan.Uy@sfmta.com>; Williams, Maurice (DPW) <Maurice.Williams@sfdpw.org>; Wong, Lesley (DPW) <lesley.wong@sfdpw.org>; Wong, Norman <Norman.Wong@sfmta.com>; Wu, Monica (PUC) <MWu@sfgwater.org>; Wu, Yuan (DPW) <Yuan.Wu@sfdpw.org>; DeWitt, Dawn (FIR) <dawn.dewitt@sfgov.org>; Chamberlain, Forrest <Forrest.Chamberlain@sfmta.com>; Wong, Jason (DPW) <jason.c.wong1@sfdpw.org>; Duran, Vanessa (DPW) <vanessa.duran@sfdpw.org>; Kwong, John (DPW) <John.Kwong@sfdpw.org>

Cc: BART Investigations <utilitycoordinator@bart.gov>; Bill Hoover <bhoover@pointtopointinc.com>; Brad Enea <brad.enea@level3.com>; Carolina Soria <C3SR@PGE.com>; CenturylinkNationalOSPRelocations <CenturylinkNationalOSPRelocations@centurylink.com>; Chad Auchey <chad.a.auchey@xo.com>; Dave Womack <dwomack@wavebroadband.com>; David Scott <js7845@att.com>; Dean Boyers <dean.boyers@one.verizon.com>; Diana Abiinante <dka1@pge.com>; Eric Alm <erik.alm@dot.ca.gov>; ExteNET System <noc@extenetsystems.com>; General ATT <NotifyCANV@shastagroup.net>; Huan Huynh <huan.huynh@att.com>; Jeff Castaneda <Jeff_Castaneda@cable.comcast.com>; 'Jim Penney' <jpenney@wavebroadband.com> <jpenney@wavebroadband.com>; John Klavdianos <JXKN@PGE.COM>; Joseph Nicholas <Nick.Joseph@nrgenergy.com>; Joshua Fredriksson <J2F7@pge.com>; Ken Booker <kbooker@extenetsystems.com>; Lynn Sousa <ls4524@att.com>; Maria Guzman <mg1371@att.com>; Maria Torres <mt1276@att.com>; Michael Romero <m1rr@pge.com>; Pam Brown

<pam.brown@verizon.com>; Patricia Schuchardt <pschuch@bart.gov>; Russell Mix <Russell.Mix@sprint.com>; steve leohner <steve.t.leohner@xo.com>; Verizon/MCI <Investigations@Verizon.com>; Wave SF Utility Requests <WaveSFUtilityReq@wavebroadband.com>

Subject: Proposed sidewalk change located at 939-949 Mission Street, fronting AB 3725 Lot 089-091_AKA 5M-M2

EXT

January 28, 2020

RE: Proposed sidewalk change located at 939-949 Mission Street, fronting AB 3725 Lot 089-091_AKA 5M-M2

The Office of the City and County Surveyor has received a request from A.R.S. Sanchez-Corea & Associates, on behalf of Brookfield Properties, to change the official sidewalks on each end of Mary Street bounded by Mission Street and Minna Street, fronting Assessor's Block 3725 Lot 094. The attached plan (5M-M2_Q-Map Draft.pdf) show the specific locations.

The proposed sidewalk widening will meet the City's Better Streets requirements. The proposed sidewalk changes are in conjunction with the proposed project to construct new mixed-use building.

Special notes for the Project:

1. For this M2 phase, Mary Street between Minna and Mission Streets will be changes from vehicular to pedestrian access. The changes will consist of removal of curbs and installation of driveway cuts.
2. This project is in conjunction with a separate Sidewalk Legislation project, named 5M-H1.
3. On the plans, they may refer to this project as Phase 2, 434 Minna Street, or Mary Court West on some of the attachments, the applicant has combined both applications and refer to them as 5M.
4. The project proposes to remove 7 parking spots and new color curbs are proposed.

For questions concerning the plans of the project, please contact Michael Coughlin and Nick Elsner. Michael can be reached at (650) 482-6344 or mcoughlin@bkf.com. Nick can be reached at (415) 333-8080 or nick.elsner@arscode.com.

Please inform us within 30 days, whether or not you have any objections to this proposal or if you need additional time/information for review. In the event that you must refer the documents to a public hearing, or a departmental committee, please notify us with the date and time of the scheduled hearing.

Should you have any objections, please state them in writing and include any pertinent maps or other documentation. If you have no objections, please state so by return letter or email.

Your prompt response to this request is appreciated. If you have any questions, please call or email at (415) 554-5339 or jason.c.wong@sfdpw.org.

Attachments: Applicant Cover Letter, Sidewalk Legislation Application, Q-Map Draft, Turning Templates, Plans, Supplemental Plans, Photos, and Circulation Letter

The items can be downloaded here:

https://drive.google.com/open?id=1oySscKSI0VDI9ygOe4M0vhzybfX1_aF9

Thank you very much.

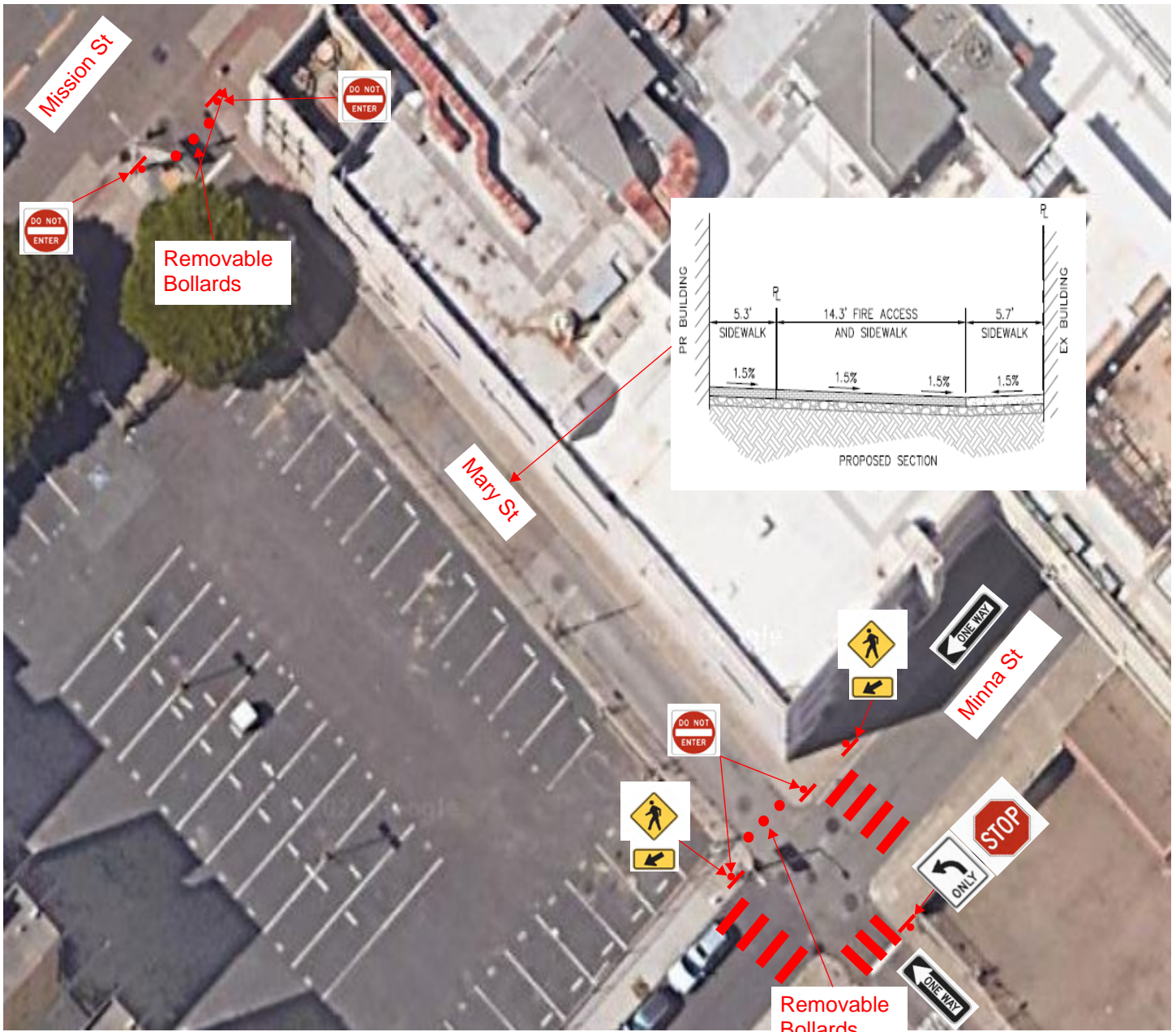
Sincerely,



Jason Wong
Survey Assistant

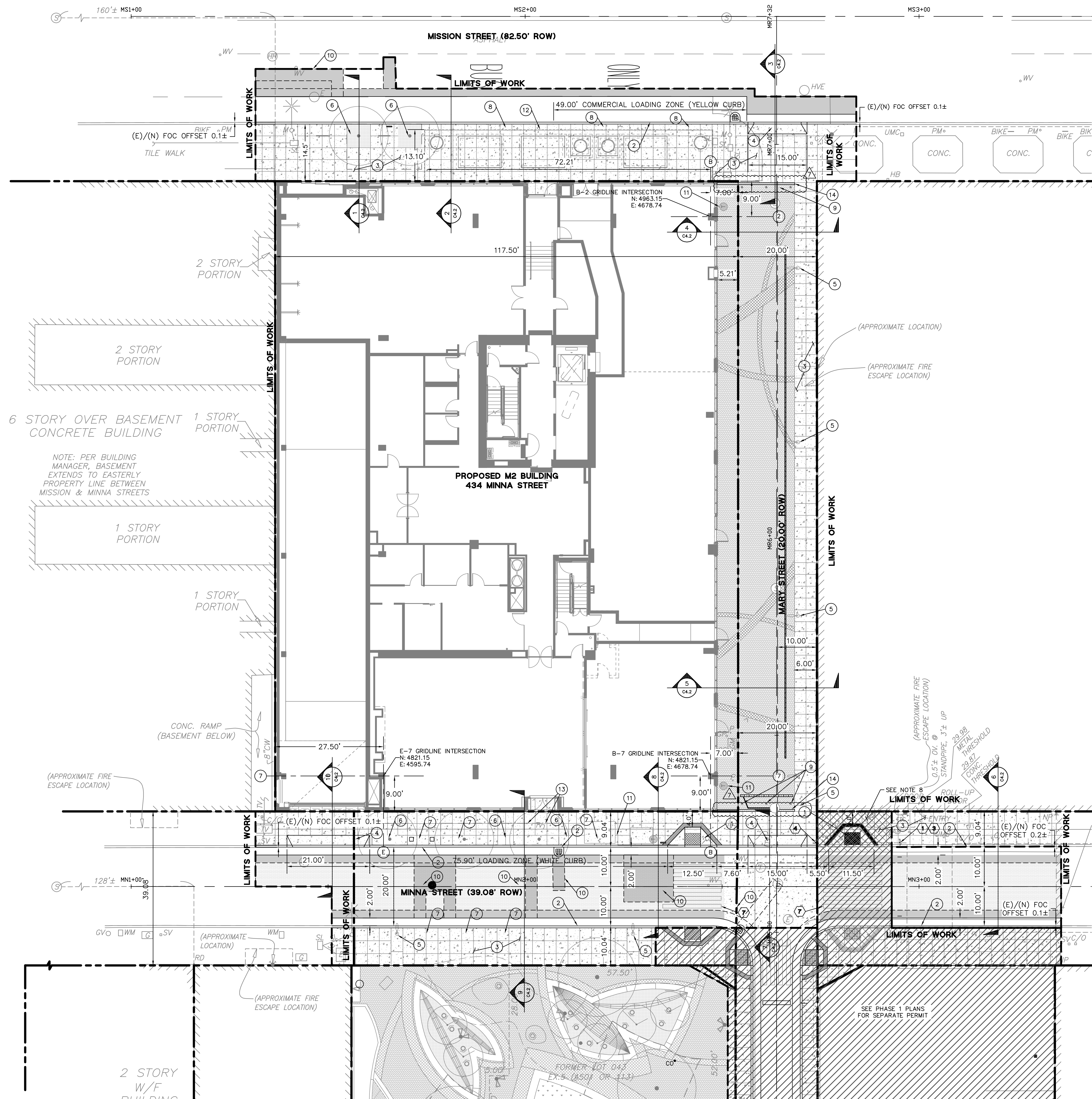
Bureau of Street-use and Mapping | San Francisco Public Works | City and County of San Francisco
1155 Market Street, 3rd Floor | San Francisco, CA 94103 | (415) 554-5810 | sfpublicworks.org

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Mary St Closure

(OVERHEAD MUNI WIRES NOT SHOWN) HPW₀



HORIZONTAL CONTROL NOTES:

- 1. CURB RETURN RADII AND CURB DATA ARE TO FACE OF CURB UNLESS OTHERWISE NOTES.
2. OBTAIN ENCROACHMENT/SIDEWALK PERMITS PRIOR TO ANY WORK IN PUBLIC RIGHT-OF-WAY.
3. THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO CONFORM TO LINES, GRADES, SECTION, AND DIMENSION AS SET FORTH ON THESE PLANS.
4. REFER TO ARCHITECTURAL AND LANDSCAPE DRAWINGS FOR ONSITE HARDSCAPE IMPROVEMENTS.
5. REFER TO LANDSCAPE DRAWINGS FOR PAVING TYPE, LAYOUT, AND JOINT LOCATION.
6. REFER TO LANDSCAPE DRAWINGS FOR TREE GRATE, PLANTER, AND PEDESTRIAN LIGHTS.
7. NEIGHBORING CURB RAMPs CONNECTING TO PROJECT BOUNDARY SHALL BE UPGRADED PER SPDWP ORDER 175,387. NO UPGRADE WILL BE REQUIRED WHERE A BASEMENT/STRUCTURAL SLAB EXISTS BELOW (TECHNICAL INFEASIBILITY).
8. DEFERRED IMPROVEMENT TO BE CONSTRUCTED IN CONJUNCTION WITH FUTURE BUILDING DEVELOPMENT.
9. FOR AREAS SHOWN AS GRIND AND OVERLAY, CONTRACTOR TO VERIFY THAT THE EXISTING SECTION BASE IS ADEQUATE AND CONFORMS TO CITY STANDARDS. ANY AREAS THAT ARE NOT ADEQUATE SHALL BE REPLACED FULL DEPTH. AN 8" CONCRETE BASE SHALL BE VERIFIED BY THE GEOTECHNICAL ENGINEER AND/OR CONTRACTOR.
10. FOR AREAS SHOWN AS ASPHALT FULL DEPTH REPLACEMENT, CONTRACTOR MAY ELECT TO PERFORM A GRIND AND OVERLAY IF IT CAN BE VERIFIED THAT THE PAVEMENT SECTION WILL CONSIST OF A MINIMUM OF 2 INCHES OF ASPHALT OVER 8 INCHES OF CONCRETE BASE.

HORIZONTAL CONTROL KEYNOTES:

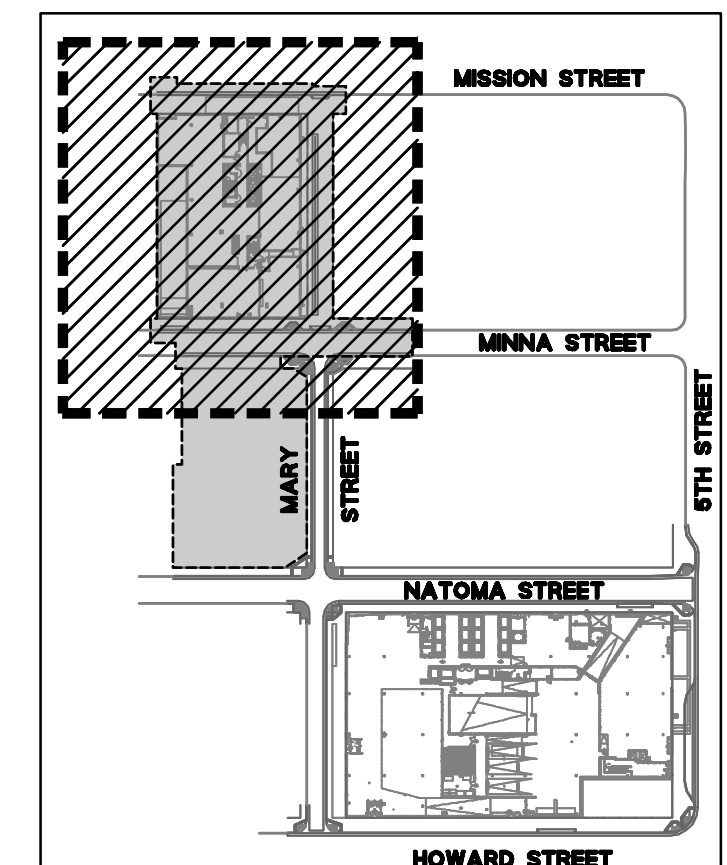
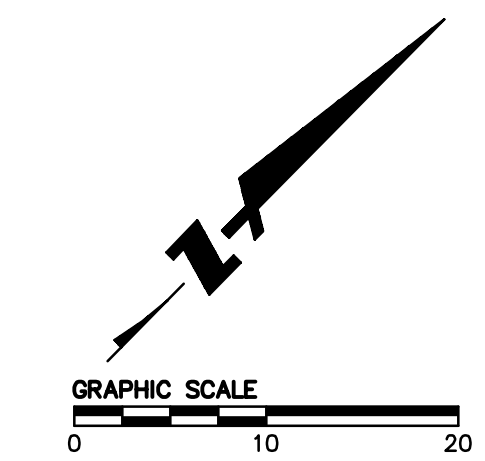
- 1 (N) CURB RAMP (1,2,3,4) (CB.3) (CB.4)
2 (N) CURB & GUTTER, 2' WIDE (CB.0)
3 (N) CONCRETE SIDEWALK (3,4) (CB.3)
4 (N) DRIVEWAY (1) (CB.2)
5 (N) STREETLIGHT, SLP
6 (N) TREE, SLP
7 (N) BIKE RACK, SLP
8 (N) PLANTER POTS, SLP
9 (N) COLLAPSIBLE BOLLARDS, SLP
10 (N) SAWCUT FOR UTILITY TRENCH
11 (N) TRASH/RECYCLING RECEPTACLES, SLP
12 (N) SUB-SIDEWALK TRANSFORMER VAULT
13 (N) 6" WDE CONCRETE COLLAR @ (N) WM, (TYP)
14 (N) 6" FLUSH CURB (9) (CB.5) (CB.5)

SIGNAGE AND STRIPING KEYNOTES:

- 1 STOP SIGN, CALIFORNIA MUTCD 2014 REV 2, R1-1
2 LEFT TURN ONLY SIGN, CALIFORNIA MUTCD 2014 REV 2, R3-5L
3 STRAIGHT ONLY SIGN, CALIFORNIA MUTCD 2014 REV 2, R3-5A
4 ONE WAY (IN ARROW), CALIFORNIA MUTCD 2014 REV 2, R6-1L
5 ONE WAY (IN ARROW), CALIFORNIA MUTCD 2014 REV 2, R6-1R
6 1' WIDE STOP LINE
7 1' WIDE CONTINENTAL CROSSWALK

HORIZONTAL CONTROL LEGEND:

- (N) CONCRETE PAVING (5,6) (CB.5)
(N) 2" OVERLAY PAVING
(N) ASPHALT FULL DEPTH PAVING, 2" ASPHALT OVER 8" CONCRETE BASE (7) (CB.5)
(N) PRECAST CONCRETE PAVERS, MORTAR SET, SLP
(N) PAVERS, SLP
DEFERRED IMPROVEMENT TO BE CONSTRUCTED IN CONJUNCTION WITH FUTURE BUILDING DEVELOPMENT.



KEY MAP SCALE: 1"=150'

Ankrom Moisan logo and address information: 38 NORTHWEST DAVIS, SUITE 300 PORTLAND, OR 97209; 1505 5TH AVE, SUITE 300 SEATTLE, WA 98101; 1014 HOWARD STREET SAN FRANCISCO, CA 94103.

BKF ENGINEERS logo and address information: 255 SHORELINE DRIVE, SUITE 200 REDWOOD CITY, CA 94065.

5M PROJECT - PHASE 2
434 MINNA STREET, SAN FRANCISCO CA, 94103
MAYOR ED 17-02 PRIORITY PROJECT

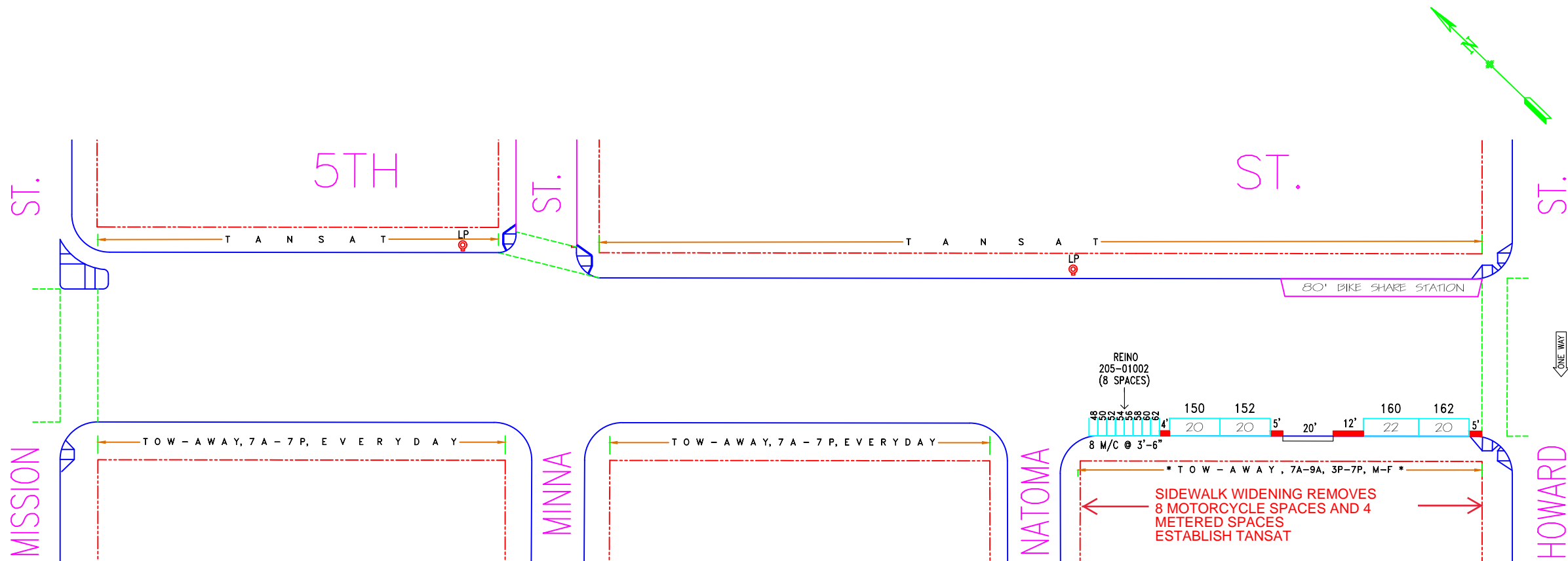
Table with columns: REVISION, DATE, REASON FOR ISSUE. Contains revision history from 02/08/18 to 1/15/21.




HORIZONTAL CONTROL PLAN
BULLETIN 1 - SIP

DATE: 05/11/2020 PROJECT NUMBER: 173860

SHEET NUMBER: C4.0



NO.	REVISION DESCRIPTION								BY	DATE	DIR/RES							
	2.a	MOS#126 thru #162 for T/A - W/S										JB	8/26/17	C.Subway				
2.b	Est. 80' Bike Station - E/S								JB	8/26/17	5683							
SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	4 HR	TOTAL
	ODD																	
EVEN			4	1	4	8	7A-6P	M-SA							4	8		12



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
 PARKING METER SPACES

5TH ST. (05S, 205)
(100) BLOCK
 Meters # 205-01XXY

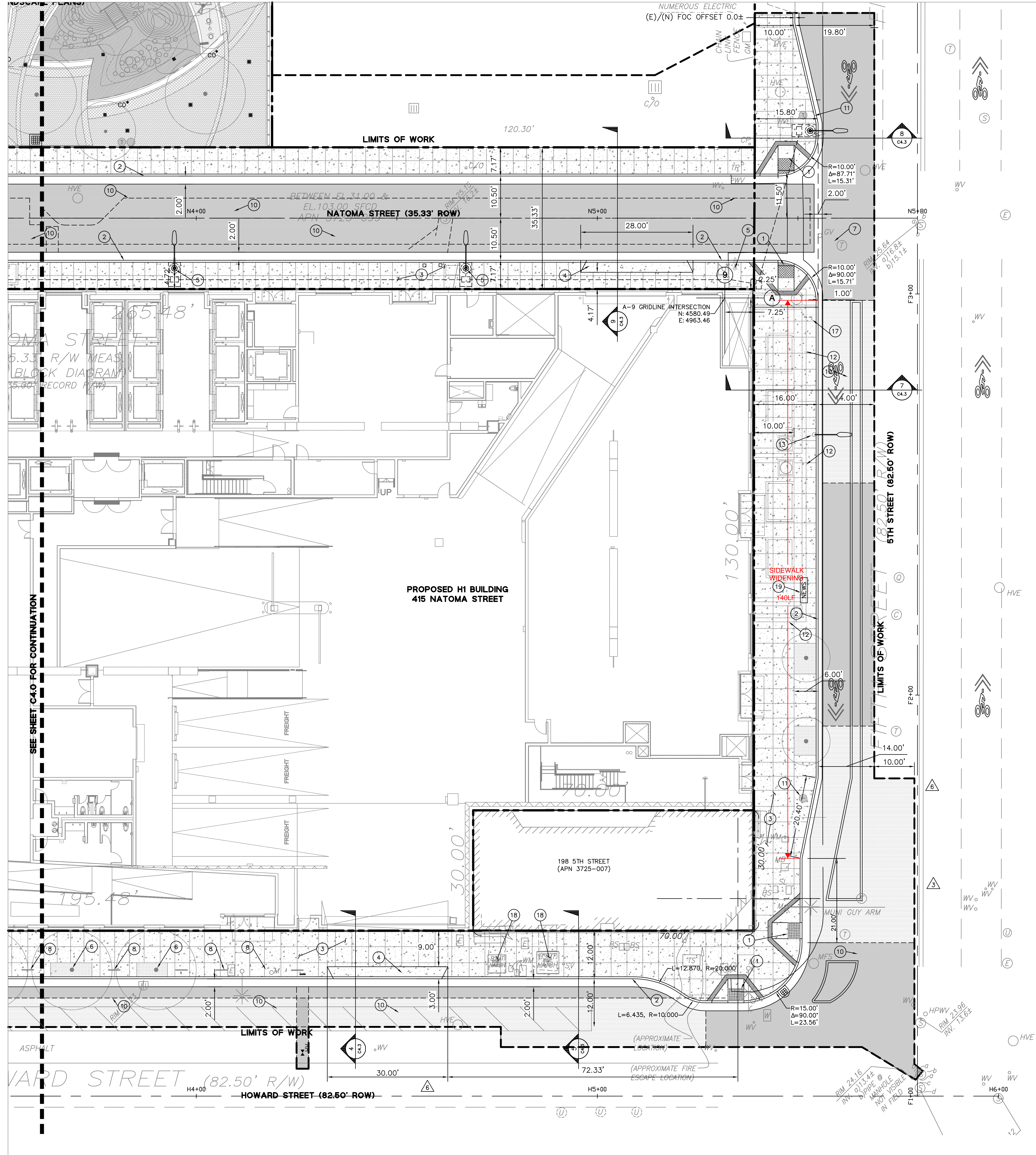
MISSION ST. TO HOWARD ST.

AREA 2

SCALE: **1" = 50'**

DATE: **8/26/17**

BY: **JB**



HORIZONTAL CONTROL NOTES:

1. CURB RETURN RADI AND CURB DATA ARE TO FACE OF CURB UNLESS OTHERWISE NOTES.
2. OBTAIN ENCROACHMENT/SIDEWALK PERMITS PRIOR TO ANY WORK IN PUBLIC RIGHT-OF-WAY.
3. THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO CONFORM TO LINES, GRADES, SECTION, AND DIMENSION AS SET FORTH ON THESE PLANS.
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5. REFER TO LANDSCAPE DRAWINGS FOR PAVING TYPE, LAYOUT, AND JOINT LOCATION.
6. REFER TO LANDSCAPE DRAWINGS FOR TREE GRATE, PLANTER, AND PEDESTRIAN LIGHTS.
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9. FOR AREAS SHOWN AS GRIND AND OVERLAY, CONTRACTOR TO VERIFY THAT THE EXISTING SECTION BASE IS ADEQUATE AND CONFORMS TO CITY STANDARDS. ANY AREAS THAT ARE NOT ADEQUATE SHALL BE REPLACED FULL DEPTH. AN 8" CONCRETE BASE SHALL BE VERIFIED BY THE GEOTECHNICAL ENGINEER AND/OR CONTRACTOR.
10. FOR AREAS SHOWN AS ASPHALT FULL DEPTH REPLACEMENT, CONTRACTOR MAY ELECT TO PERFORM A GRIND AND OVERLAY IF IT CAN BE VERIFIED THAT THE PAVEMENT SECTION WILL CONSIST OF A MINIMUM OF 2 INCHES OF ASPHALT OVER 8 INCHES OF CONCRETE BASE.

HORIZONTAL CONTROL KEYNOTES:

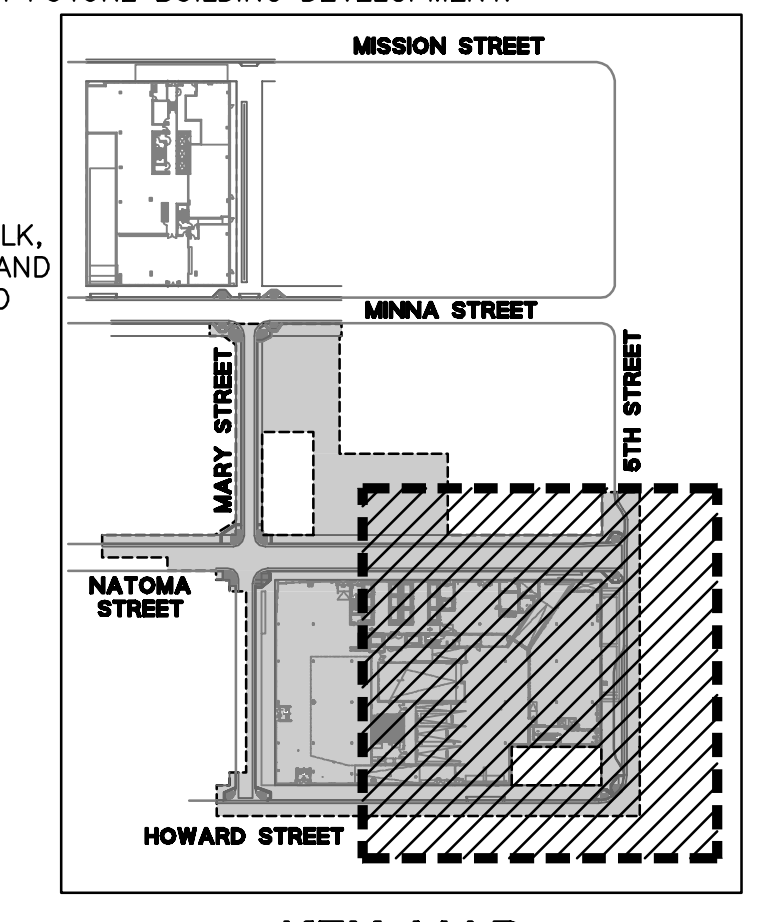
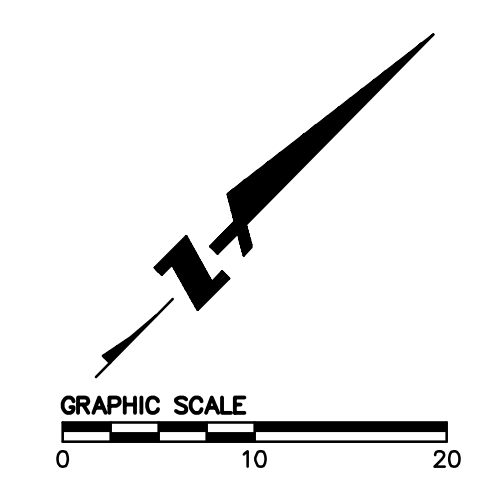
- 1 (N) CURB RAMP $\frac{1,2,3,4}{C8.3}$ $\frac{2,3,4}{C8.5}$
- 2 (N) CURB & GUTTER, 2' WIDE $\frac{3}{C8.0}$
- 3 (N) CONCRETE SIDEWALK $\frac{3}{C8.3}$
- 4 (N) DRIVEWAY $\frac{1}{C8.2}$
- 5 (N) STREETLIGHT, SLP
- 6 (N) TREE, SLP
- 7 (N) CONCRETE VALLEY GUTTER, 4' WIDE $\frac{2}{C8.5}$
- 8 (N) BIKE RACK, SLP
- 9 (N) TREE WELL, SLP
- 10 (N) SAWCUT FOR UTILITY TRENCH
- 11 (N) TRASH/RECYCLING RECEPTACLES, SLP
- 12 (N) SUB-SIDEWALK TRANSFORMER VAULT
- 13 (N) MUNI GUY ARM. COORDINATE WITH SFMTA. CUSTOM POLE TO BE INTEGRATED WITH SUB-SIDEWALK TRANSFORMER VAULT WALL
- 14 (N) 6" VERTICAL CURB $\frac{1}{C8.5}$
- 15 (N) ONSITE CONCRETE PAVING. SAP
- 16 (N) EXPANSION JOINT $\frac{3}{C8.5}$
- 17 (N) STREETLIGHT, (N) PIER FOUNDATION, POLE, FIXTURE SPLICE BOX & CONDUIT PER SFPUC STANDARDS, SEE STREETLIGHT PLANS
- 18 REFER TO SHEETS S1.1, S2.1, AND S8.1 FROM THE STRUCTURAL PLANS PRODUCED BY TJAN & ROBINSON, TITLED "(N) SIDEWALK AT (N) OR (E) LEFT GATE, CHIEFTAIN 198 5TH STREET, SAN FRANCISCO, CA" DATED 11/26/19
- 19 RELOCATED NEWS STAND. COORDINATE RELOCATION WITH CLEAR CHANNEL.

SIGNAGE AND STRIPING KEYNOTES:

- 1 STOP SIGN, CALIFORNIA MUTCD 2014 REV 2, R1-1
- 2 LEFT TURN ONLY SIGN, CALIFORNIA MUTCD 2014 REV 2, R3-5L
- 3 STRAIGHT ONLY SIGN, CALIFORNIA MUTCD 2014 REV 2, R3-5A
- 4 ONE WAY (IN ARROW), CALIFORNIA MUTCD 2014 REV 2, R6-1L
- 5 ONE WAY (IN ARROW), CALIFORNIA MUTCD 2014 REV 2, R6-1R
- 6 1' WIDE STOP LINE
- 7 1' WIDE CONTINENTAL CROSSWALK

HORIZONTAL CONTROL LEGEND:

- (N) CONCRETE PAVING $\frac{8,9}{C8.5}$
- (N) 2" OVERLAY PAVING
- (N) ASPHALT FULL DEPTH PAVING, 2" ASPHALT OVER 8" CONCRETE BASE $\frac{10}{C8.5}$
- (N) PRECAST CONCRETE PAVERS, MORTAR SET, SLP
- DEFERRED IMPROVEMENT TO BE CONSTRUCTED IN CONJUNCTION WITH FUTURE BUILDING DEVELOPMENT.
- (N) PAVERS, SLP
- REPLACE IN KIND/RESTORE CONCRETE SIDEWALK, CURB & GUTTER AND STREET PAVING TO MATCH ADJACENT IMPROVEMENTS



OWNER
Brookfield Properties
875 HOWARD STREET, SUITE 330
SAN FRANCISCO, CALIFORNIA 94103
T. 415.836.5860

EXECUTIVE ARCHITECT
HRA House & Robertson ARCHITECTS
10125 WASHINGTON BOULEVARD
CULVER CITY, CALIFORNIA 90232
T. 323.935.3158
MAIL@HRAARCH.COM

DESIGN ARCHITECT
KOHN PEDERSON FOX ASSOCIATES
11 WEST 42nd STREET
NEW YORK, NEW YORK 10036
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STRUCTURAL ENGINEER
MAGNUSON KLEMENCIC ASSOCIATES
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SEATTLE, WASHINGTON 98101
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MEP ENGINEER
MEYERS+
98 BATTERY STREET, SUITE 502
SAN FRANCISCO, CALIFORNIA 94111
T. 415.432.8100

CIVIL ENGINEER
BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CALIFORNIA 94065
T. 650.462.5300

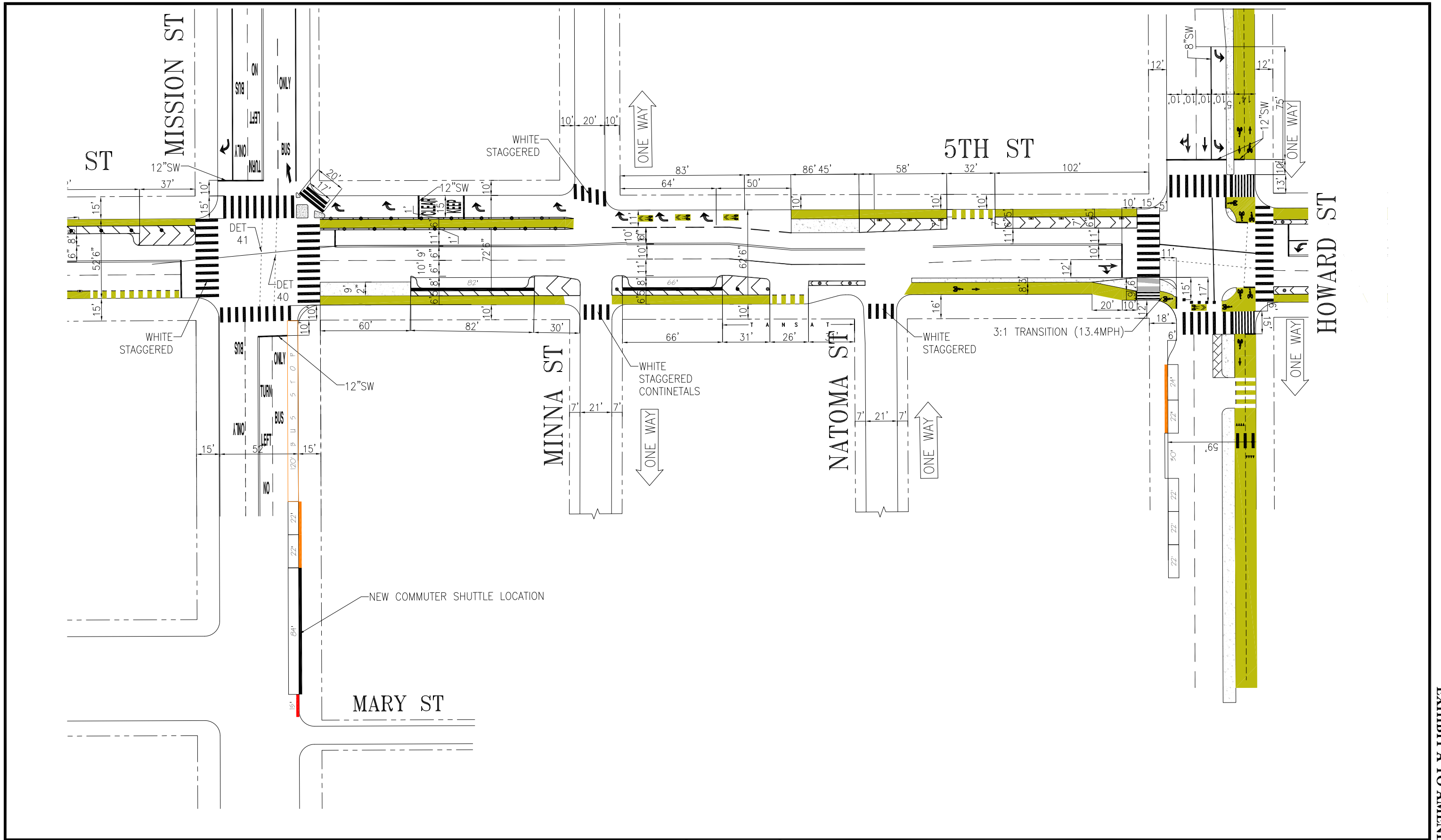
PROJECT
H1 (5M PHASE 1)
415 NATOMA ST., SAN FRANCISCO, CALIFORNIA 94103
HRA PROJECT # 1811
MCE (5M PHASE 1)
110 5TH ST., SAN FRANCISCO, CALIFORNIA 94103

DATE	DESCRIPTION	BY
07/20/2018	100% SD SET REV. 1	
08/08/2018	SIP SUBMITTAL	
09/07/2018	DD COORDINATION	
09/21/2018	50% DD SET	
11/02/2018	100% DD SET	
11/19/2018	SIP RESUBMITTAL	
12/28/2018	100% DD SUBMITTAL	
01/18/2019	SIP RESUBMITTAL	
04/28/2019	SIP SET	
05/10/2019	SIP RESUBMITTAL	
08/26/2019	AMEP PC SUBMITTAL	
11/01/2019	SIP RESUBMITTAL	
04/03/2020	SIP RESUBMITTAL	
05/11/2020	BULLETIN 4	
01/15/2021	SIP RESUBMITTAL	

STAMP
REGISTERED PROFESSIONAL ENGINEER
MARK R. HORN
No. 64657
CIVIL
STATE OF CALIFORNIA

SHEET TITLE
HORIZONTAL CONTROL
SHEET NUMBER

C4.1



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

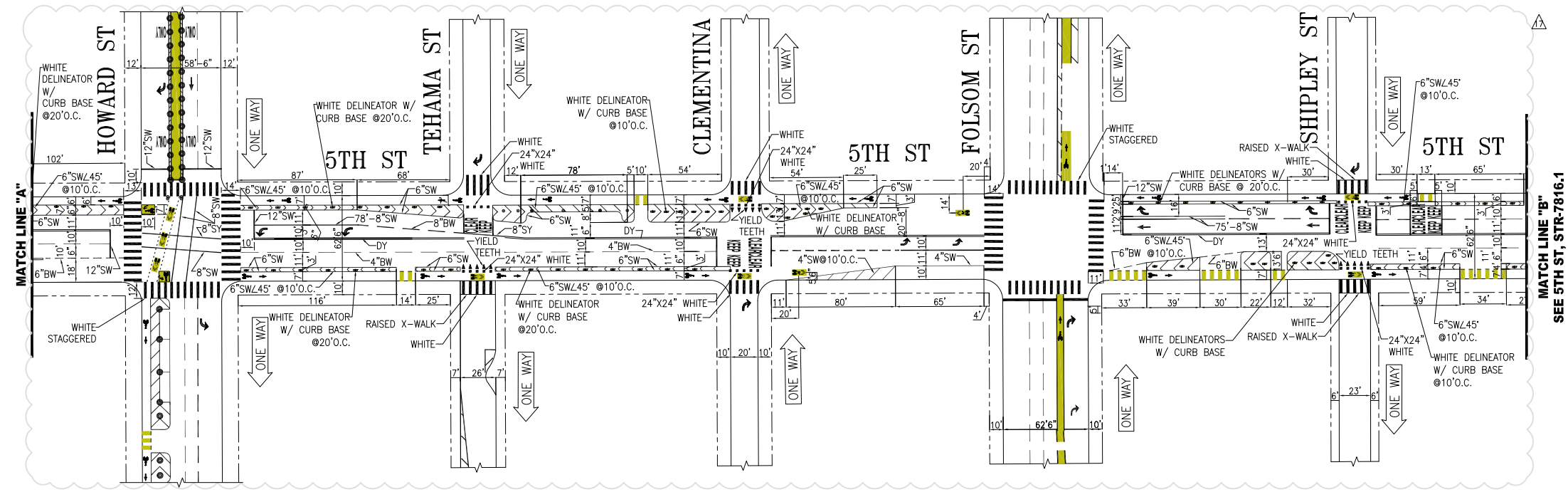
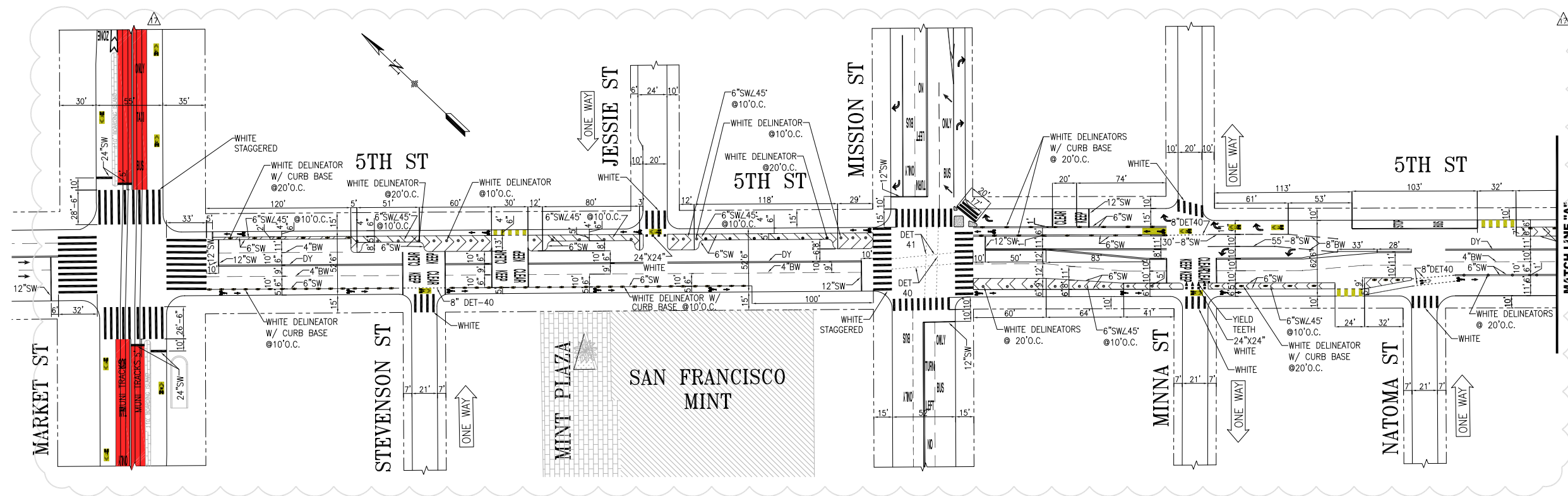


DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		DATE:	
				CITY TRAFFIC ENGINEER		DATE:	

5M – FINAL PROPOSED
WITH COLOR CURB

10/04/2019

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



NO.	DATE	DESCRIPTION	BY	APP
12/04/19		INSTALL PROT. BIKEWAY ON 5TH ST MARKET TO TOWNSEND; PER FIELD CONTIS DIMS, MESSAGES PLACEMENT @ MARKET	J.CHIMENTO	A.UY
04/18/19		ADDED CLASS IV BIKEWAY ON HOWARD ST	A.UY	M.SALLABERRY
11/26/19		PER FIELD: GORE AT FOLSOM CHANGED FROM 50' TO 57'	D.CARR	M.SALLABERRY

TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



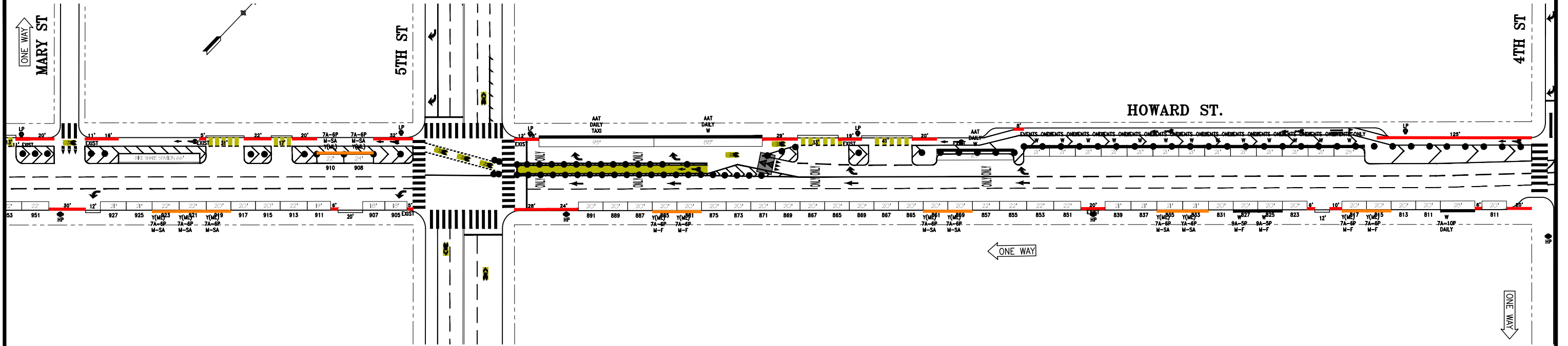
SUPERCEDES STR-1611	APPROVED	SCALE:
DRAWN: T ABDALLAH	THOMAS P. FOLKS 11/04/09	1" = 50'
DATE: 10/09	SENIOR ENGINEER	
CHECKED: M VELASCO	JACK L. FLECK 11/04/09	SHEET/SHEETS:
DATE: 10/09	CITY TRAFFIC ENGINEER	1 OF 2

TRAFFIC STRIPING	
5TH STREET MARKET STREET TO SHIPLEY STREET	

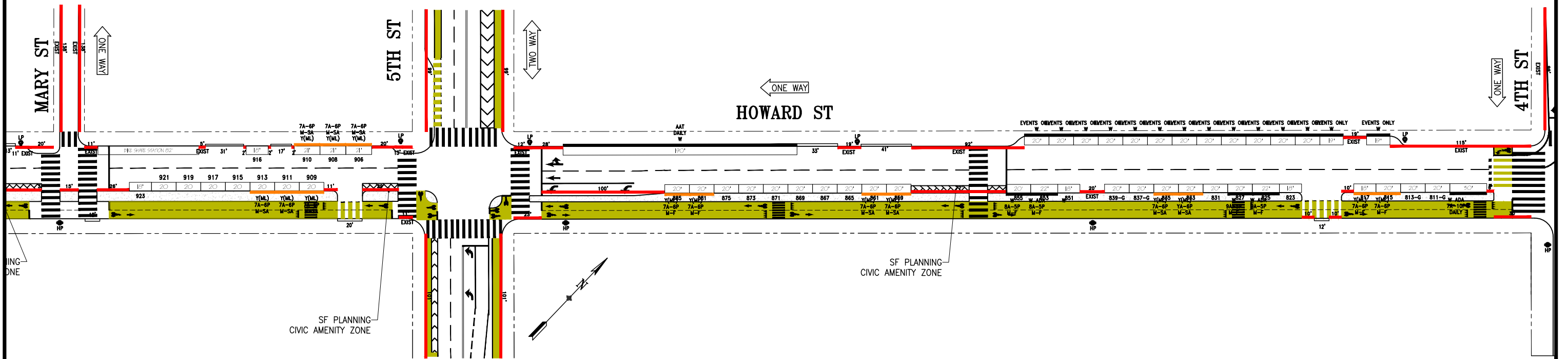
CONTRACT NO.	DRAWING NO.	FILE NO.	REV. NO.
	STR-7816		17

EXTERNAL REFERENCES:
 FONTS USED:
 SCALE FACTOR:
 PLOT SCALE:
 ORIGIN:
 DATE:

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
1	08/21/19	REVISED COLOR CURBS PER SFPW DAC, 10% DESIGN.		
2	03/01/19	REVISED COLOR CURBS PER OUTREACH, PAUL KNIHA		
3	01/17/19	ADDED YELLOW/WHITE COLOR CURBS		
4	01/07/19	REMOVED PARKING @ CIVIC AMENITY ZONES		
5	12/13/18	ADDED CIVIC AMENITY ZONES, MIDBLOCK CROSSWALKS		
6	11/27/18	UPDATED CROSS STREET PROJECT PLANS		

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



APPROVED		SCALE:
SENIOR ENGINEER		1" = 40'
DRAWN:	DATE:	SHEET/SHEETS:
A. UY	2019.08.20	5 OF 6
CHECKED:	DATE:	
P. STANIS	2019.08.21	
CITY TRAFFIC ENGINEER		

FOLSOM HOWARD STREETScape PROJECT
HOWARD STREET
DRAFT
EXISTING AND PROPOSED PARKING MANAGEMENT
HOWARD STREET
MARY STREET TO 4TH STREET

CONTRACT NO.	2955J
DRAWING NO.	DRAFT
FILE NO.	
REV. NO.	

FILE NAME:
DATE:

CEQA

RTC



FINAL RESPONSES TO COMMENTS ON DEIR

5M PROJECT

(925 MISSION STREET AND VARIOUS PARCELS)

CITY AND COUNTY OF SAN FRANCISCO
PLANNING DEPARTMENT
CASE NO. 2011.0409E

STATE CLEARINGHOUSE NO. 2013011055

August 13, 2015

Draft EIR Publication Date:	OCTOBER 15, 2014
Draft EIR Public Hearing Date:	NOVEMBER 20, 2014
Draft EIR Public Comment Period:	OCTOBER 15, 2014 – JANUARY 7, 2015
Final EIR Certification Hearing Date:	SEPTEMBER 17, 2015



**SAN FRANCISCO
PLANNING
DEPARTMENT**

ENVIRONMENTAL PLANNING DIVISION | SAN FRANCISCO PLANNING DEPARTMENT

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DEPARTMENT

ENVIRONMENTAL PLANNING DIVISION | SAN FRANCISCO PLANNING DEPARTMENT



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: August 13, 2015
TO: Members of the Planning Commission and Interested Parties
FROM: Sarah B. Jones, Environmental Review Officer
Re: **Attached Responses to Comments on Draft Environmental Impact Report Case No. 2011.0409E: 5M Project (925 Mission Street and Various Parcels)**

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Attached for your review please find a copy of the Responses to Comments on the Draft Environmental Impact Report (EIR) for the above-referenced project. **This document, along with the Draft EIR, will be before the Planning Commission for Final EIR certification on September 17, 2015.** The Planning Commission will receive public testimony on the Final EIR certification at the September 17, 2015 hearing. Please note that the public review period for the Draft EIR ended on January 7, 2015; any comments received after that date, including any comments provided orally or in writing at the Final EIR certification hearing, will not be responded to in writing.

The Planning Commission does not conduct a hearing to receive comments on the Responses to Comments document, and no such hearing is required by the California Environmental Quality Act. Interested parties, however, may always write to Commission members or to the President of the Commission at 1650 Mission Street and express an opinion on the Responses to Comments document, or the Commission's decision to certify the completion of the Final EIR for this project.

Please note that if you receive the Responses to Comments document in addition to the Draft EIR, you technically have the Final EIR. If you have any questions concerning the Responses to Comments document or the environmental review process, please contact Michael Jacinto at 415-575-9033.

Thank you for your interest in this project and your consideration of this matter.

...and we've already had speakers speak about pedestrian safety. (*Sharon McVeigh Pettigrew; Transcript; November 20, 2014 [I-McVeigh3]*)

RESPONSE TR-3

The comments raise concerns that the existing pedestrian experience is difficult, and that the additional pedestrians and vehicle traffic generated by the Draft EIR Project would result in hazards, and an increase in crime and litter.

Pedestrian impact analysis for the Draft EIR Project is included in **Impact TR-7** on Draft EIR pages 321 to 332, and there are no significant, unavoidable pedestrian impacts. The modest changes to the pedestrian circulation scheme under the Revised Project are described in Chapter II, Revised Project. The proposed project includes a number of pedestrian improvements that would enhance the pedestrian environment, including the widening the west side of Fifth Street between Mission and Howard Streets and closing Mary Street between Minna and Mission Streets to vehicular traffic. With the proposed improvements, the sidewalks would meet or exceed the minimum sidewalk widths included in the *Better Streets Plan* and the *Downtown Streetscape Plan*, as applicable. As noted on Draft EIR page 327, the Draft EIR Project would improve conditions for pedestrians walking adjacent to the project site by facilitating safe pedestrian circulation and crossings, by providing safe spaces for pedestrians, and by increasing pedestrian visibility to drivers. The Revised Project would include similar improvements. With implementation of these improvements, the adjacent sidewalks, crosswalks, and corners would operate at acceptable pedestrian LOS conditions.

The exception would be the southeast corner of the intersection of Fifth/Mission (i.e., across the street from the project site adjacent to the Fifth and Mission Garage), which currently operates poorly and would worsen with the additional pedestrian trips generated by the project. **Mitigation Measure M-TR-7:** Widen the east sidewalk on Fifth Street between Minna and Mission Streets and widen the east crosswalk at the intersection of Fifth/Mission Streets, would improve pedestrian conditions at this

corner location, and would reduce project impacts to less than significant. With the proposed project, the number of pedestrians and level of pedestrian congestion in the area would increase. However, because the sidewalks, crosswalks, and pedestrian signal timing would continue to operate at LOS D or better with implementation of **Mitigation Measure M-TR-7**, the proposed project's pedestrian impacts would be less than significant with mitigation. The overall level of pedestrian trips would also be reduced under the Revised Project.

In response to SFMTA review of pedestrians crossing Mission Street at Mint/Mary Streets, considering the planned transit improvements on Mission Street, the following improvement measure is added to **Impact TR-7**:

Improvement Measure I-TR-D: New Signalized Crosswalk across Mission Street at Mary/Mint Streets

As an improvement measure to improve pedestrian crossings across Mission Street, the project sponsor shall fund SFMTA's cost of the design and implementation of a signalized crosswalk across Mission Street at Mary/Mint Streets.

The impact of the new signalized crosswalk on traffic and transit operations on Mission Street was assessed by the SFMTA based on a conceptual traffic signal design developed by the SFMTA. The new traffic signal at Mary/Mint Streets would be coordinated with the adjacent traffic signal at the intersection of Fifth/Mission, and would have more green time available for eastbound and westbound vehicle traffic on Mission Street than at the adjacent signal at the intersection of Fifth/Mission. Intersection LOS analysis of existing plus project conditions for the weekday PM peak hour indicates that the intersection would operate at LOS A, with an average vehicle delay of less than 10 seconds per vehicle. Furthermore, delay to transit vehicles on Mission Street would be less than the average 10 seconds per vehicle due to the inclusion of transit signal priority features on the new signal, which can hold the green indication for eastbound/westbound movement, as well as shorten the red indication for an approaching bus. In addition to intersection LOS conditions, SFMTA staff reviewed the new signal against the Mission Street improvements planned as part of the SFMTA's TEP. The TEP will implement an eastbound center-running transit-only lane on this

DEIR

DRAFT ENVIRONMENTAL IMPACT REPORT

5M Project

PLANNING DEPARTMENT
CASE NO. 2011.0409E

STATE CLEARINGHOUSE NO. 2013011055



SAN FRANCISCO
PLANNING
DEPARTMENT

Draft EIR Publication Date:	OCTOBER 15, 2014
Draft EIR Public Hearing Date:	NOVEMBER 20, 2014
Draft EIR Public Comment Period:	OCTOBER 15, 2014 - DECEMBER 1, 2014

Written comments should be sent to:

Sarah Jones, Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103
or sarah.b.jones@sfgov.org

of the walk/other trips generated by the new uses would be bicycle trips (i.e., a portion of the 1,580 walk/other trips for the Office Scheme and 1,652 walk/other trips for the Residential Scheme).

There are several bicycle routes nearby to the project site, with the closest routes on along Howard and Folsom Streets (Bicycle Route 30), on Fifth Street (Bicycle Route 19), on Seventh Street (Bicycle Route 23), and on Market Street (Bicycle Route 50). Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area. As described in Impact TR-3 above, the queuing analysis conducted for the proposed project access driveways during the AM peak hour indicates that the vehicle queues would be accommodated within the project site and would not spill back onto the sidewalk or onto the travel lane or bicycle lane on Howard Street, or onto Minna and Fifth Street sidewalks or travel lanes (the San Francisco Bicycle Plan includes bicycle lanes in both directions on Fifth Street).

The proposed project would not increase bicycle or vehicle traffic to a level that adversely affects bicycle facilities in the area, nor would the proposed project create a new hazard or substantially conflict with bicycling, or affect bicycle accessibility to the project site or adjoining areas. Thus, the proposed project's impacts to bicycle facilities and circulation would be less than significant.

Pedestrian Impacts

Impact TR-7: The Office Scheme or Residential Scheme would result in a significant impact at the east crosswalk and southeast corner of the intersection of Fifth/Mission Streets, but otherwise would not result in substantial overcrowding on public sidewalks, nor create potentially hazardous conditions for pedestrians, or otherwise substantially interfere with pedestrian accessibility to the site and adjoining areas. (Less Than Significant with Mitigation)

Proposed Improvements. The proposed project includes a number of pedestrian improvements, including:

- Closing Mary Street between Minna and Mission Streets to vehicular traffic and providing a 10-foot-wide sidewalk on the west side of the street.
- Realignment of Mary Street between Minna and Natoma Streets to the west to provide for a pedestrian-only open space area between Building N-2 and Building N-3. Ten-foot-wide sidewalks would be provided on either side of this segment of Mary Street.
- Widening both sides of Natoma Street between Fifth and Mary streets from 6 feet wide on the north side and 7-feet 6-inches wide on the south side to 8-feet wide on both sides of the street, west of the proposed egress driveway for trucks and service vehicles exiting Building H-1.
- Widening the west side of Fifth Street between Mission and Howard Streets from 10 feet to 18 feet. The proposed widening would include three recessed commercial loading bays approximately 60 feet in length. The proposed widening to 18 feet would exceed the Planning Department's minimum standard for sidewalks per the *Better Streets Plan*.

Table IV.D-15 presents a summary comparison of the existing sidewalk widths adjacent to the project site to the *Better Streets Plan* minimum and recommended requirements, and to the proposed project proposed widths.

As indicated in **Table IV.D-15**, with the proposed project improvements, the sidewalk widths adjacent to the project site would meet or exceed the minimum sidewalk width requirements of the *Better Streets Plan* and *Downtown Streetscape Plan* (applicable only to Mission and Fifth Streets), but would meet the *Better Streets Plan* recommended sidewalk widths on Mission, Fifth, Minna, Natoma Streets, as well as on Mary Street between Natoma and Mission streets.

Table IV.D-15: Comparison of Better Streets Plan Sidewalk Width Requirements to Existing and Proposed Project Sidewalk Dimensions

Street	Better Streets Plan Requirements ^a		Existing	Proposed Project
	Minimum	Recommended		
Mission Street ^b	10'	12'	15'	15'
Howard Street ^{b,c}	12'	15'	11'6"	12'
Fifth Street	12'	15'	10'	18'
Minna Street	6'	9'	9' N/11' S	9' N/11' S
Natoma Street ^d	6'	9'	6' N/7'6" S	8' N/8' S
Mary St - Howard to Natoma	6'	9'	6'	6'
Mary St - Natoma to Minna	6'	9'	4'6"	10'
Mary St - Minna to Mission ^e	6'	9'	0'	10'

- ^a Better Streets Plan minimum and recommended requirements for a commercial street and an alley.
- ^b Mission and Howard streets are within the Downtown Streetscape Plan area, and both streets currently meet the required sidewalk width of 10 feet.
- ^c On Howard Street, adjacent to the project site, the proposed sidewalk width of 12 feet would be accommodated by recessing Building H-1 by six inches.
- ^d On Natoma Street, adjacent to the project site, the proposed sidewalk width of 8 feet would be for the segment of Natoma Street west of the proposed egress driveway for trucks and service vehicles exiting Building H-1 (i.e., between Fifth Street and the proposed egress driveway, the sidewalk width would remain 7-feet 6-inches).
- ^e With the proposed project, Mary Street between Minna and Mission streets would be converted to a pedestrian-only alley that would be closed to vehicular and bicycle traffic.

N = north; S = south

Source: 5M Project Transportation Impact Study, October 2014.

Demand. Pedestrian trips generated by the proposed project would include walk trips to and from the project site, and walk trips to and from the local and regional transit operators and the Fifth & Mission Garage. Pedestrian volumes adjacent to the project site on Mission, Fifth, and Howard Streets are currently moderate to high, and low on Minna, Natoma, and Mary Streets. The number of midday and PM peak hour pedestrian trips generated by the Office Scheme (3,242 midday pedestrian trips and 3,654 PM pedestrian trips) and Residential Scheme (3,156 midday pedestrian trips and 3,702 PM pedestrian trips) would be similar. The Office Scheme would generate slightly more midday peak hour trips than the Residential Scheme (i.e., 86 more pedestrian trips) and slightly fewer PM peak hour trips than the Residential Scheme (i.e., 48 fewer pedestrian trips). The pedestrian analysis was conducted based on the Office Scheme, and the difference of 48 pedestrian trips during the PM peak hour would not materially change the pedestrian impact analysis.