

## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 9/15/2020 <b>Requested_by:</b> SFMTA <b>Handled:</b> Shahram Shariati <i>WL</i> <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:** Minnesota Street between 23rd & 25th Streets; 24th Street between Minnesota & Tennessee Streets

**Subject:** One-Way Street, Red Zones, & Sidewalk Widening

**PROPOSAL / REQUEST:**  
 ESTABLISH - ONE WAY STREET  
 24th Street, eastbound, from Minnesota Street to Tennessee Street

ESTABLISH - RED ZONE  
 24th Street, north side, from Minnesota Street to 20 feet easterly.  
~~Minnesota Street, west side, from 25th Street to 60 feet northerly.~~

ESTABLISH - TOW-AWAY NO STOPPING ANYTIME  
 ESTABLISH - SIDEWALK WIDENING  
 23rd Street, north side, from 28 feet west of Minnesota Street to 32 feet easterly (2.5-foot wide bulb).  
 25th Street, north side, from Minnesota Street to 23 feet easterly (6-foot wide bulb).  
 Minnesota Street, east side, from 23rd Street to 23 feet southerly (6-foot wide bulb).

(Supervisor District 10)

This project is designed to improve pedestrian infrastructure with sidewalk extensions.

Shahram Shariati, Shahram.Shariati@sfmta.com

**BACKGROUND INFORMATION / COMMENTS**

Public Works is leading a Minnesota Grove project that improves the pedestrian infrastructure along Minnesota St between 23rd St and 25th St. This includes extending the sidewalk by 15 feet on both sides of Minnesota St, adding bulb outs and improving the existing grove.

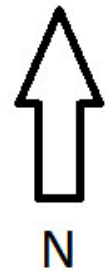
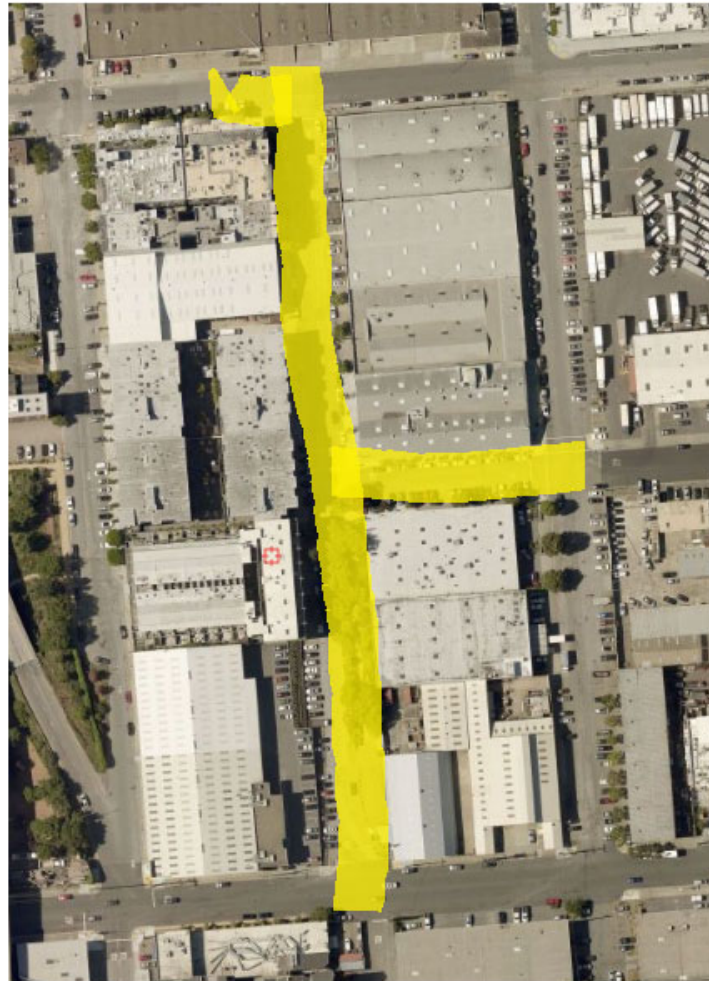
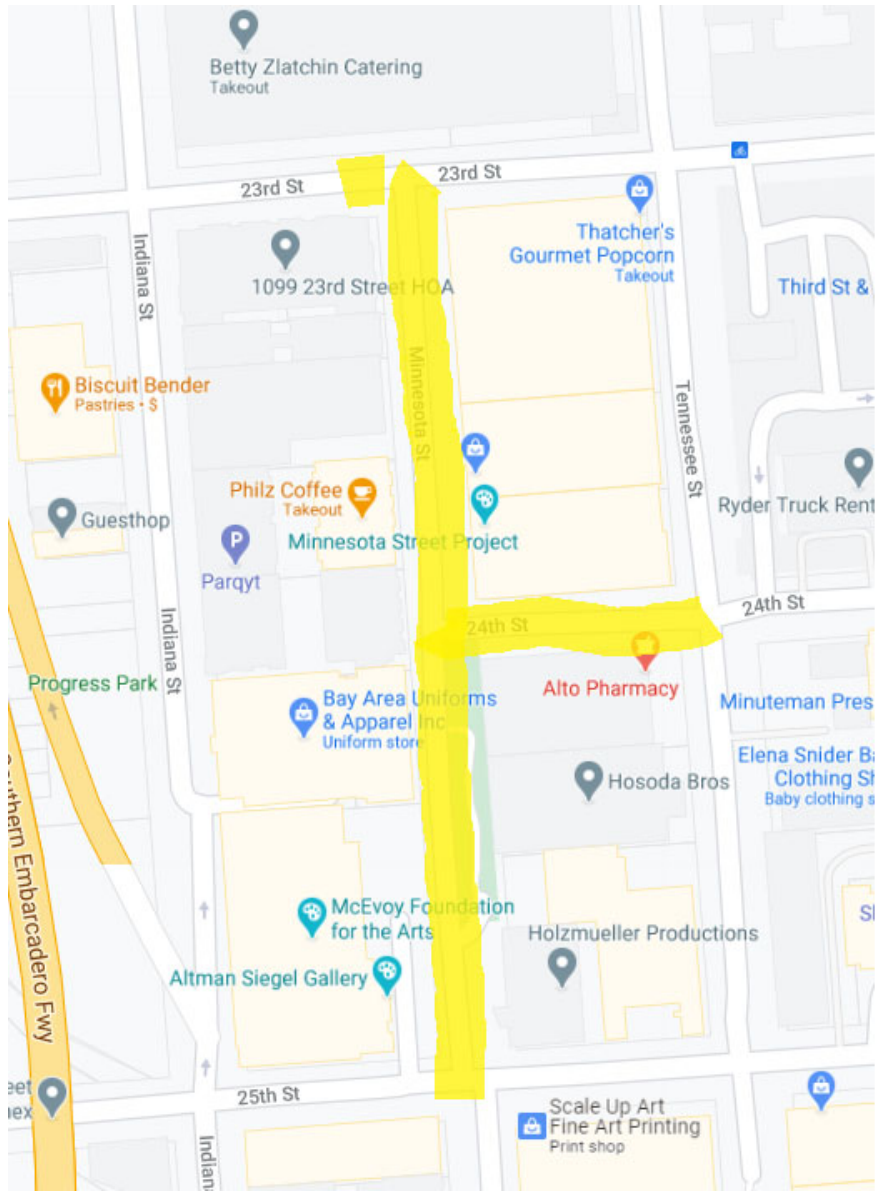
The grove serves as a bottleneck along 24th St with a total width of 12 feet available for vehicles which is the reasoning behind the one way proposal. The community was not in favor of removing parallel parking along 24th St to serve two way traffic.

Kathryn Studwell implemented Public Work's proposed parking changes earlier this year.

SFPW was able to change the sidewalk design at the northeast corner of 25th St/Minnesota to eliminate the need for a 60 foot red zone.

*SS* 12/18/20

<b>HEARING NOTIFICATION AND PROCESSING NOTES:</b>	<b>ENVIRONMENTAL CLEARANCE BY:</b> <input type="checkbox"/> SFMTA <input checked="" type="checkbox"/> Attached <input type="checkbox"/> Pending
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Project Location Map

# Existing Conditions

## Minnesota St between 23<sup>rd</sup> and 24<sup>th</sup> Street





# Minnesota St between 23<sup>rd</sup> and 24<sup>th</sup> Street



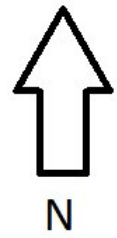


# Minnesota St between 24<sup>th</sup> and 25<sup>th</sup> Street

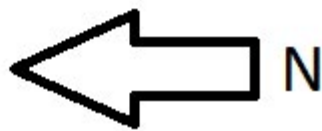




# Minnesota St between 24<sup>th</sup> and 25<sup>th</sup> Street



# 24<sup>th</sup> Street between Minnesota and Tennessee Street





# TransBASE Internal Dashboard

Geographic Extent: MINNESOTA ST from 23RD ST to 25TH ST (0.18 miles/931.30 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 07/01/2015 to 06/30/2020

Pull Date: 9/3/2020

## Collision/Party/Victim Table

Showing 1 to 4 of 4 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 4

Total Count of Fatal/Non-Fatal Injury Collisions: 4

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
190704433	09/20/2019	13:33	Friday	25TH ST	MINNESOTA ST	10	South	Driver	West	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21750	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Daylight
180522659	07/14/2018	11:26	Saturday	MINNESOTA ST	23RD ST	20	South	Bicyclist	South	Stopped In Road				CVC 22350	Injury (Other Visible)	Other	Not Stated	Not Stated	Daylight
180030997	01/12/2018	08:30	Friday	25TH ST	MINNESOTA ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21802(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
170099436	02/04/2017	15:35	Saturday	23RD ST	MINNESOTA ST	4	West	Driver	East	Making Right Turn	Bicyclist	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	Daylight

# TransBASE Internal Dashboard

Geographic Extent: 24TH ST from TENNESSEE ST to MINNESOTA ST (0.05 miles/284.65 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 07/01/2015 to 06/30/2020

Pull Date: 9/3/2020

## Collision/Party/Victim Table

Showing 0 to 0 of 0 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 0

Total Count of Fatal/Non-Fatal Injury Collisions: 0

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
None																			



# ABBREVIATED CEQA CHECKLIST FOR Better Streets Plan Improvement Projects

Please include the following supporting materials with this checklist:

- Project Description and scope of work
- Existing and Proposed* Site plans
- Site photos
- Scope of work for: Air Quality Analysis Tech Memo *(if applicable)*<sup>1</sup>
- Green House Gas Emission Checklist<sup>2</sup> *(if applicable)*

I - PROJECT INFORMATION	
DATE	
PROJECT NAME	
LOCATION/ NEIGHBORHOOD	
CONSTRUCTION DURATION	
II - PROJECT CONTACT	
RESPONSIBLE AGENCY	
NAME	
ADDRESS	
PHONE	
EMAIL	
III - PROJECT CHARACTERISTICS	
STREET TYPE <sup>3</sup>	<input type="checkbox"/> Varies (See attachment _____) OR Provide a description: Mixed Use
STREET NAME	
<sup>4</sup> FROM (CROSS-STREET 1) TO (CROSS-STREET 2)	

<sup>1</sup> Individual projects prepared pursuant to the BSP would be required to undergo a separate environmental review that would consider whether the Proposed Project's location and construction plan could affect nearby sensitive receptors - p. 123 of the BSP's PMND - **[Contact EP planner for a copy of scope of work outline].**

<sup>2</sup> Individual streetscape projects would be required to undergo a separate environmental review pursuant to CEQA. The environmental review would include an analysis of the individual project's potential to emit GHGs. p.128 of the BSP's PMND. **[Contact EP planner for a copy of GHG Checklist].**

<sup>3</sup> See Table 1 in PMND and verify final list of street types with the online version of the BSP.

<sup>4</sup> Street type determines what elements are appropriate for a design element. Different blocks of the same street may be characterized as different street types pursuant to BSP. Therefore, need to provide boundaries for project segments.



**PROJECT NAME:**

**PROJECT SCREENING PART I**

*(On the table below, please identify BSP's design elements that are part of the proposed project)*

**DETAILED DESIGNED ELEMENTS**

**STANDARD IMPROVEMENTS**

<b>BSP NUMBER/ NAME</b>	<b>PROJECT ELEMENT</b>	<b>Requires Subsequent Environmental Review<sup>5</sup> (EP PLANNER DETERMINATION ONLY)</b>
SI-1 Accessible curb ramps	<input type="checkbox"/>	<input type="checkbox"/>
SI-2 Marked crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
SI-3 Pedestrian signal timing	<input type="checkbox"/>	<input type="checkbox"/>
SI-4 Curb radii guidelines	<input type="checkbox"/>	<input type="checkbox"/>
SI-5 Corner curb extensions	<input type="checkbox"/>	<input type="checkbox"/>
SI-6 Street trees	<input type="checkbox"/>	<input type="checkbox"/>
SI-7 Tree basin furnishing	<input type="checkbox"/>	<input type="checkbox"/>
SI-8 Sidewalk planters	<input type="checkbox"/>	<input type="checkbox"/>
SI-9 Stormwater management tools	<input type="checkbox"/>	<input type="checkbox"/>
SI-10 Street lighting	<input type="checkbox"/>	<input type="checkbox"/>
SI-11 Special paving	<input type="checkbox"/>	<input type="checkbox"/>
SI-12 Site furnishings	<input type="checkbox"/>	<input type="checkbox"/>

**CASE-BY-CASE IMPROVEMENTS**

CBC-1 High-visibility crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-2 Special crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-3 Vehicle turning movements	<input type="checkbox"/>	<input type="checkbox"/>
CBC-4 Removal or reduction of permanent crosswalk closures	<input type="checkbox"/>	<input type="checkbox"/>

<sup>5</sup> Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

**PROJECT NAME:**

**PROJECT SCREENING PART I CONT.**

NUMBER/ NAME	PROJECT ELEMENT	REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW <sup>6</sup> (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)
CBC-5 Mid-block crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
CBC-6 Raised crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
CBC-7 Extended bulb-outs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-8 Mid-block blub-out	<input type="checkbox"/>	<input type="checkbox"/>
CBC-9 Center or side medians	<input type="checkbox"/>	<input type="checkbox"/>
CBC-10 Pedestrian refugee islands	<input type="checkbox"/>	<input type="checkbox"/>
CBC-11 Transit bulb-out	<input type="checkbox"/>	<input type="checkbox"/>
CBC-12 Transit boarding islands	<input type="checkbox"/>	<input type="checkbox"/>
CBC-13 Perpendicular or angled parking	<input type="checkbox"/>	<input type="checkbox"/>
CBC-14 Flexible use of parking	<input type="checkbox"/>	<input type="checkbox"/>
CBC-15 Parking lane planters	<input type="checkbox"/>	<input type="checkbox"/>
CBC-16 Chicanes	<input type="checkbox"/>	<input type="checkbox"/>
CBC-17 Traffic calming circles	<input type="checkbox"/>	<input type="checkbox"/>
CBC-18 Roundabouts	<input type="checkbox"/>	<input type="checkbox"/>
CBC-19 Pocket parks	<input type="checkbox"/>	<input type="checkbox"/>
CBC-20 Reuse of 'pork chops'	<input type="checkbox"/>	<input type="checkbox"/>
CBC-21 Boulevard treatments	<input type="checkbox"/>	<input type="checkbox"/>

<sup>6</sup> Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

**PROJECT NAME:**

<b>PROJECT SCREENING PART I CONT.</b>		
<b>NUMBER/ NAME</b>	<b>PROJECT ELEMENT</b>	<b>REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW<sup>7</sup> (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)</b>
CBC-22 Shared public ways	<input type="checkbox"/>	<input type="checkbox"/>
CBC-23 Pedestrian-only streets	<input type="checkbox"/>	<input type="checkbox"/>
CBC-24 Public stairs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-25 Multi-use paths	<input type="checkbox"/>	<input type="checkbox"/>
CBC-26 Above-ground landscaping	<input type="checkbox"/>	<input type="checkbox"/>
<b>OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP) (Not identified above)</b>		
<b>DESIGN ELEMENT NAME</b>	<b>BSP PAGE NUMBER</b>	
		<input type="checkbox"/>
<b>(EP PLANNER COMMENTS):</b>		

<sup>7</sup> Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.



**PROJECT NAME:**

**PROJECT SCREENING PART I CONT.**  
*(On the table below, please identify BSP’s design elements that are part of the proposed project. If any of the questions listed below pertain to this project, please answer “YES”. If none apply, indicate so by checking the red box below.)*

**IDENTIFY STORM WATER FACILITIES THAT ARE PART OF THE PROJECT**

	Project Element	Requires Subsequent Environmental Review <sup>8</sup> (FOR EP PLANNER DETERMINATION ONLY)
Permeable Paving	<input type="checkbox"/>	<input type="checkbox"/>
Bioretention Facilities	<input type="checkbox"/>	<input type="checkbox"/>
Swales	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration Boardwalks	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration and Soakage Trench	<input type="checkbox"/>	<input type="checkbox"/>
Channels and Runnels	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Buffer Strip	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Gutter	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe stormwater improvements)	<input type="checkbox"/>	<input type="checkbox"/>

**If none of the above BSP design elements apply, please indicate so by checking this box**

**(EP PLANNER COMMENTS):**

<sup>8</sup> Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP’s PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

**PROJECT NAME:**

**PROJECT SCREENING PART II**  
*(If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.*  
*Note: If you answer "YES" to any of the questions listed below, this checklist may not be utilized, and therefore, and Environmental Evaluation application must be filled.)*

**TRANSPORTATION/CIRCULATION**

Does the project include right turn on red (RTOR) at locations where the peak hour right-turning traffic volume exceeds 300 vehicles per hour; or require any removal of multiple turn lanes; or the bus stop is located in the near side?	Yes
Does the project include removal of crosswalk closures?	Yes
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour?	Yes
Does the project include roundabouts?	Yes
Does the project include pedestrian-only streets on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours?	Yes
Does the project include multi-use paths? <sup>9</sup>	Yes
Does the project include shared public ways on streets with park garages with parking spaces > 100, or through traffic > 100 cars per hours, or transit service?	Yes

**PROJECT ELEMENTS THAT WILL REQUIRE TECH SPEC EVALUATION:<sup>10</sup>**  
*(If the project includes any of the elements listed below, the project will require Tech Spec Evaluation).*

**HISTORICAL/ARCHEO RESOURCES**  
*(All applications need preliminary review for potential impacts to archeological resources pursuant to EP practice.)*

Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark? <b>Please state the name of the historic district or historic landmark:</b> _____	Yes
Does the proposed project involve an identified historic resource among the following: street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials? <b>Please identify the historic elements that are part of the proposed project:</b> _____	Yes
Does the proposed project involve removal of trees adjacent to historic resources?	Yes

**If none of the above BSP design elements apply, please indicate so by checking this box**

<sup>9</sup> The BSP does not provide guidance on the location or design of Multi-use Paths. Therefore, at the time a location for implementation is proposed, it would be subject to site-specific environmental review.

<sup>10</sup> EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

**PROJECT NAME:**

<b>PROJECT SCREENING PART III</b>					
<i>Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.</i>					
<b>CEQA Topic</b>	<b>Sub-topic</b>	<b>Meet criteria/threshold:<sup>11</sup> Yes/No or N/A</b>	<b>Requires mitigation measure: Yes/No</b>	<b>Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.</b>	<b>Project Sponsor Agrees to Implement Mitigation Measures</b>
<b>Aesthetics</b>					
Does the proposed project involve removal of significant trees? Yes <input type="checkbox"/> No <input type="checkbox"/>	Significant trees	N/A			<input type="checkbox"/>
Does the project involve tree root trimming? Yes <input type="checkbox"/> No <input type="checkbox"/> If so, is tree root trimming greater than two inches? Yes <input type="checkbox"/> No <input type="checkbox"/>		N/A	Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53).		<input type="checkbox"/>
<input type="checkbox"/> None of the above CEQA topics apply to the project					
<b>Historical/Archeological Resources</b>					
Does the project require excavation depth greater than two (2) feet? Yes <input type="checkbox"/> No <input type="checkbox"/>	Accidental discovery	N/A	Archeological Accidental Discovery mitigation measure Cul-1 applies to all projects except for those occurs in an area within Hispanic Period Archeological District (p.64).		<input type="checkbox"/>
Does the project occur in an area within the Hispanic Period Archeological District? <sup>12</sup> Yes <input type="checkbox"/> No <input type="checkbox"/>	Hispanic Period District	N/A	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		<input type="checkbox"/>
<input type="checkbox"/> None of the above CEQA topics apply to the project					
<b>Transportation and Circulation</b>					
Does the project include removal of loading spaces? Yes <input type="checkbox"/> No <input type="checkbox"/>	Loading	YES	Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		<input type="checkbox"/>

<sup>11</sup> The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

<sup>12</sup> **TO BE EVALUATED BY EP PLANNER.** The Spanish Period Map is not available for public review due to the sensitivity of the archeological resources encountered in the area.



**PROJECT NAME:**

<b>PROJECT SCREENING PART III CONT.</b>					
<i>Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.</i>					
<b>Air Quality</b>					
	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to <b>ALL</b> projects (p.120).		
<b>Biological Resources</b>					
Does the project include tree removal? Yes <input type="checkbox"/> No <input type="checkbox"/>	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
<b>Biological Resources (Cont.)</b>					
What is the expected duration period of construction? _____	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Which months would construction occur? _____	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
<b>Hazardous Materials</b>					
Does the project occur in an area within the Maher-designated area? <sup>13</sup> Yes <input type="checkbox"/> No <input type="checkbox"/>	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).		
<b>(EP PLANNER COMMENTS):</b>					

<sup>13</sup> [www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp](http://www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp)

**PROJECT NAME:**

**This section is to be filled by EP Planner. Use check boxes to indicate type of review conducted (as applicable). Leave blank if not applicable to the Project.**

- Project was screened for potential impacts to archeological resources pursuant to EP practice.
- Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.
- Applicable Mitigation Measures are applied to the project.
- Green House Gas analysis performed and approved by EP.
- Air Quality Memo approved by EP.
- The project was reviewed by DPH and DTSC, and a memo of concurrence was submitted to EP (for projects within the Maher Layer only).
- PMND was reviewed and no items were identified that would require subsequent environmental review.

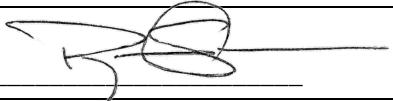
**CEQA Determination**

- Note to file, contingent upon regulatory agency approval or other information, as follows:
  - Note to file (no additional documentation required)
  - Addendum
  - Supplemental EIR or MND

**Notes:**

Standard Archaeological Mitigation Measure 1 (Accidental Discovery) is required

**Planner Signature**

Signee (print name): \_\_\_\_\_  \_\_\_\_\_ Date: \_\_\_\_\_

# Minnesota Streetscape Improvements Project

## Draft Project Description

San Francisco Public Works proposes a project for streetscape improvements to Minnesota Street between 23<sup>rd</sup> St. and 25<sup>th</sup> St., and on 23<sup>rd</sup> St. between Minnesota and Tennessee streets. Project construction would take approximately 12 months (non-continuous). No additional staging areas are required.

### Existing Condition

The public right-of-way for the Minnesota street segment contains two fragmentary lengths of sidewalk (approximately 600' of 15' sidewalk on the 23<sup>th</sup>-25<sup>th</sup> St block west side out of approximately 880', and approximately 210' of sidewalk on the 23<sup>rd</sup>-24<sup>th</sup> St block east side out of approximately 880'), and an approximately 38'-wide existing landscaped linear green space ("Minnesota Grove") extending from approximately the roadway midline at 24<sup>th</sup> St. to a point approximately 280' to the south on the east side, which is maintained by the Dogpatch and Northwest Potrero Hill Green Benefit District. The remainder of the area is paved with asphalt concrete and concrete at roadway grade.

On the west side of Minnesota St. , areas abutting property frontages of the street on the 24<sup>th</sup> to 25<sup>th</sup> Streets block are used for perpendicular parking where there is no sidewalk, and parallel parking where sidewalk is present; parallel parking along sidewalk continues on the 23<sup>rd</sup> to 24<sup>th</sup> Street block. On the east side, areas abutting property frontages on the 23<sup>rd</sup>-24<sup>th</sup> block are used for perpendicular parking where there is no sidewalk, and parallel parking where sidewalk is present. No parking exists on the east side of the 24<sup>th</sup>-25<sup>th</sup> streets block. Street trees are present in the existing sidewalk segments.

On 23<sup>rd</sup> St. between Minnesota and Tennessee streets, there is an existing 9.5'-wide sidewalk with 5' wide rolled curb on both the north and south sides of the street. The south side is used for parallel parking. On the north side, parking is mostly off-street in truck loading bays.

The Minnesota St 23<sup>rd</sup>-24<sup>th</sup> St. segment has one 18' travel lane in each direction; the 24<sup>th</sup>-25<sup>th</sup> streets. segment has one 9'-11" travel lane in each direction, and 24<sup>th</sup> St. at the intersection with Minnesota St. has one 19' travel lane serving both directions of traffic. At the Minnesota/24<sup>th</sup> intersection, there is one existing ADA ramp at the NE corner and one at the west sidewalk of the north pedestrian crossing at 24<sup>th</sup> St., otherwise the existing grove is inaccessible. Along the edge of the grove and areas where there is no sidewalk, curb or gutter to channel stormwater flows, there are no stormwater drainage facilities. Drainage facilities exist at the Minnesota/24<sup>th</sup> St intersection and the Minnesota/23<sup>rd</sup> St intersections and at various locations along existing curb/sidewalk paved areas. ADA ramps exist at the NW and NE corners of Minnesota/25<sup>th</sup> for crossing Minnesota; no ramps exist for crossing 25<sup>th</sup> St due to lack of sidewalk along 25<sup>th</sup> St. One ADA ramp exists at the SW corner of Minnesota/23<sup>rd</sup> St; no other ramps exist due to lack of curb.

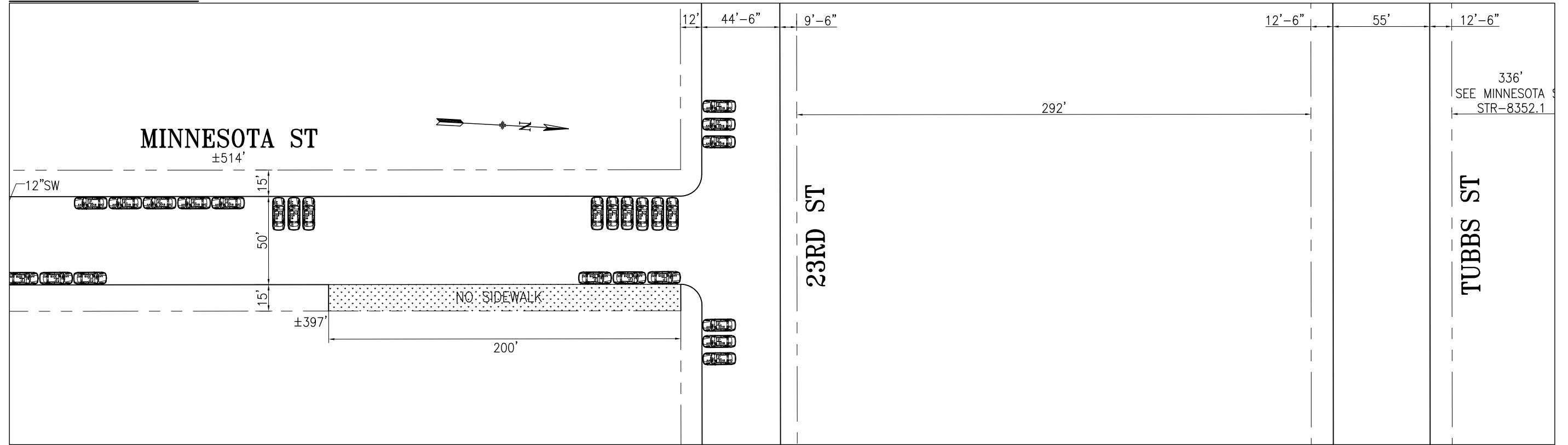
On the west side of Minnesota, new 15'-wide sidewalk, including street trees, on the 24<sup>th</sup> to 25<sup>th</sup> Street block where none currently exists is being installed by property owner at 1150 25<sup>th</sup> Street. Existing parallel parking would be replaced by perpendicular parking for the western 23<sup>rd</sup>-24<sup>th</sup> streets segment; all parking provided on the west side between 24<sup>th</sup> and 25<sup>th</sup> would be parallel.

## **Proposed Project**

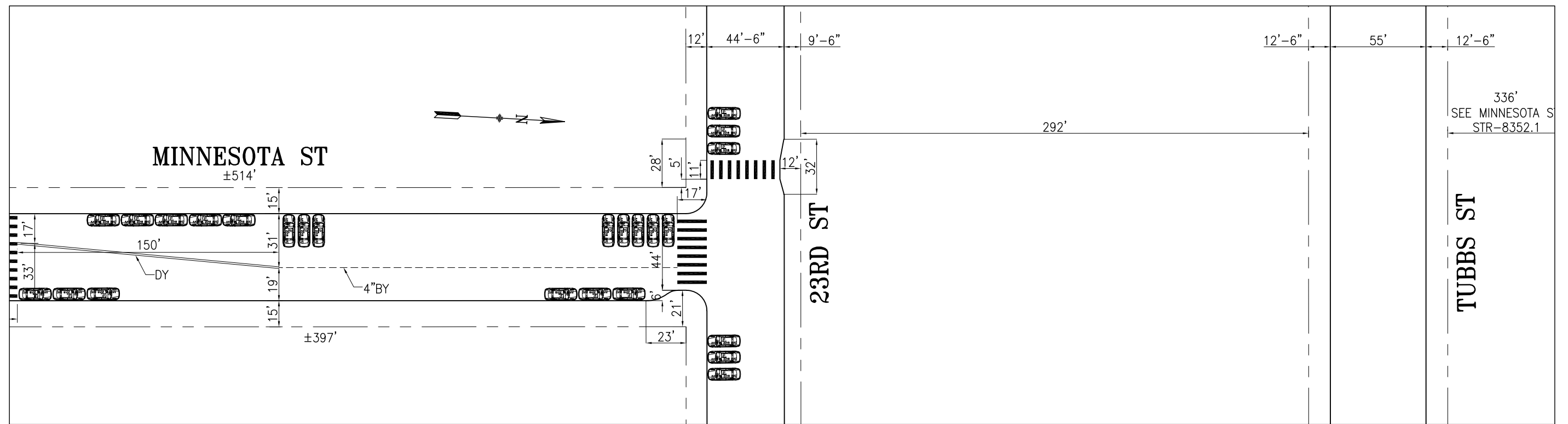
On the east side of Minnesota between 23<sup>rd</sup> and 24<sup>th</sup>, and along 23<sup>rd</sup> St. between Minnesota and Tennessee streets, the project would construct a new 15' wide sidewalk and 12' wide sidewalk respectively with curb and gutter, including a bulb out on the SE corner. ADA-compliant curb ramps would be provided at 23rd St (depth of excavation for all sidewalk/ramp work approximately 8"). Existing street trees would remain, and additional street trees installed to meet Better Streets requirements (maximum depth of excavation 5'). Existing perpendicular parking would be replaced by parallel parking on Minnesota, and existing parallel parking would be replaced by perpendicular parking on 23<sup>rd</sup> St. The improvements would result in one 14' travel lane in each direction on Minnesota between 23<sup>rd</sup> and 24<sup>th</sup> streets.

On the east side between 24<sup>th</sup> and 25<sup>th</sup> streets, a new curb line would be established at the outside perimeter of Minnesota Grove, and extended in a straight line to 25<sup>th</sup> St. Existing asphalt concrete and concrete pavement between the new curb line and the building frontages would be removed and replaced with additional climate-appropriate landscape, including tree plantings. An ADA-compliant, stamped-concrete 10' wide pedestrian-access route would be constructed through the connecting the sidewalk at 25<sup>th</sup> St., where a new bulbout would be constructed, and the sidewalk at 24<sup>th</sup> St. The improvements would maintain one 9'-11" travel lane in each direction between 24<sup>th</sup> St. and 25<sup>th</sup> St. Modifications to an existing low retaining wall (< 3') at the side of the Grove facing 24<sup>th</sup> would be made to improve structural resilience. The project would also install street furnishings, planters, irrigation, and pedestrian-scale lighting in the Grove. Connections from vaults for pull boxes, valves, and controllers would be connected to utilities in the roadway at a depth of approximately two feet. New catch basins would be installed at the corners at 25<sup>th</sup> St., requiring a new lateral connection (to a depth of 8') to the in-street sewer main. ADA compliant curb ramps would be provided at 25th St. corners (depth of excavation for all sidewalk/ramp work approximately 8").

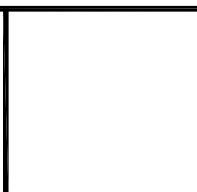
**PLAN - EXISTING**



**PLAN - PROPOSED**



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



DRAWN: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	SHEET/SHEETS: XX OF XX
CITY TRAFFIC ENGINEER	

**MINNESOTA STREETScape  
DRAFT**

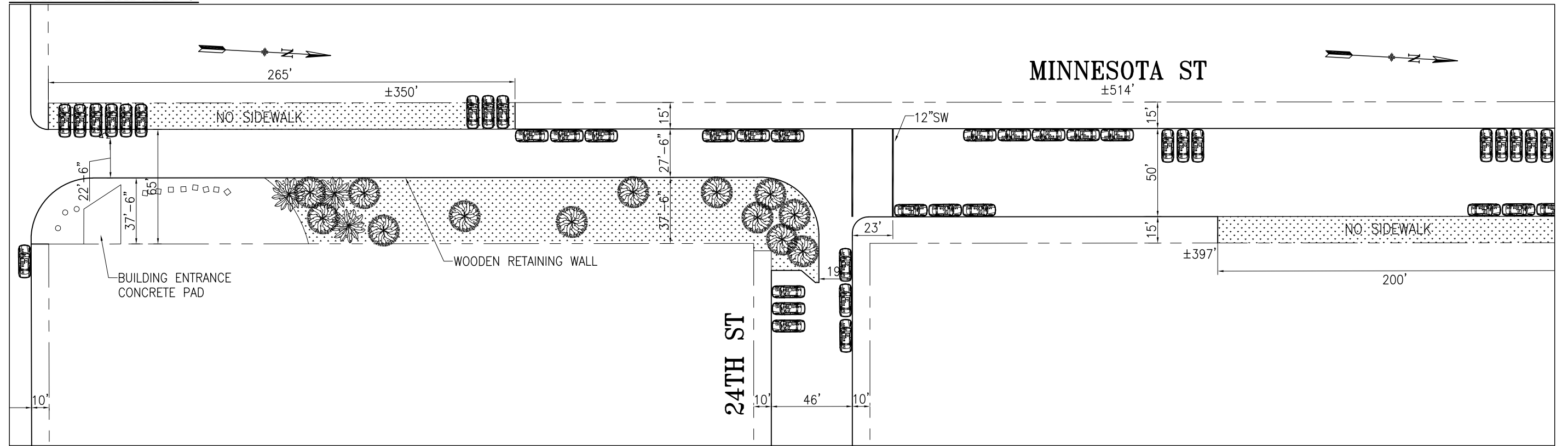
**MINNESOTA ST  
23RD STREET**

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

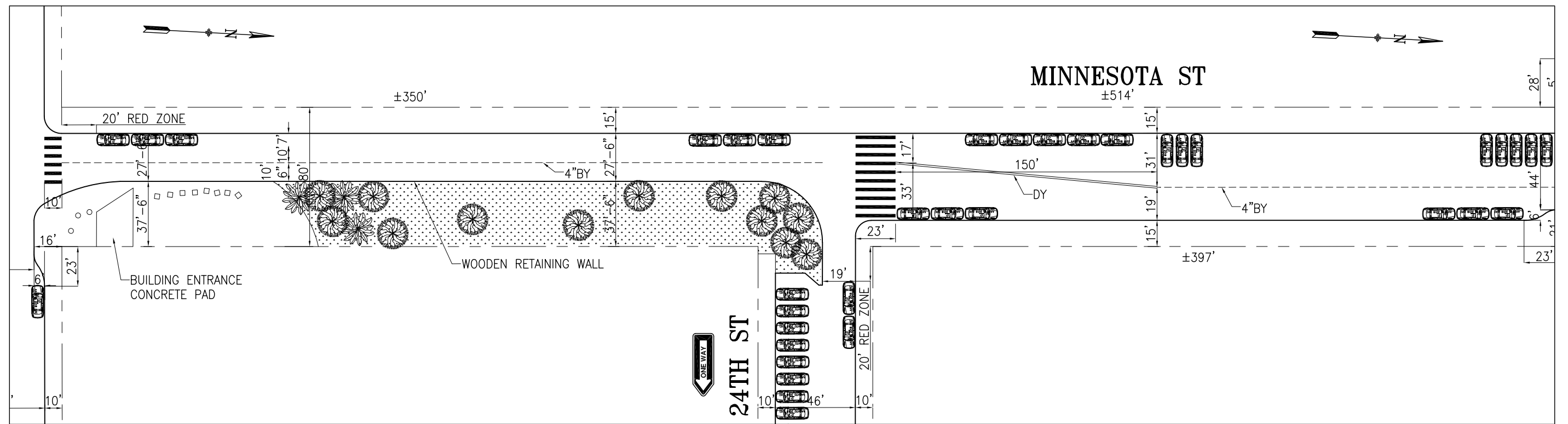
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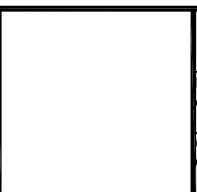
PLAN - EXISTING



PLAN - PROPOSED



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



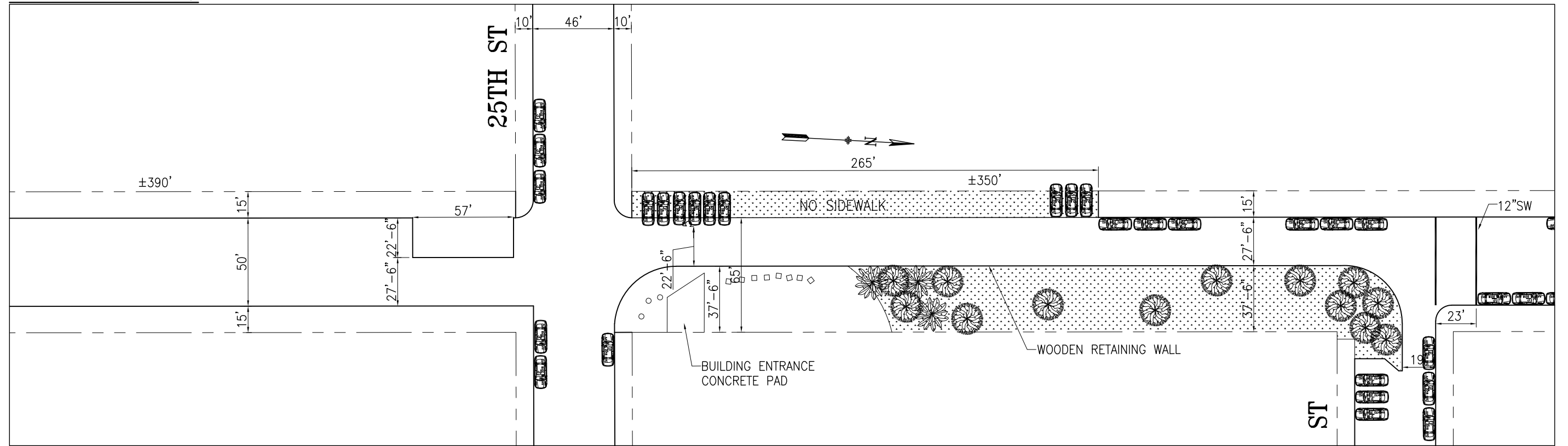
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CITY TRAFFIC ENGINEER	

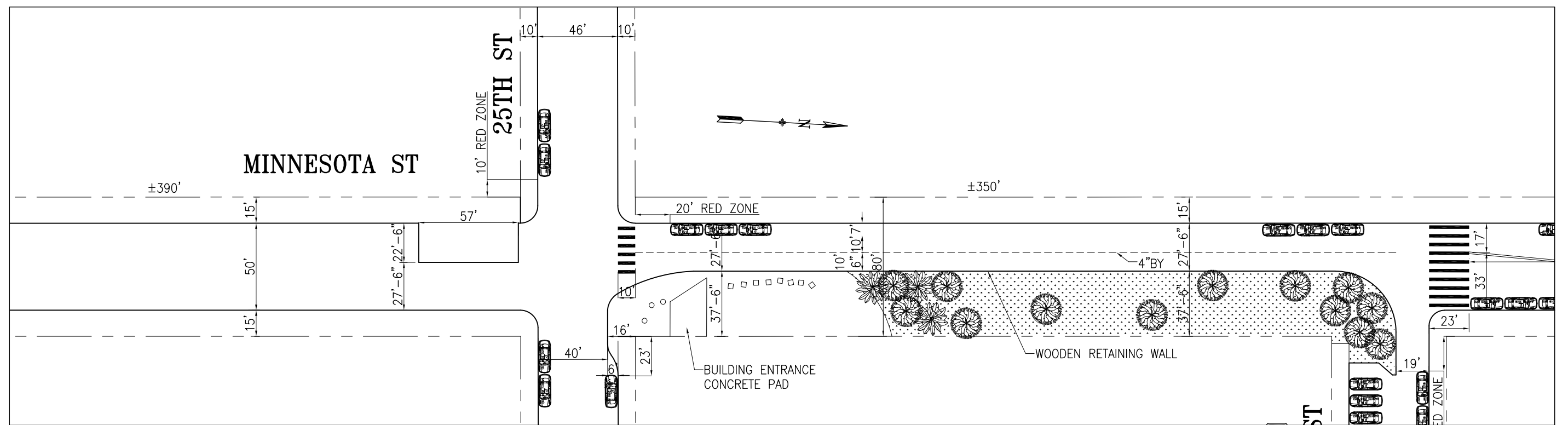
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FILE NAME: DATE:
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PLAN - EXISTING



PLAN - PROPOSED



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



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CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:
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MINNESOTA STREETScape DRAFT	
MINNESOTA ST 25TH STREET	

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FILE NO.	XXXXX
REV. NO.	XX

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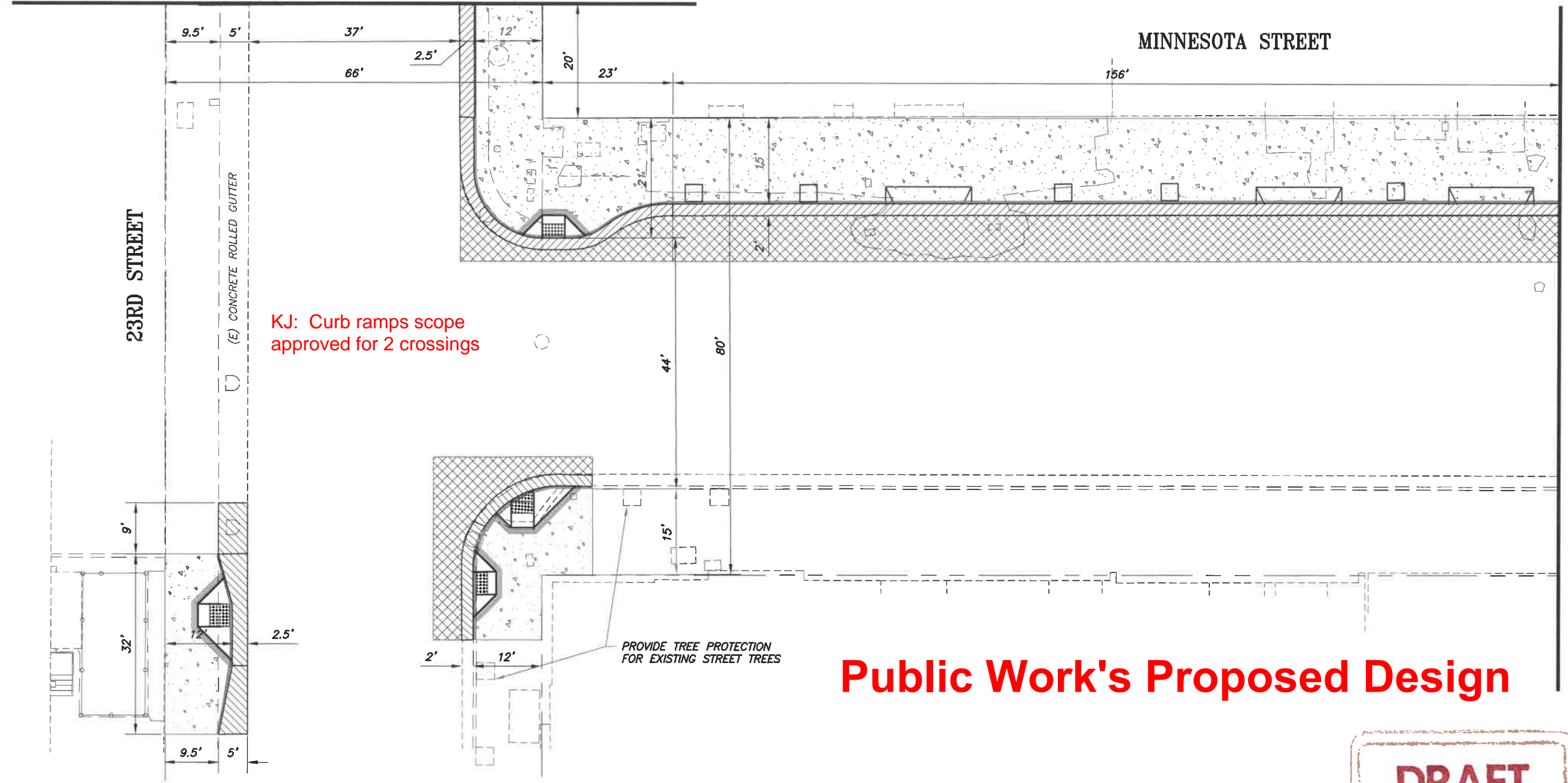
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BUREAU OF ENGINEERING

SECTION: \_\_\_\_\_  
ORIGINATOR: \_\_\_\_\_ DATE: 02/25/20  
CHECKER: \_\_\_\_\_ DATE: 02/25/20  
BACKCHECKER: \_\_\_\_\_ DATE: 02/25/20  
VERIFIER: \_\_\_\_\_ DATE: 02/25/20

DAC REVIEW 4/8/2020



MATCHLINE D, SEE DWG R-5



KJ: Curb ramps scope approved for 2 crossings

PROVIDE TREE PROTECTION FOR EXISTING STREET TREES

**Public Work's Proposed Design**

**DRAFT**



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 02/25/20 13:29, BY: callerod				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



**BUREAU OF ENGINEERING**  
CITY & COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO PUBLIC WORKS**  
30 VAN NESS AVENUE, 5TH FLOOR  
SAN FRANCISCO, CA 94102 - 8028

Section Mgr:  
E. KJELSBERG  
Deputy Bureau Mgr:  
F. CISNEROS  
Acting Bureau Mgr:  
I. DHAPA

DESIGNED: DATE: 2/13/2020  
DMC  
DRAWN: DATE: 2/13/2020  
DMC  
CHECKED: DATE:

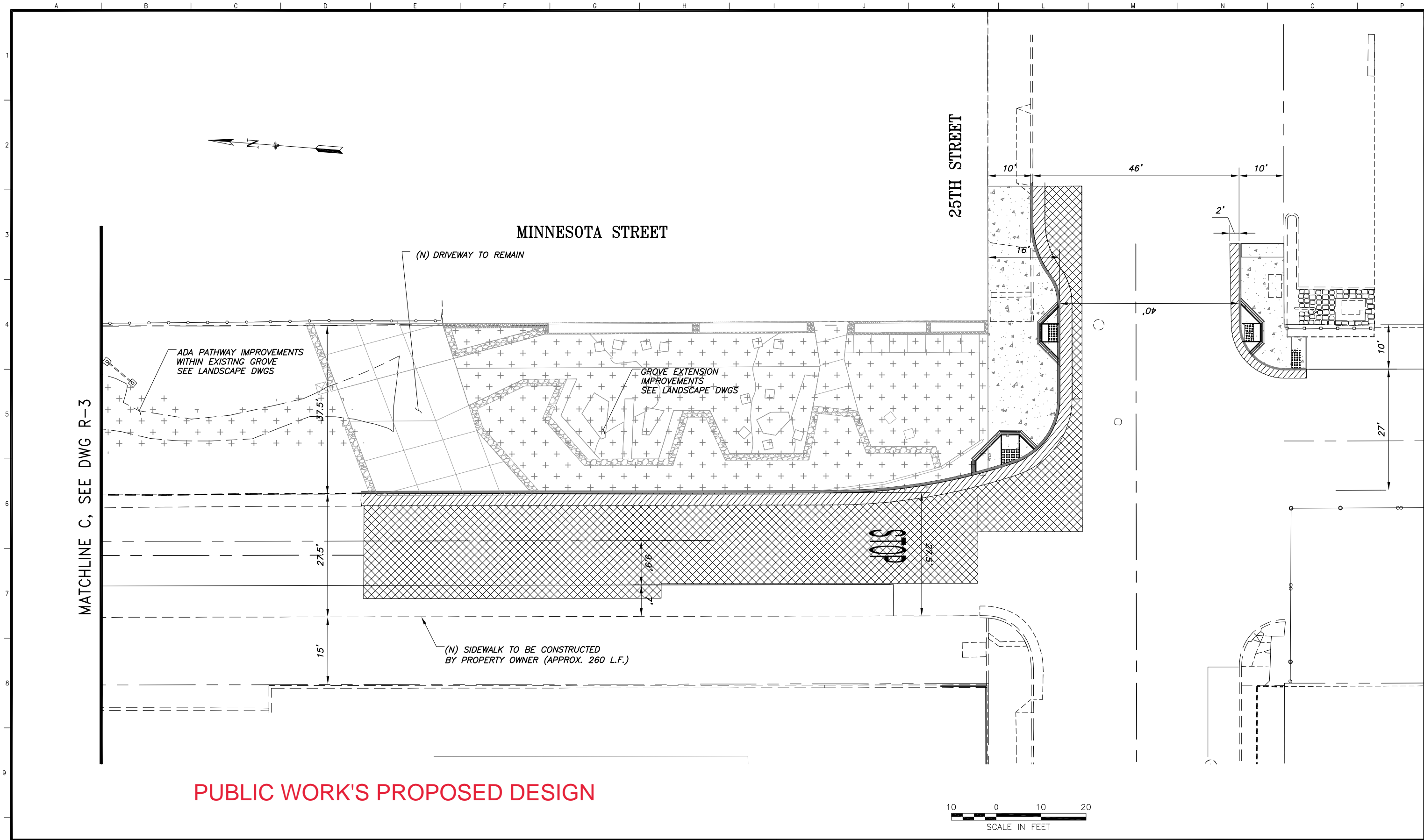
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MINNESOTA STREETSCAPE IMPROVEMENTS PROJECT  
SIDEWALK IMPROVEMENTS MINNESOTA STREET 23RD STREET TO 24TH STREET

CONTRACT NO. 2972J  
DRAWING NO. R-1  
FILE NO.  
REV. NO.

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**PUBLIC WORK'S PROPOSED DESIGN**

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
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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  
Deputy Bureau Mgr: FERNANDO CISNEROS  
Acting Bureau Mgr: IQBAL DHAPA

Date:  
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CHECKED: DATE:

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1" = 10'

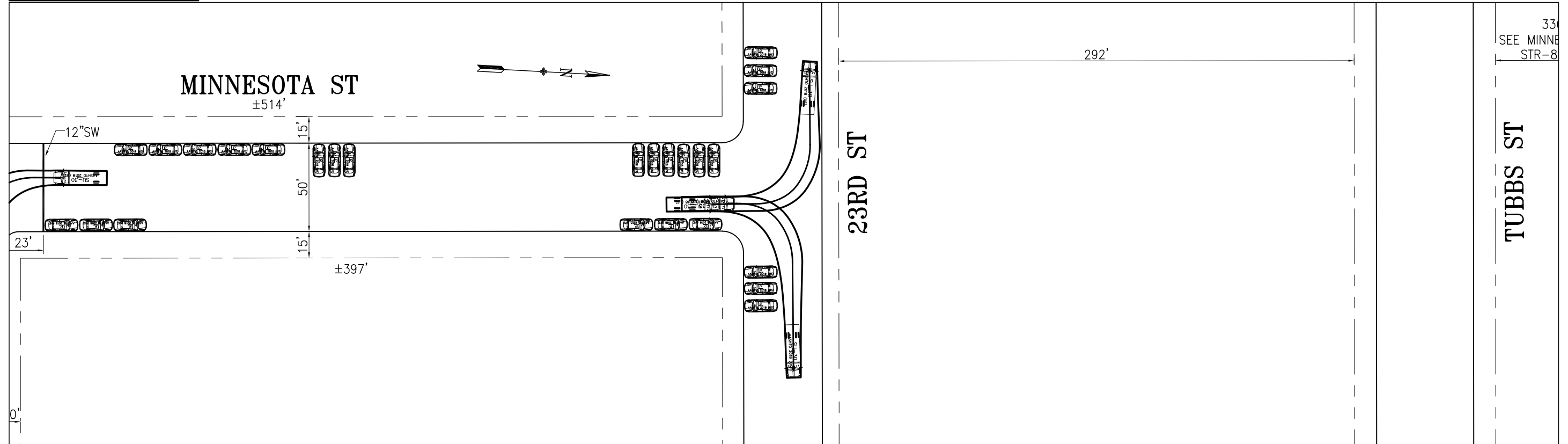
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**MINNESOTA STREETSCAPE IMPROVEMENTS PROJECT**  
**SIDEWALK AND GROVE IMPROVEMENTS MINNESOTA STREET AT 25TH STREET**

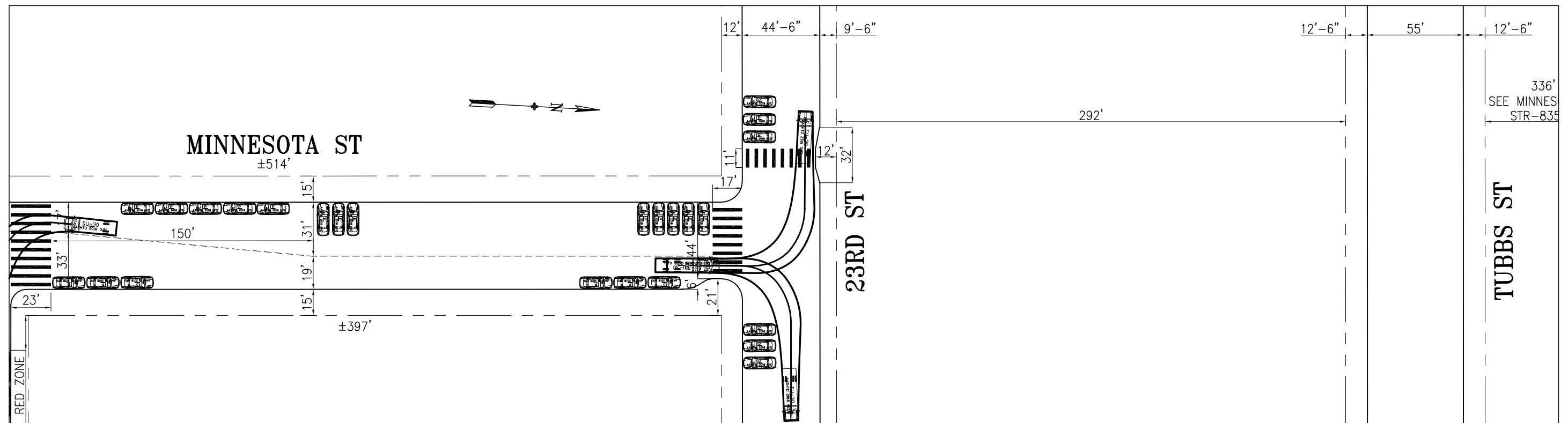
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FILE NO.  
REV. NO.

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 Measurement Units are English  
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**PLAN - EXISTING**



**PLAN - PROPOSED**



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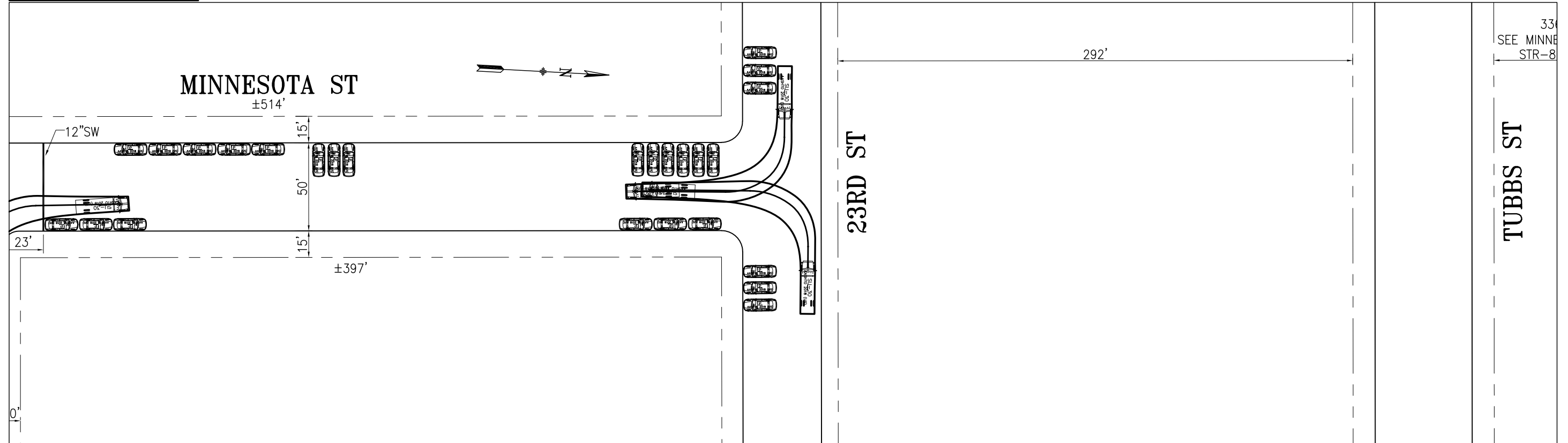
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DRAFT

MINNESOTA ST  
23RD STREET

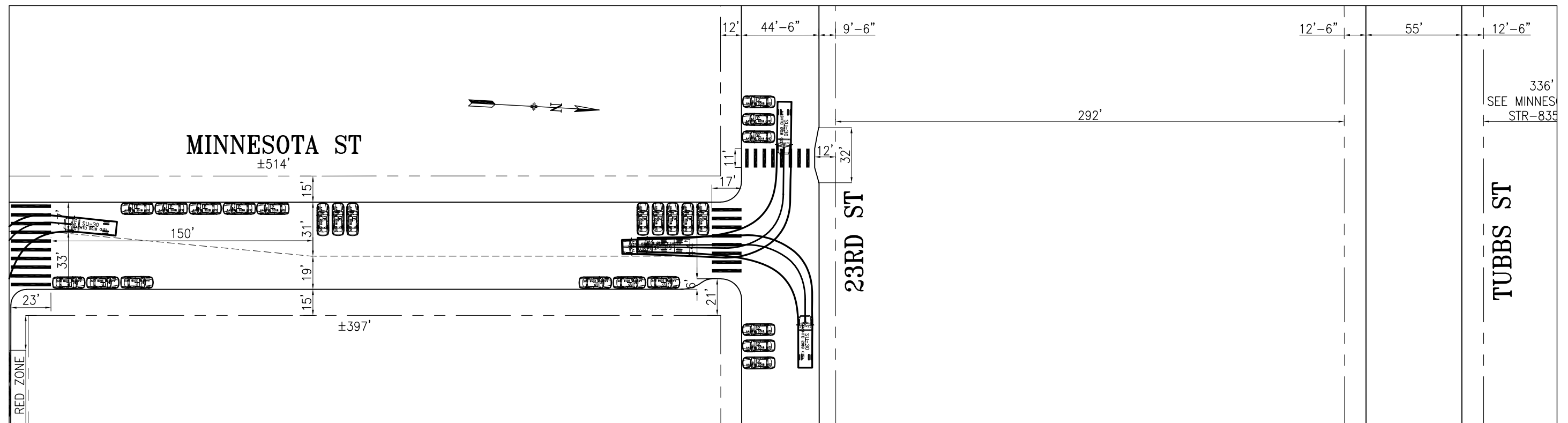
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**PLAN - EXISTING**



**PLAN - PROPOSED**



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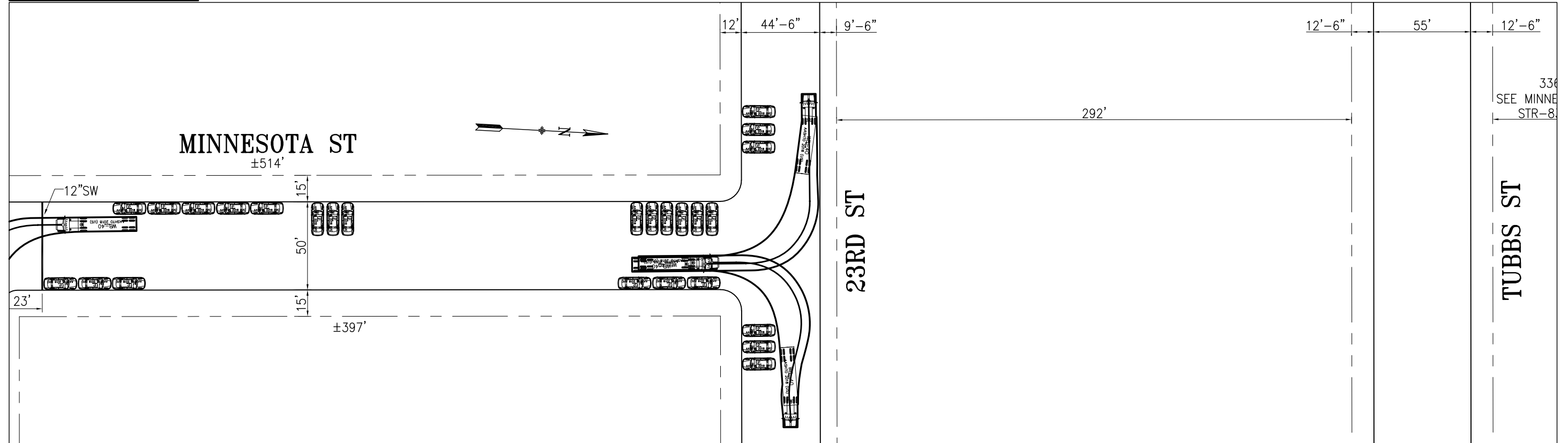
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MINNESOTA ST 23RD STREET

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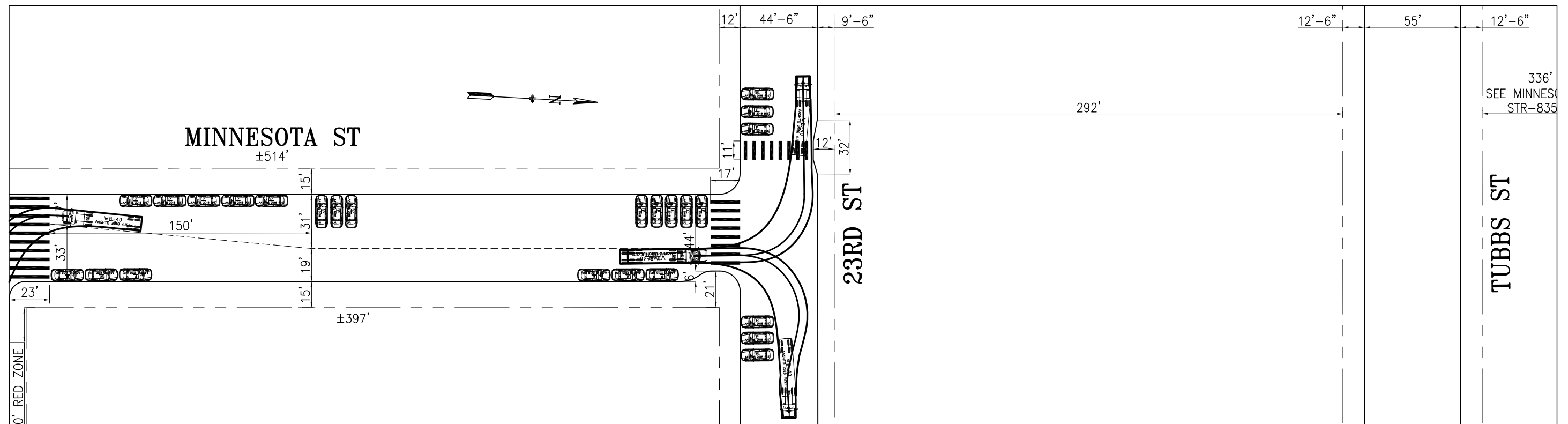
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PLAN - PROPOSED



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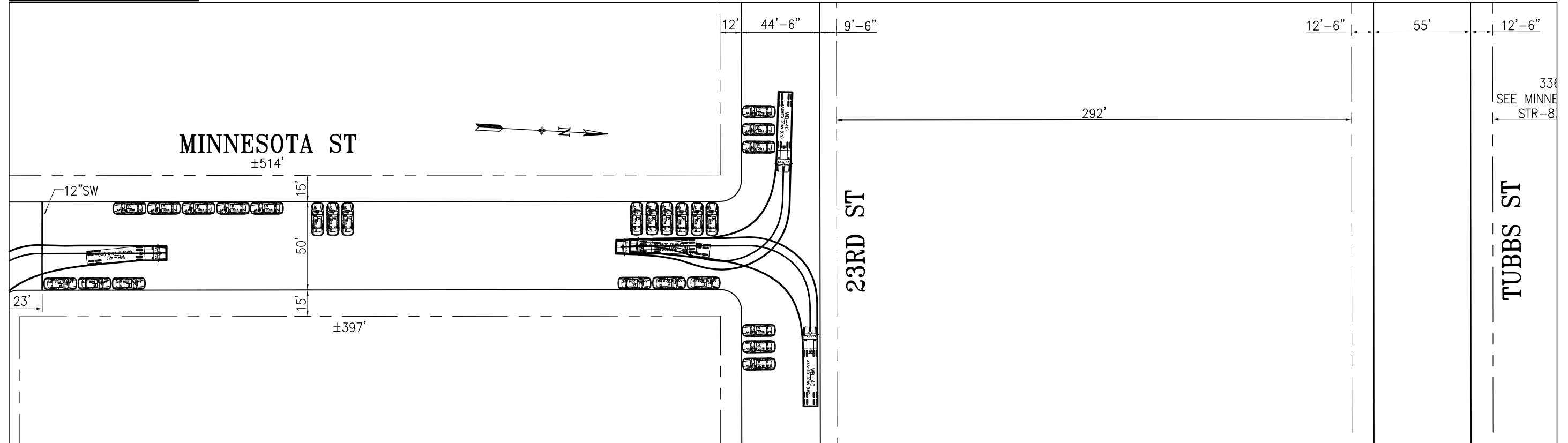
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MINNESOTA STREETSCAPE DRAFT
MINNESOTA ST 23RD STREET

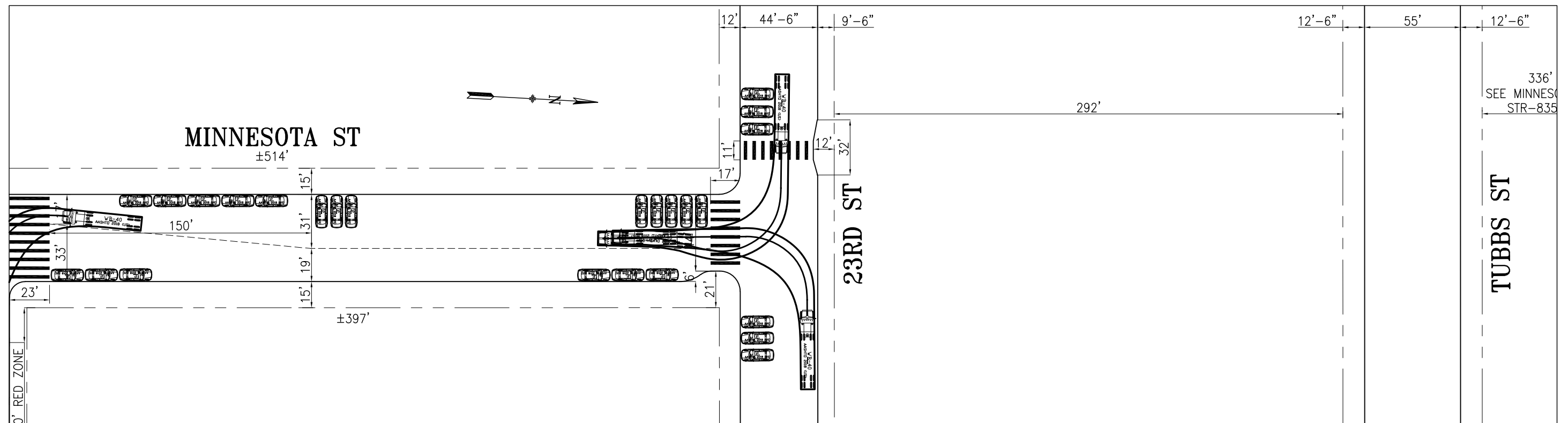
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**PLAN - EXISTING**



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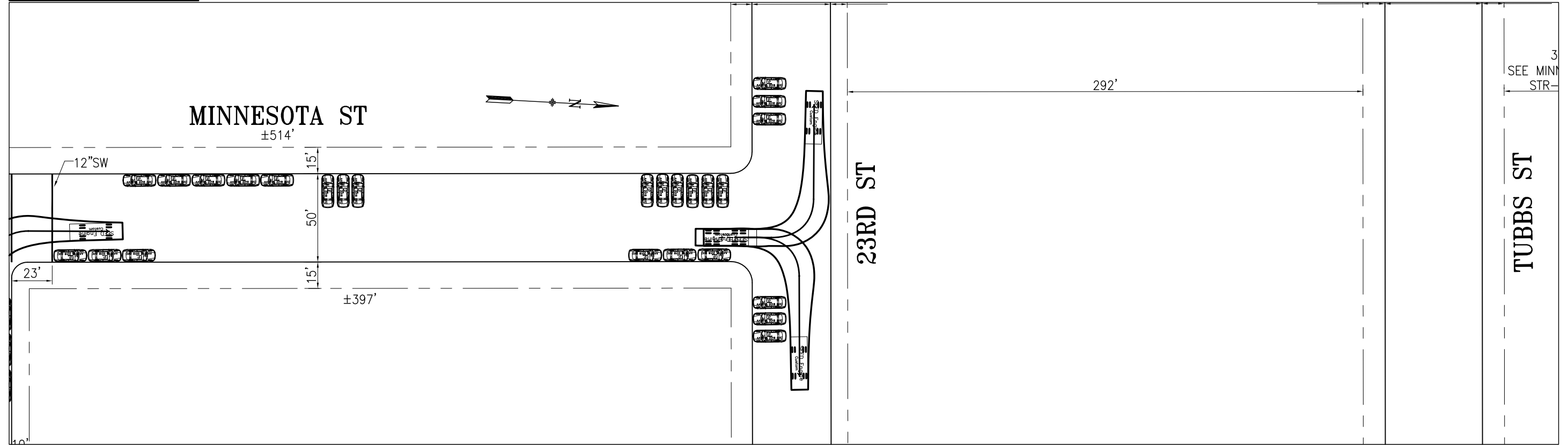
MINNESOTA STREETSCAPE  
DRAFT

MINNESOTA ST  
23RD STREET

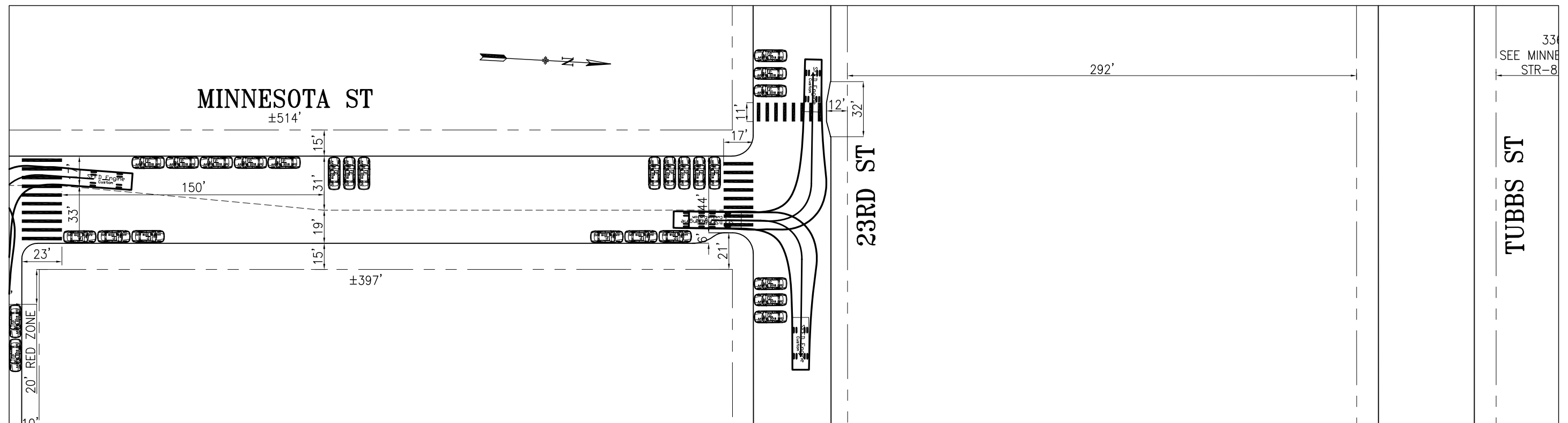
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**PLAN - PROPOSED**



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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



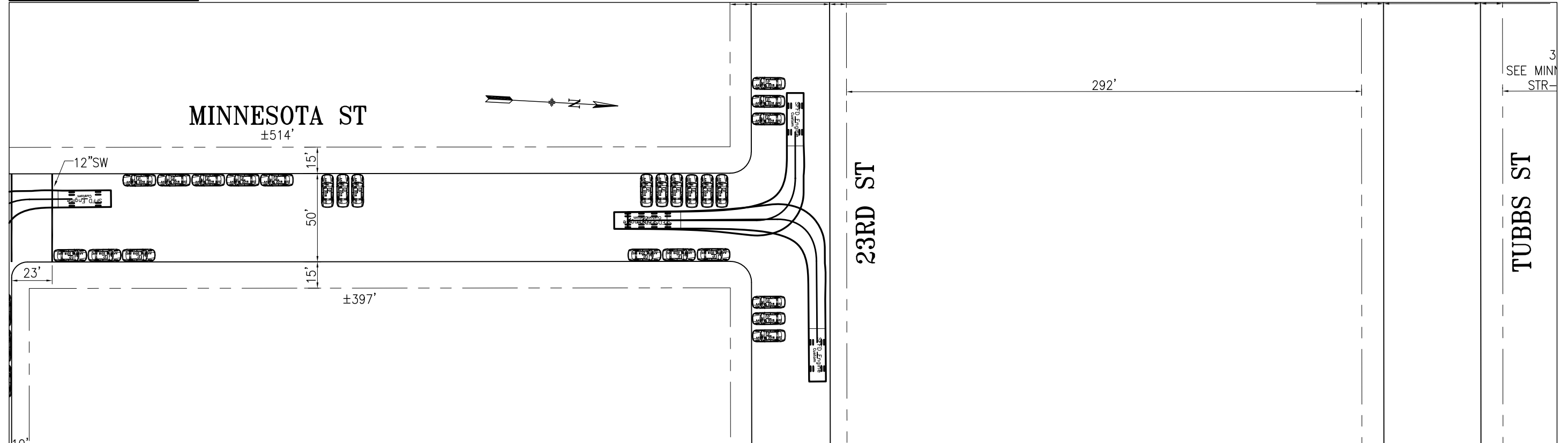
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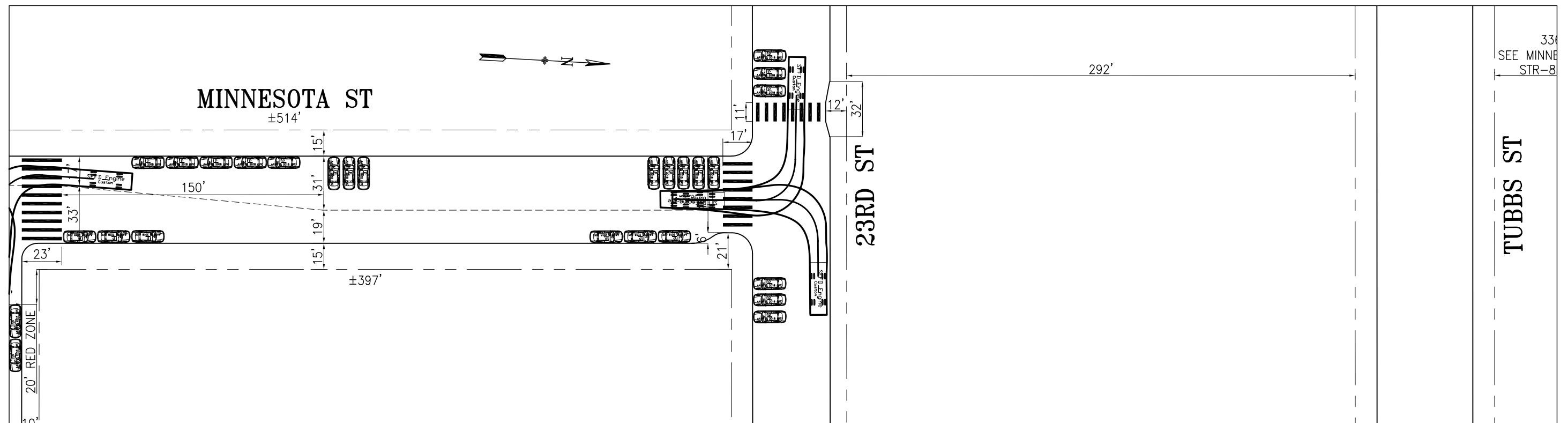
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MINNESOTA ST 23RD STREET	

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PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
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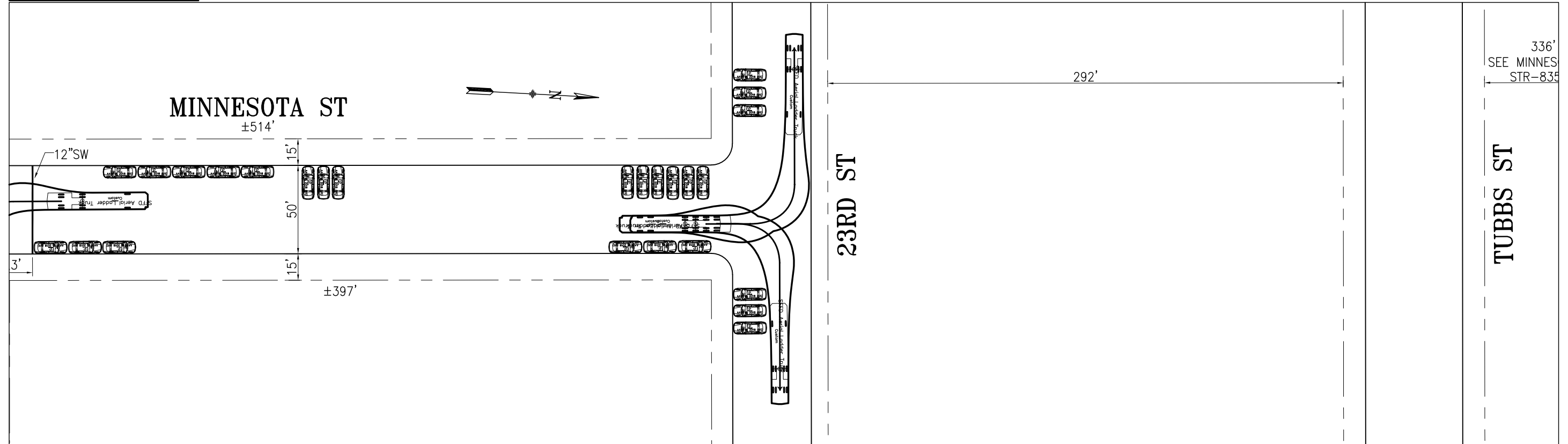
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MINNESOTA STREETSCAPE  
DRAFT

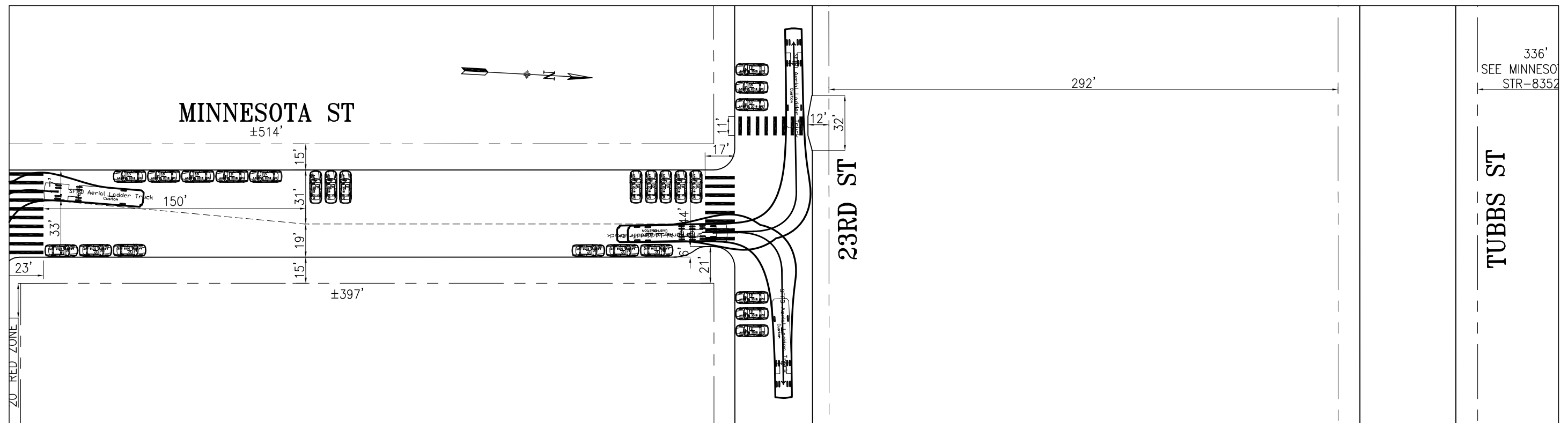
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PLAN - PROPOSED



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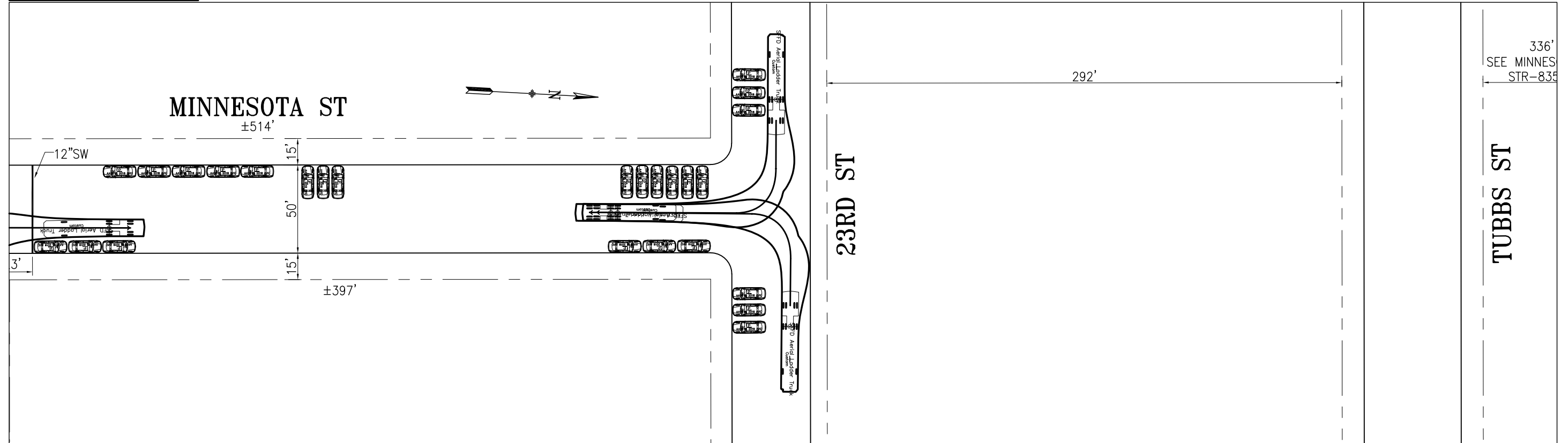
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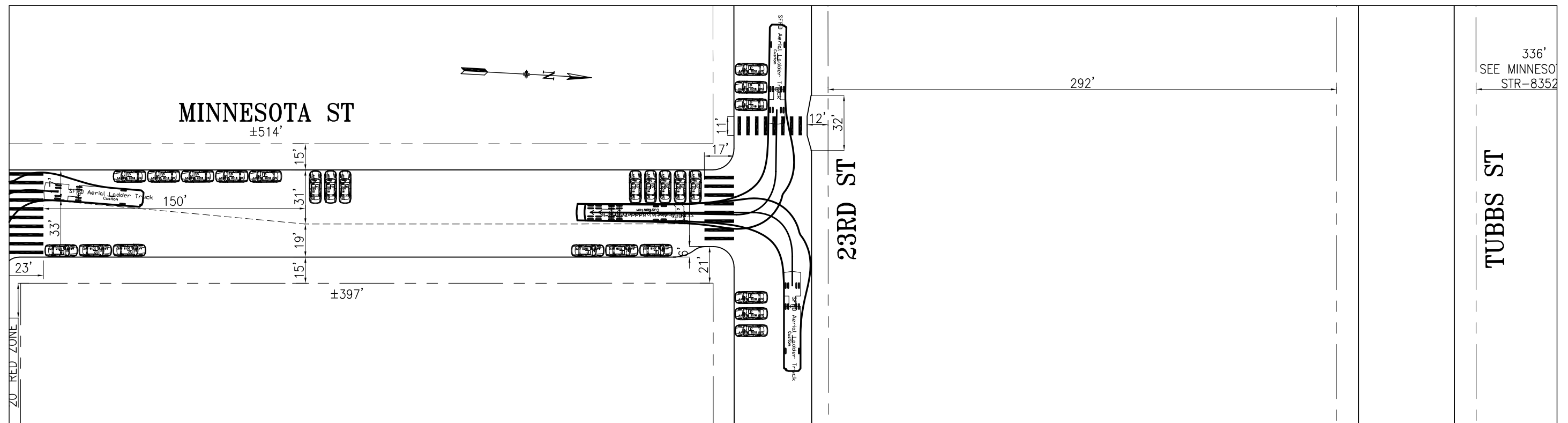
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MINNESOTA ST 23RD STREET

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**PLAN - EXISTING**



**PLAN - PROPOSED**



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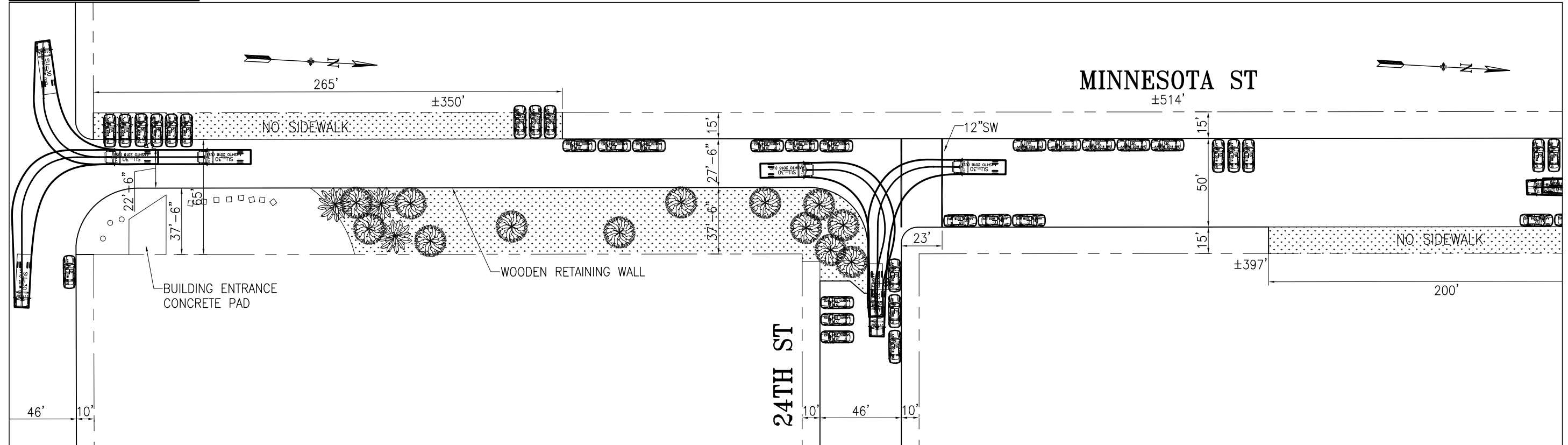
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DRAFT**

**MINNESOTA ST  
23RD STREET**

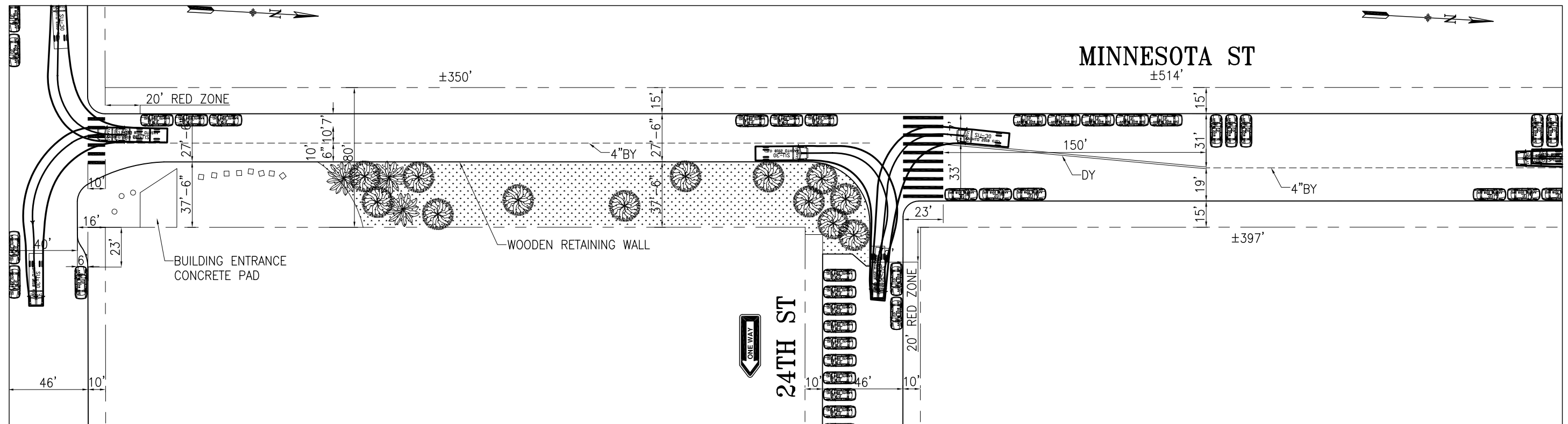
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**PLAN - PROPOSED**



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



DRAWN:	DATE:	SENIOR ENGINEER	DATE:
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MINNESOTA STREETSCAPE  
DRAFT

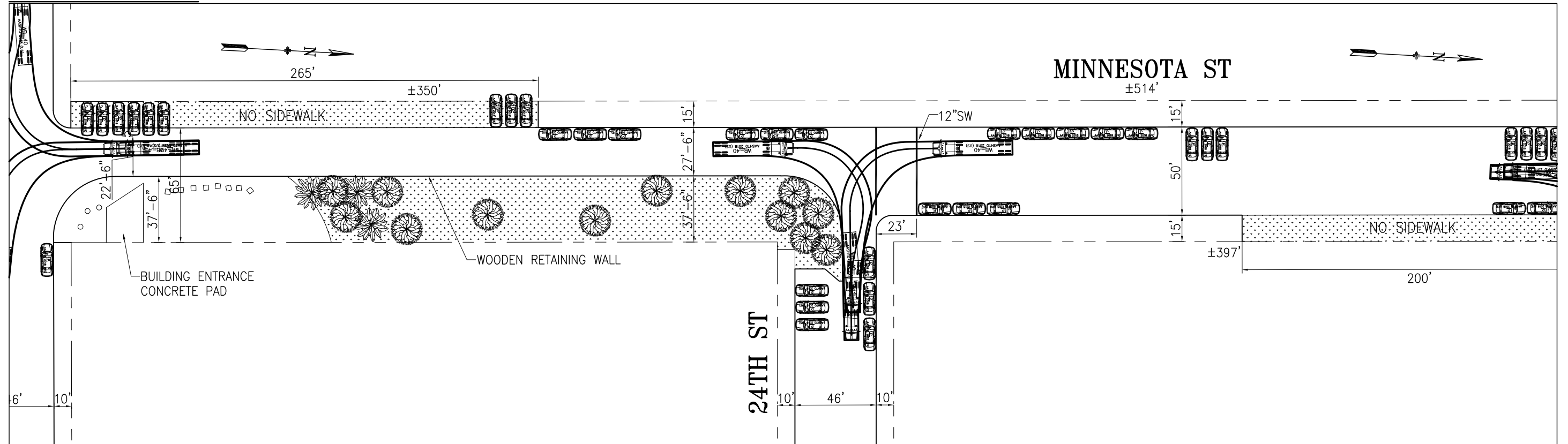
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24TH STREET

CONTRACT NO.	XXXXX
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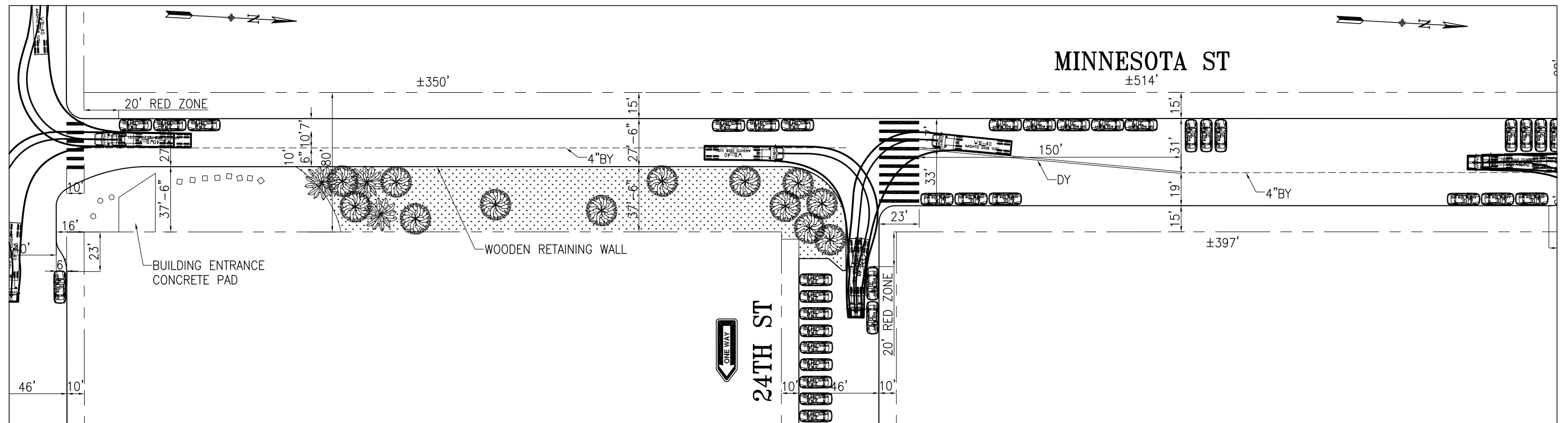
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**PLAN - EXISTING**



**PLAN - PROPOSED**



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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY
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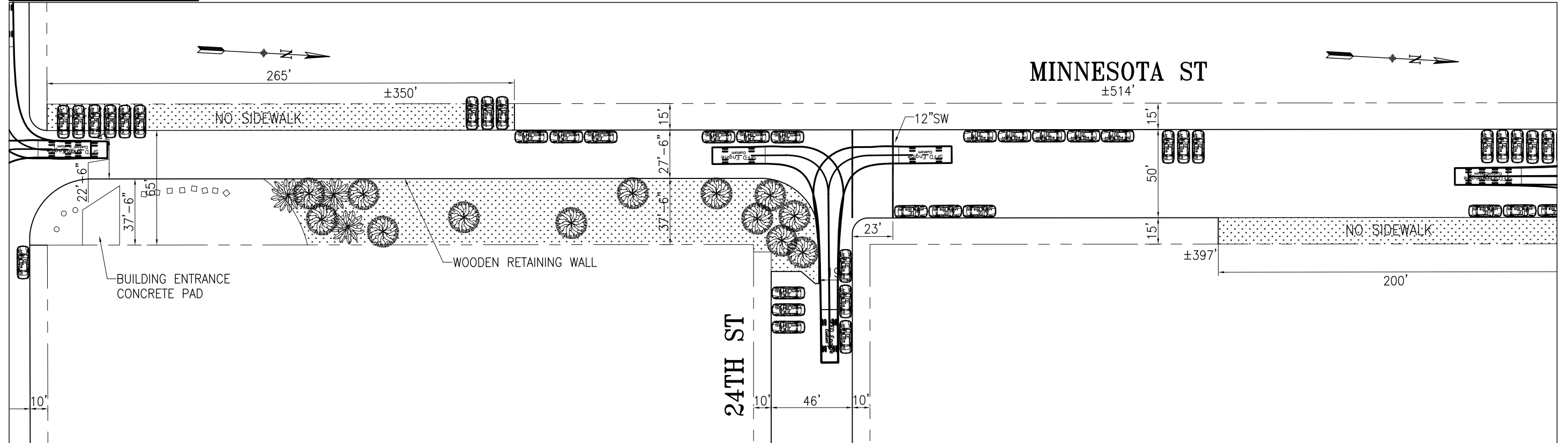
MINNESOTA STREETSCAPE  
DRAFT

MINNESOTA ST  
24TH STREET

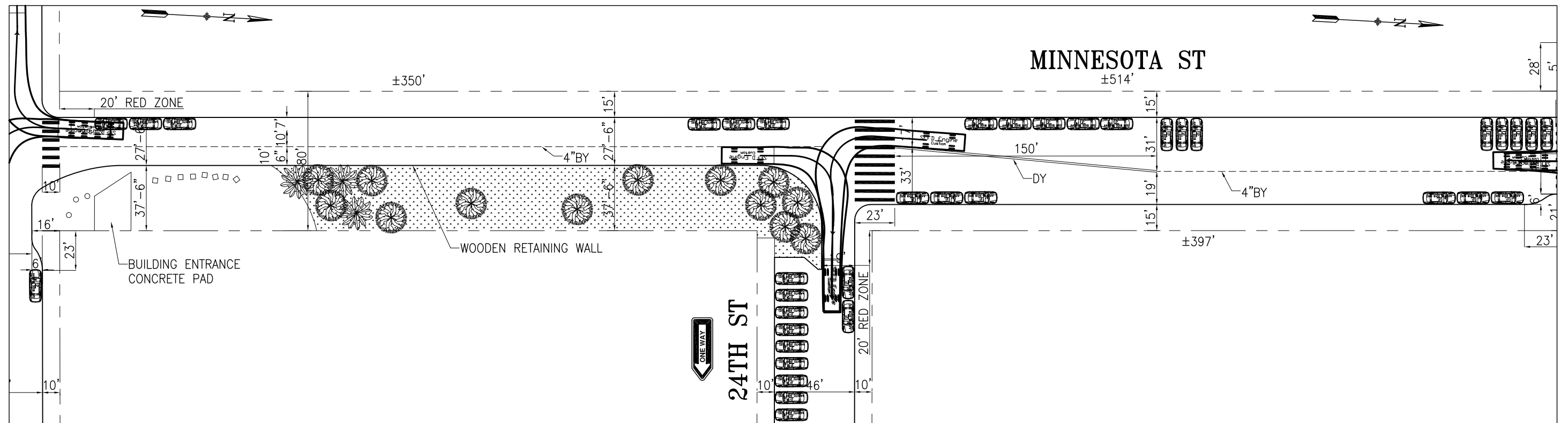
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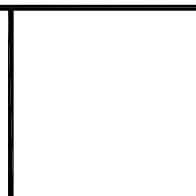
PLAN - EXISTING



PLAN - PROPOSED



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XX OF XX

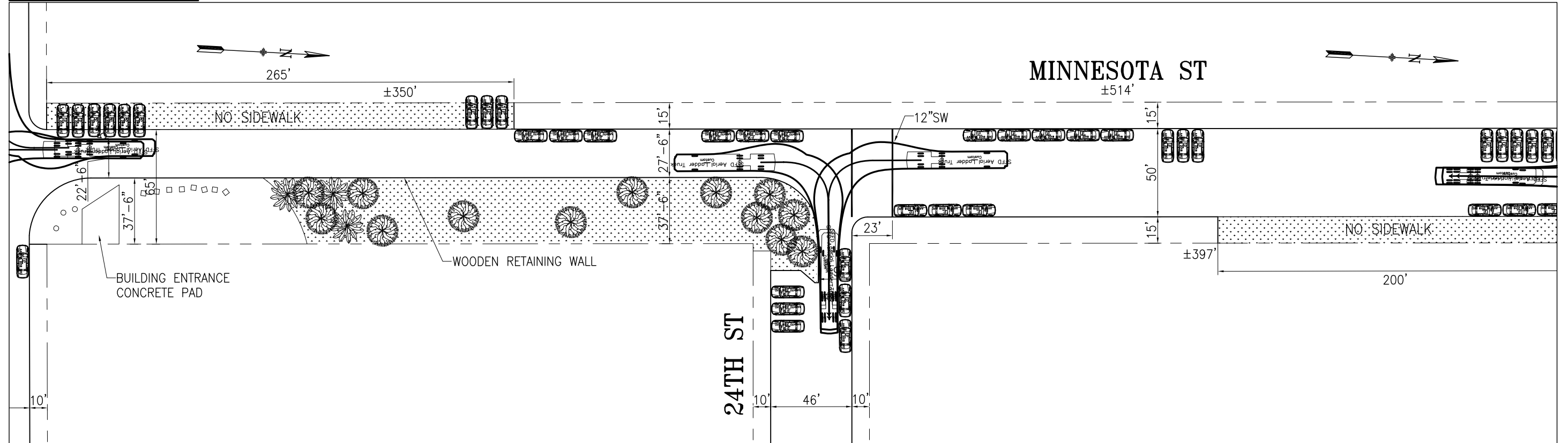
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24TH STREET

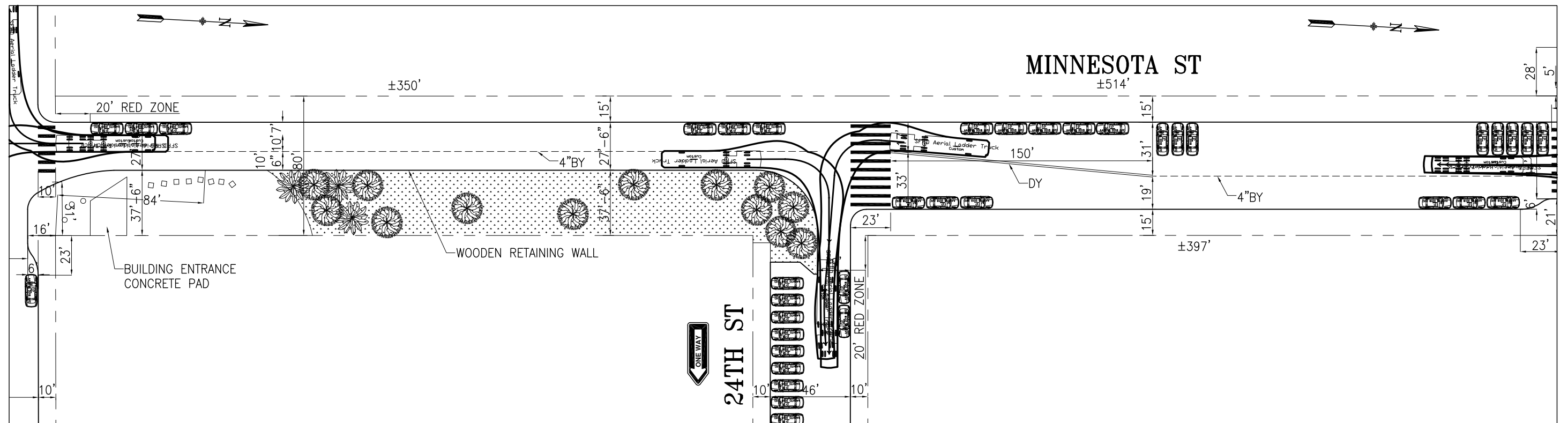
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**PLAN - EXISTING**



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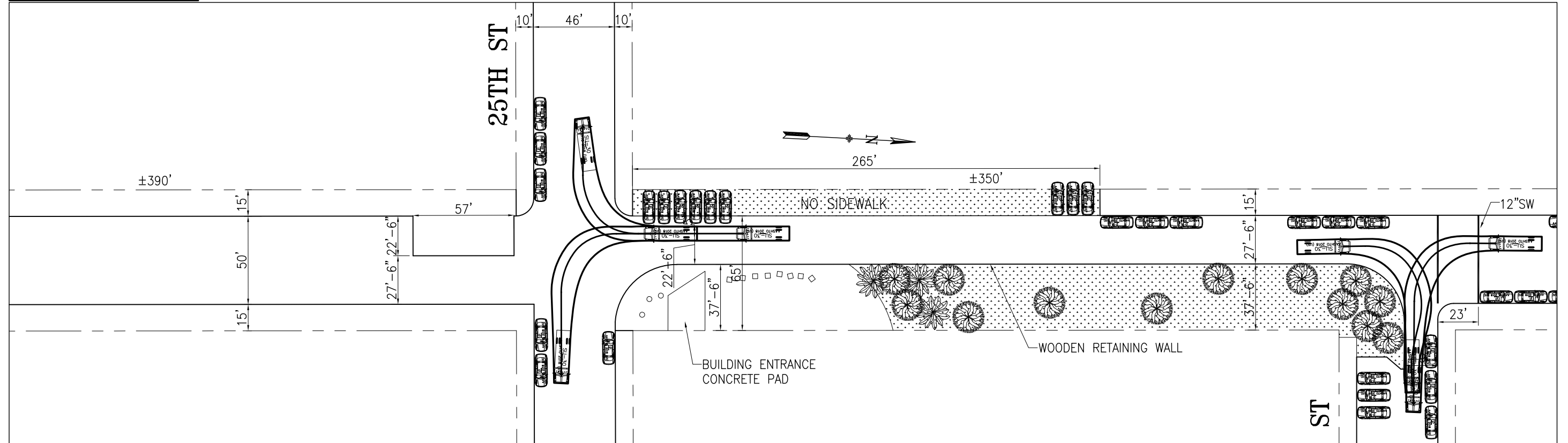
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CITY TRAFFIC ENGINEER	

MINNESOTA STREETSCAPE DRAFT	CONTRACT NO. XXXXX
MINNESOTA ST 24TH STREET	DRAWING NO. DWGNO
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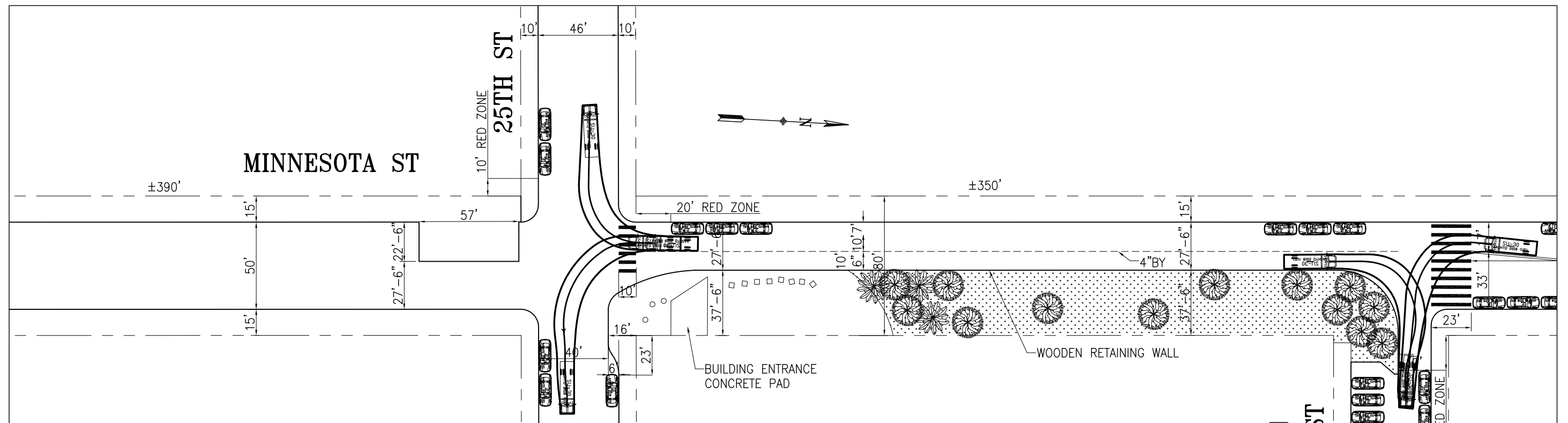
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**PLAN - EXISTING**



**PLAN - PROPOSED**



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CITY TRAFFIC ENGINEER	

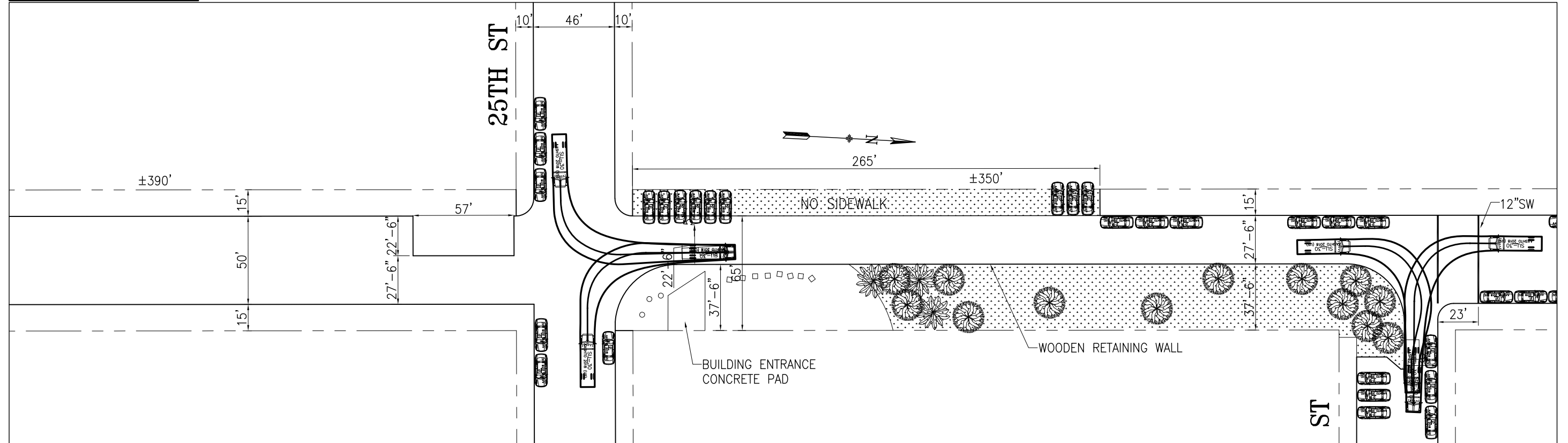
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DRAFT

MINNESOTA ST  
25TH STREET

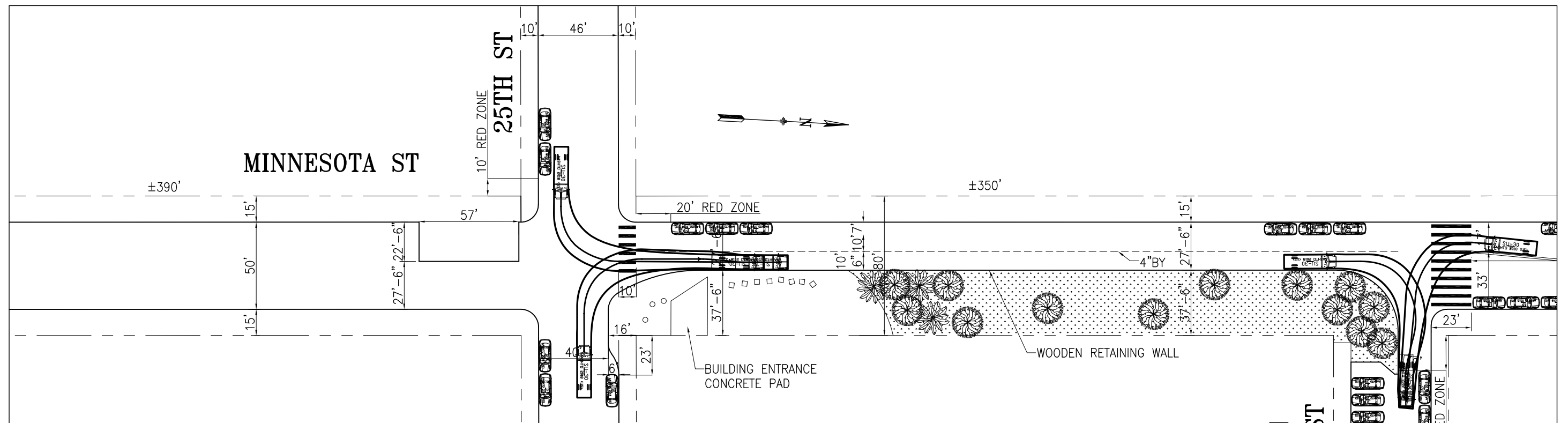
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REV. NO. XX

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

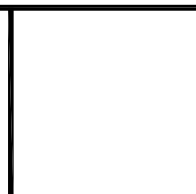
**PLAN - EXISTING**



**PLAN - PROPOSED**



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



DRAWN: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	SHEET/SHEETS: XX OF XX
CITY TRAFFIC ENGINEER	

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

MINNESOTA STREETSCAPE  
DRAFT

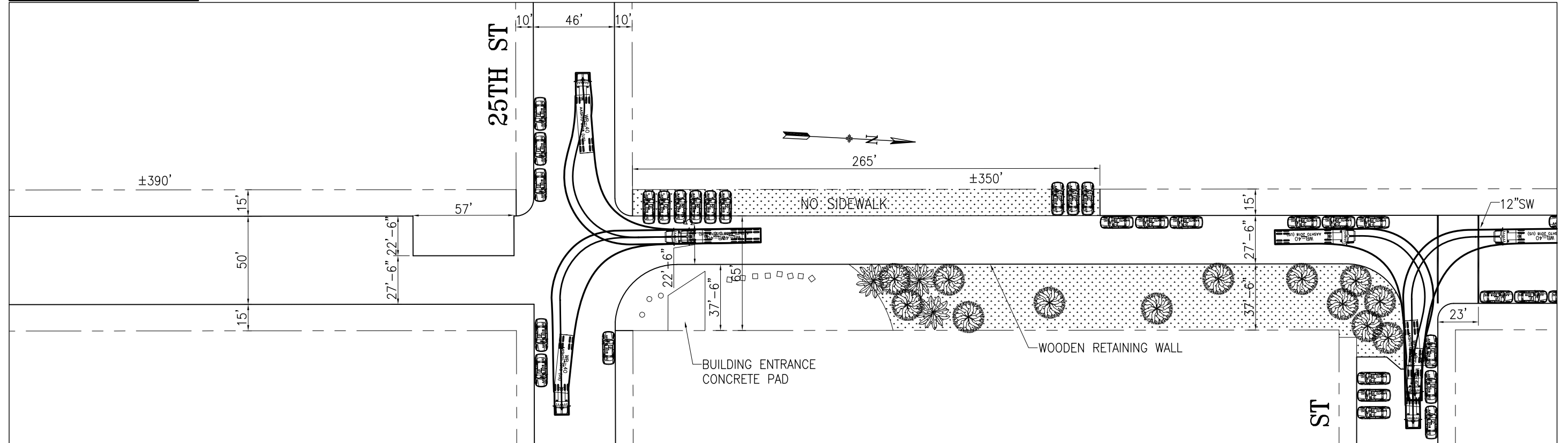
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25TH STREET

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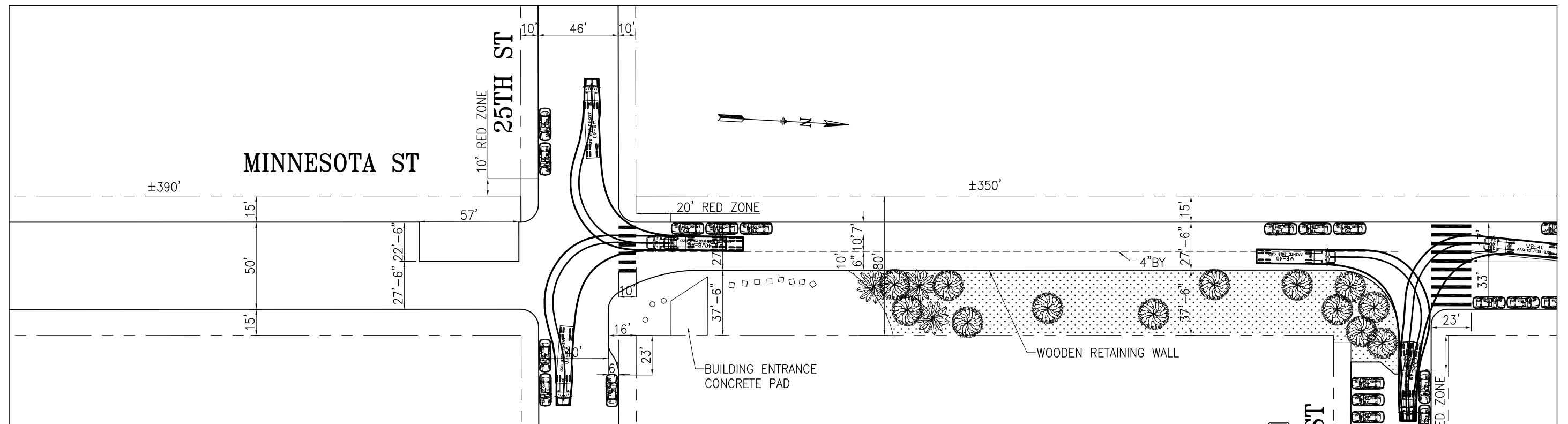
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DATE: --/--/---



**PLAN - EXISTING**



**PLAN - PROPOSED**



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



DRAWN: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY

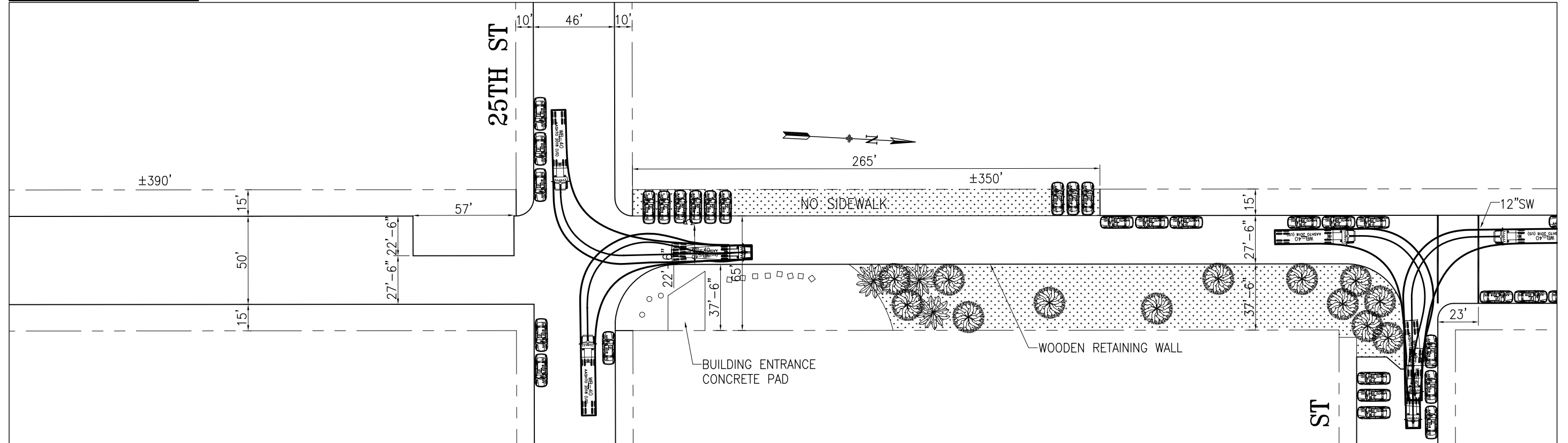
APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	SHEET/SHEETS: XX OF XX
CITY TRAFFIC ENGINEER	

MINNESOTA STREETSCAPE DRAFT
MINNESOTA ST 25TH STREET

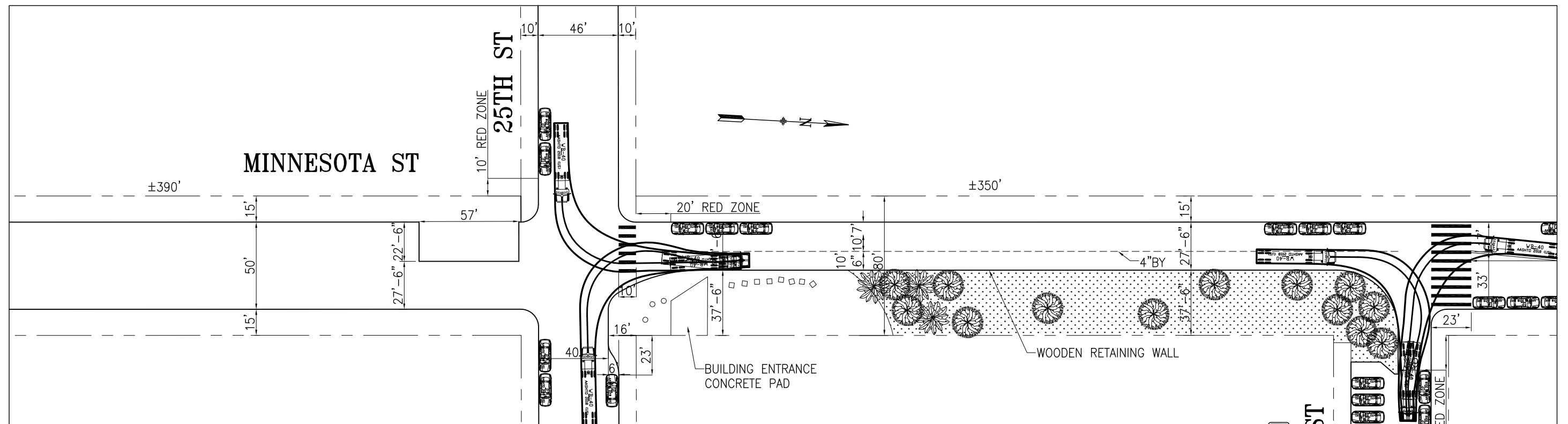
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FILE NO. XXXXX
REV. NO. XX

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

**PLAN - EXISTING**



**PLAN - PROPOSED**



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



DRAWN: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	SHEET/SHEETS: XX OF XX
CITY TRAFFIC ENGINEER	

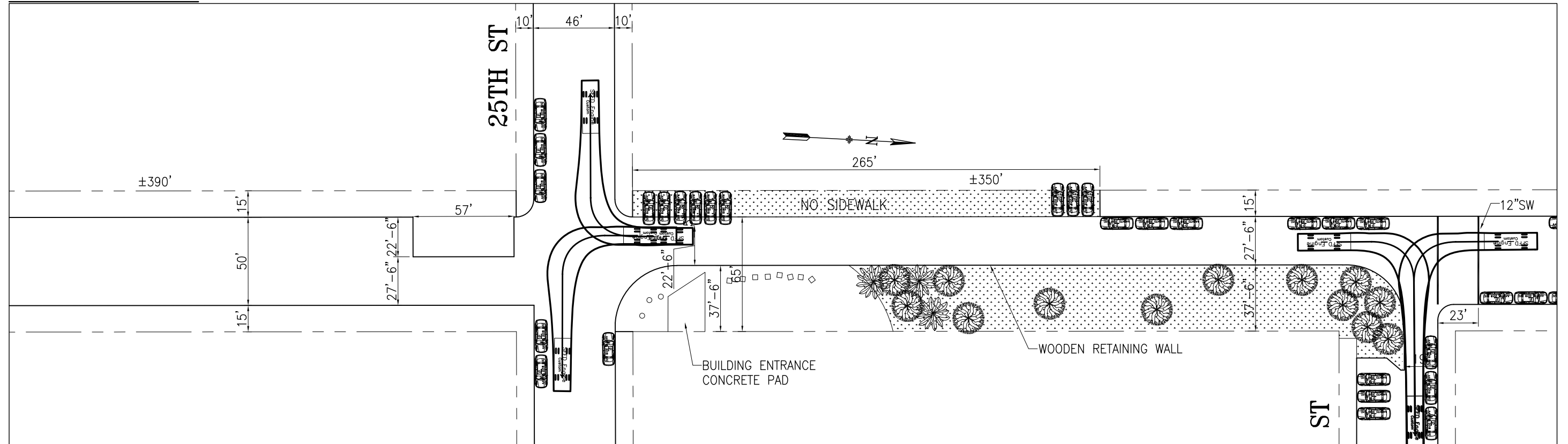
MINNESOTA STREETSCAPE  
DRAFT

MINNESOTA ST  
25TH STREET

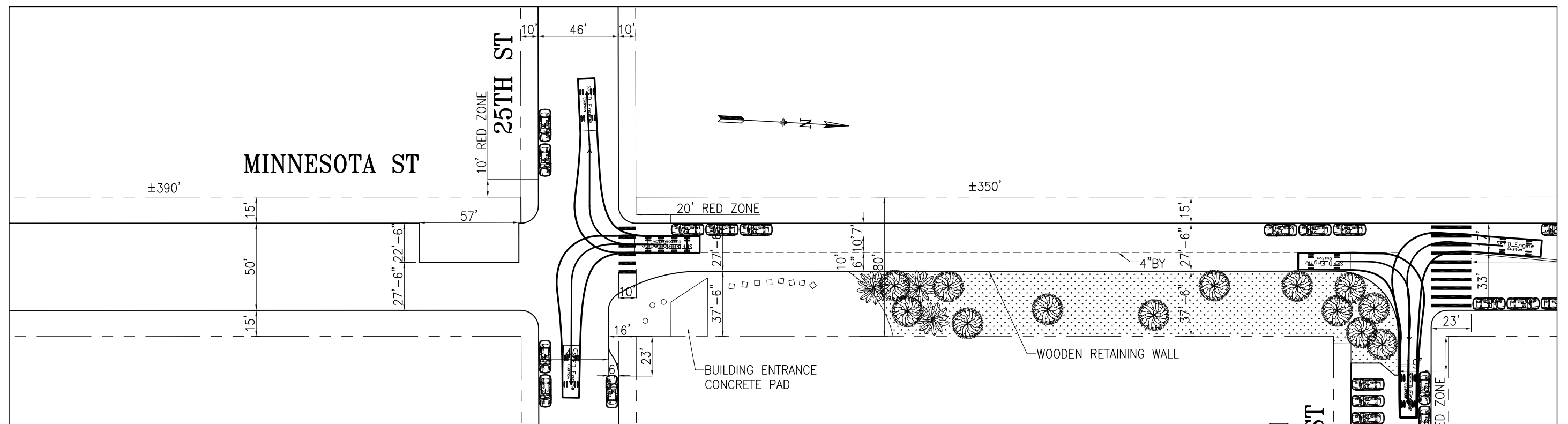
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FILE NO. XXXXX
REV. NO. XX

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

**PLAN - EXISTING**



**PLAN - PROPOSED**



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



DRAWN: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY

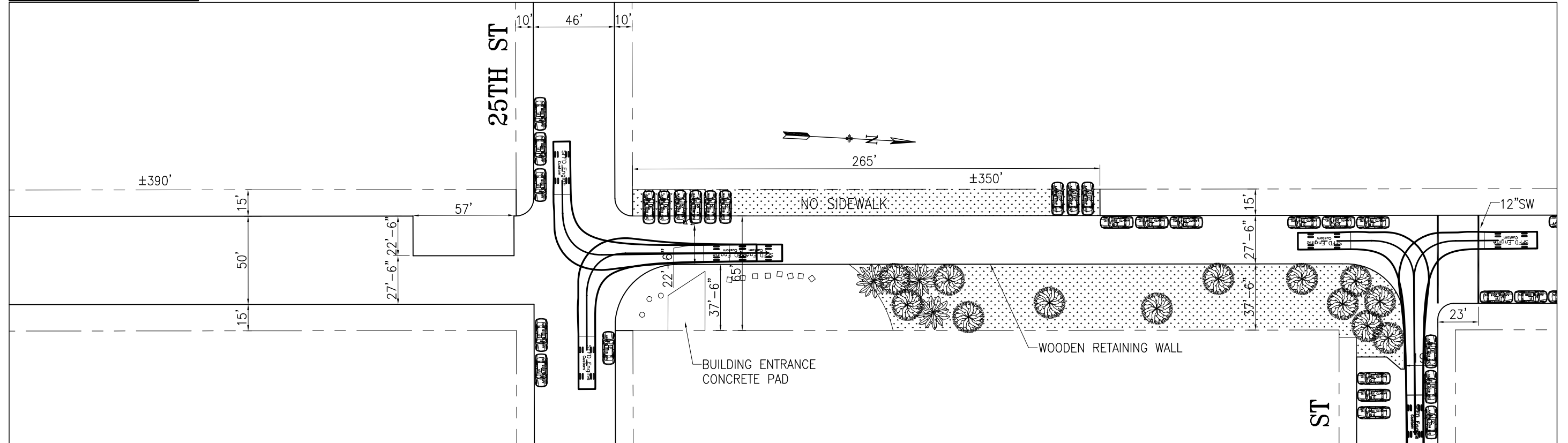
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SENIOR ENGINEER	SHEET/SHEETS: XX OF XX
CITY TRAFFIC ENGINEER	

MINNESOTA STREETSCAPE  
DRAFT

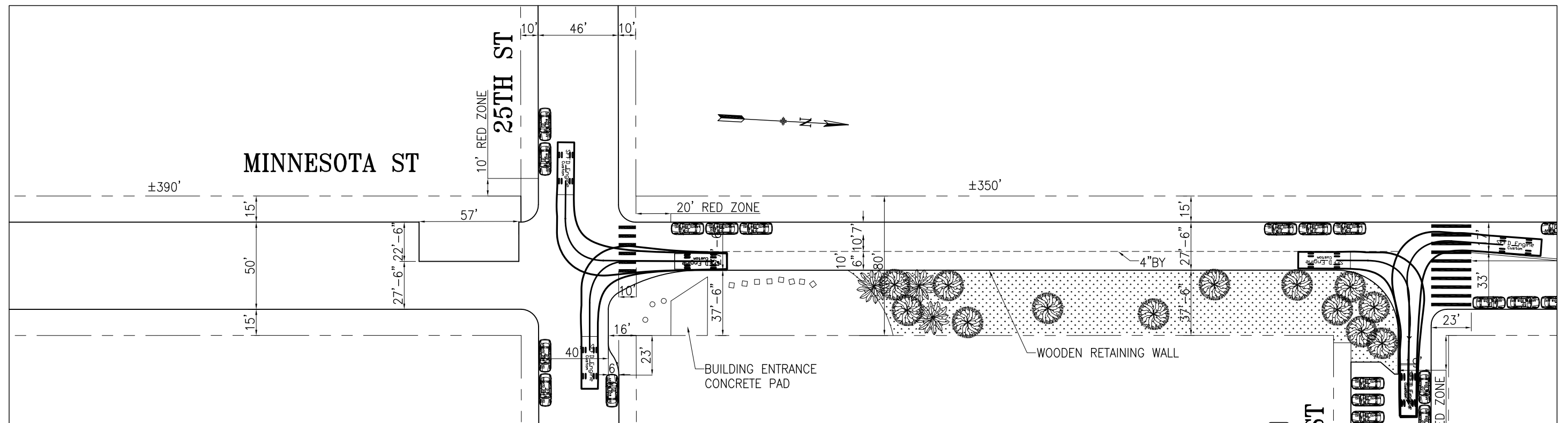
MINNESOTA ST  
25TH STREET

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

PLAN - EXISTING



PLAN - PROPOSED



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



DRAWN: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	SHEET/SHEETS: XX OF XX
CITY TRAFFIC ENGINEER	

MINNESOTA STREETSCAPE  
DRAFT

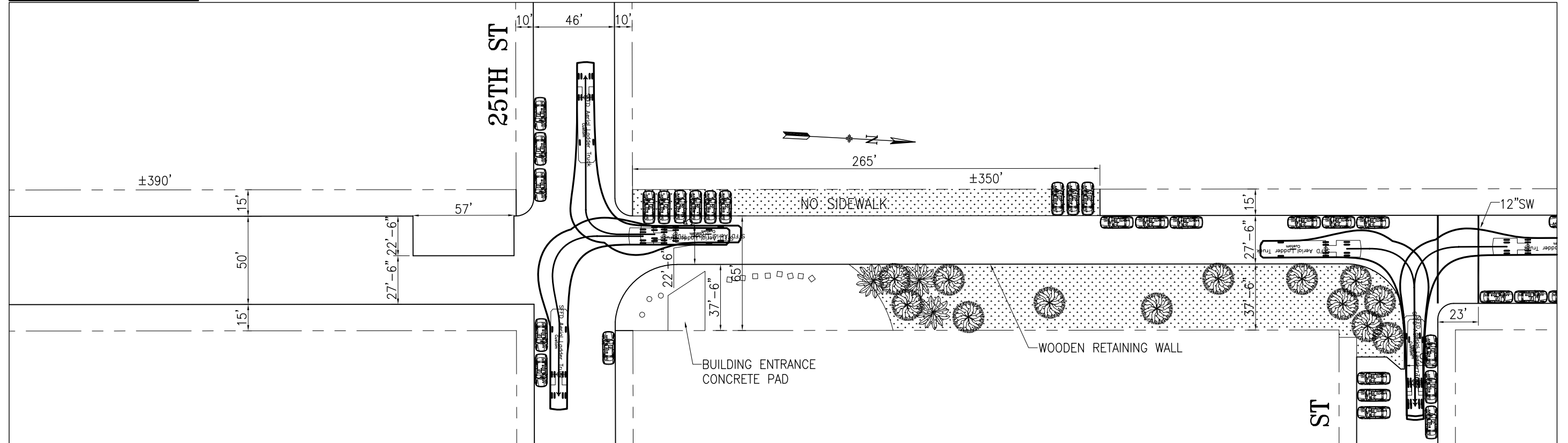
MINNESOTA ST  
25TH STREET

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
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REV. NO. XX

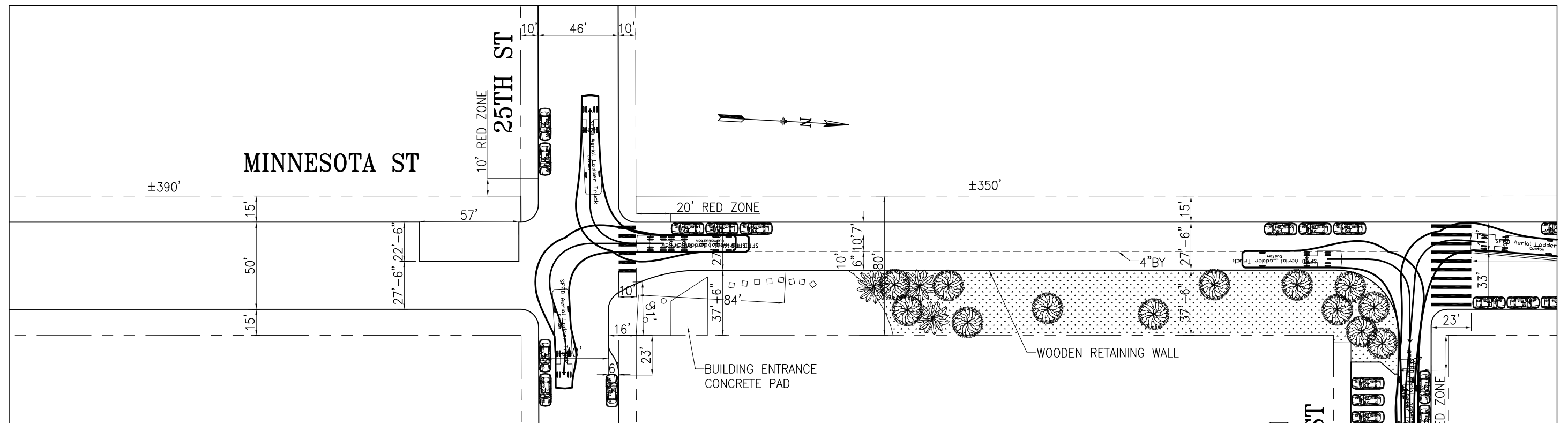
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DATE: --/--/--



PLAN - EXISTING



PLAN - PROPOSED WITH SIDEWALK CHANGES



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



DRAWN: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: K.XXXXXXXXXXXXXX	DATE: MM/DD/YY

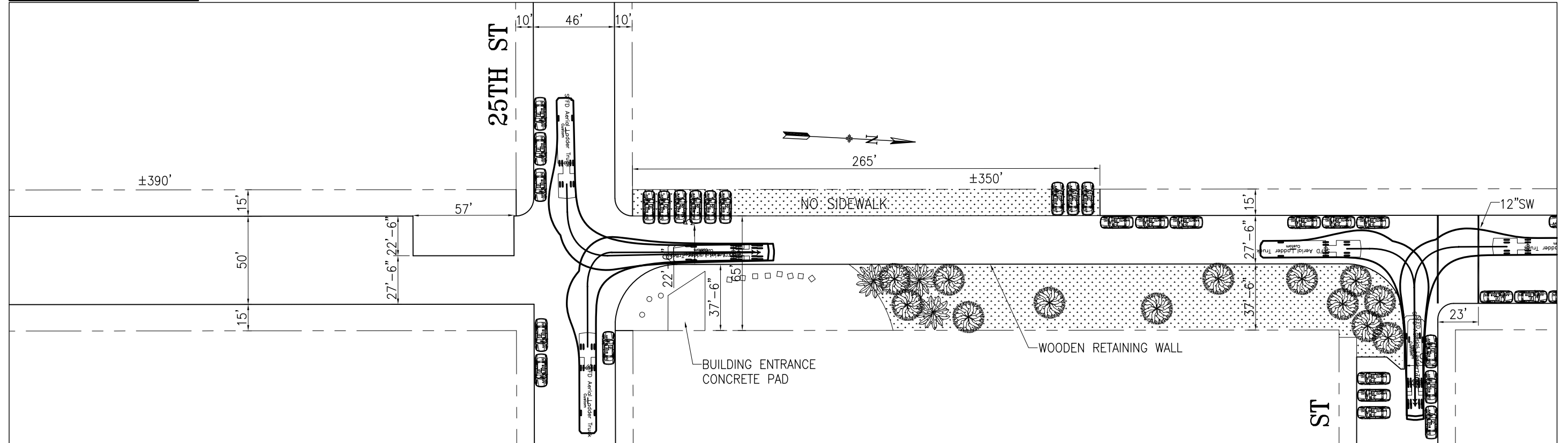
APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	SHEET/SHEETS: XX OF XX
CITY TRAFFIC ENGINEER	

MINNESOTA STREETSCAPE DRAFT
MINNESOTA ST 25TH STREET

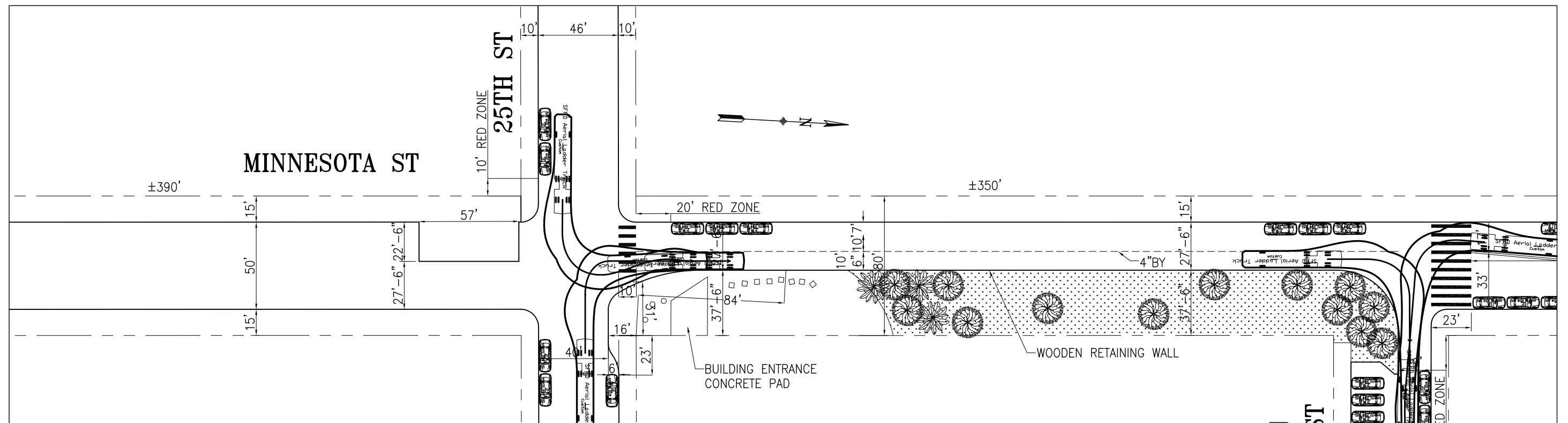
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FILE NO. XXXXX
REV. NO. XX

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

PLAN - EXISTING



PLAN - PROPOSED WITH SIDEWALK CHANGES



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



DRAWN:	DATE:	MM/DD/YY
CHECKED:	DATE:	MM/DD/YY

APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	XX OF XX

MINNESOTA STREETScape  
DRAFT

MINNESOTA ST 25TH STREET	CONTRACT NO. XXXXX
	DRAWING NO. DWGNO
	FILE NO. XXXXX
	REV. NO. XX

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