


Memorandum

CS Memorandum No. 1286

To: Distribution

From: Susan MacKenzie, Document Control Manager 

Date: November 13, 2012

Reference: Project No. M544.1, Contract No. CS-149
Task No. 1-8.02, Change Control

Subject: Configuration Management Board Meeting No. 100

Attached please find minutes for Configuration Management Board Meeting No. 100 held on November 7, 2012.

Attachments: CMB Meeting No. 100 Rev. 0 Minutes with attachments

Cc: David Kuehn, STV (w/attachments) david.kuehn@stvinc.com
Brad Lebovitz, STV (w/attachments) bradley.lebovitz@stvinc.com
Luis Zurinaga, SFCTA (w/attachments) (luis.zurinaga@sfcta.org)
Shahnam Farhangi, SFMTA (w/attachments)
Roger Nguyen, SFMTA (w/attachments)
Arthur Wong, SFMTA (w/attachments)
Mark Latch, CSP (w/attachments)
Jane Wang, SFMTA (w/attachments)
Carlos Campillo, CSP (w/attachments)
Chuck Morganson, HNTB/B&C (w/attachments)
Aileen Read, CSDG (w/attachments)
CS File No. M544.1.5.0890

Distribution:

Matt Lee, SFCTA (matt@sfcta.org)
John Funghi, SFMTA
Albert Hoe, SFMTA
Joon Park, SFMTA
Richard Redmond, CSP
Ross Edwards, CSP
Mark Benson, CSP
Eric Stassevitch, CSP
Quon Chin, CSP
Guy Hollins, CSP
Beverly Ward, CSP
Sarah Wilson, CSP
Matt Hembd, CSP
Michael Acosta, DPW

CMB Meeting Minutes #100

DATE: November 08, 2012

MEETING DATE: **November 07, 2012**

LOCATION: 821 Howard St, Main Conference Room

TIME: 3:00 PM

ATTENDEES: J Funghi (JF), A. Hoe (AH), J. Park (JP), Richard Redmond (RR), R. Edwards (RE), M. Benson (MB), E. Stassevitch (ES), B. Ward (BW), M. Acosta (MA), S. Wilson (SW), Q. Chin (QC), Guy Hollins (GH), M. Hembd (MH), M. Lee (ML),

COPIES TO: Attendees: S. Farhangi (SF), A. Wong (AW), M. Latch (ML), R. Nguyen (RN), J. Wang (JW), C. Morganson (CM), A. Read (AR), L. Zurinaga (LZ), (ML), B. Lebovitz (BL), D. Kuehn (DK), File No. M544.1.5.0890

REFERENCE Project No. M544.1, Contract No. 149 Task 1-8.02
Final Design

SUBJECT: Configuration Management Board Meeting # 100– Rev. No. 0

RECORD OF MEETING *(Italicized text indicates status update of open items)*

ITEM #	DISCUSSION	ACTION BY DUE DATE
1-	1254 – R. Edwards and Quon Chin presented for information as a potential- ECP FD-00XX – Elongated Sidewalk Bulb out at Chinatown Station, which would extend the planned pedestrian curb extension at the southwest corner of Washington 130 feet to accommodate a bus stop. The SF Planning Department requested change would bring CTS in close conformance with the City’s General Plan to create a “station plaza”. In addition the SF Planning Department requested the installation of street trees along Stockton Street adjacent to the Chinatown Station and trees along Washington Street. The proposed design change will require design drawing modifications of several disciplines. Construction and design costs need to be developed and vetted. The CMB required that the Engineering Change Proposal be brought back to the CMB at later time when more specific information is available and cost schedule impacts identified.	
2-	1251 - M. Benson and M. Acosta presented for approval Trends related to the installation of additional rebar; acceleration of the PG&E vault, completion and restoration in front of Barneys for approval. Trend No. 49 Additional cost related to installation of additional rebar at 1 Stockton – A recessed wall was discovered at the Apple property wall so additional rebar needed to be added at the back end of enclosure wall. The different condition was discovered after negotiation of lump sum change for the Apple Wall (CMod #13). Trend No.53 Additional costs to accelerate Contract work related to AT&T a PG&E vaults, Trend No. 59 Additional costs to accelerate Contract work as required to clear Barney’s frontage, and Trend No. 64 Accelerate finishing/detailing work on AT&T and PG&E vaults, are all related to payment for Owner directed acceleration of work and is limited to premium time on labor costs only. All the work has been tracked through force account and daily reports for premium time only. AGREE – CMB 0083.	
3-	1252 - Sarah Wilson presented updated backup material for previously agreed to COR	

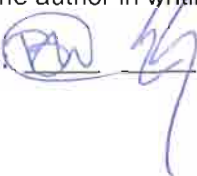
ITEM #	DISCUSSION	ACTION BY DUE DATE
	008 Evaluation of merit - Time Impact Analysis (TIA) for time extension of up to seven days (7) calendar days showing how the additional days relates to the Contract Milestones (see attached).	
4-	1252 - Sarah Wilson presented Evaluation of Merit for COR 009 – MOS – Live Utilities: PG&E, AT&T, and SFWD 8" Water Line extra Kill hole location. The CMB requires the Evaluation of Merit be rewritten to clearly indicate that the COR has No Merit, and be brought back to the CMB for approval.	
5-	1252 - Sarah Wilson presented Evaluation of Merit of, COR 23 – MOS Brick Wall #2 - for removal, hauling and disposal of a second existing brick wall discovered at the location of the north headwall for Moscone Station. The CMB suggested the rationale write up for the COR merit evaluation be revised to provide a better description and justification for the change and be brought back to the CMB for approval.	

ACTION ITEMS

ITEM #	MTG DATE	MTG ACTION DATE	DESCRIPTION	BIC	DUE DATE	STATUS
3	07/25/12	08/01/12	1252 – MOS Traffic Signal Reroute (Trend#15)	M. Benson	08/15/12	Open
5	08/08/12	08/29/12	1252 – PCC 1252-02 UMS Headwalls	M. Benson	10/10/12	Open
3	10/03/12	10/03/12	1252 – PCC 1252-03 Traffic Detour Signage	M. Benson	11/07/12	Open
1	11/07/12	11/07/12	1300 – WP 1254 – SF Planning Request	R. Edwards	11/28/12	Open
4	11/07/12	11/07/12	1252 – COR 009 – Live Utilities @ MOS	S. Wilson	11/14/12	Open
5	11/07/12	11/07/12	1252 – COR 018 – Brick Wall @ MOS	S. Wilson	11/14/12	Open

Meeting adjourned at 5:05pm

These meeting minutes have been prepared by B. Ward and reviewed by E. Stassevitch, and are the preparer's interpretation of discussions that took place. If the reader's interpretation differs, please contact the author in writing within four (4) days of receipt of these minutes.

Signed:  [initials of preparer & reviewer] Date: 09 Nov 12 [Date review completed]

Meeting Agenda

Project No. M544.1, Contract No. CS-149
Program/Construction Management
Configuration Management Board (CMB) Meeting No. 100
November 07, 2012
3:00pm – 5:00pm
 Central Subway Project Office
 821 Howard St. 2nd Floor
 Main Conference Room

Attendees:

Mark Benson	Albert Hoe	Matt Lee	Beverly Ward
Ross Edwards	Jim Kelly	Roger Nguyen	Arthur Wong
Shahnam Farhangi	David Kuehn	Joon Park	Luis Zurinaga
John Funghi	Mark Latch	Richard Redmond	
John Haley	Brad Lebovitz	Eric Stassevitch	

1. **1250** – Nothing to Report

2. **1251** – Acceleration of Select Critical Activities (Trend Nos. 49, 53, 59 and 64) – *For Approval*

3. **1252** – Trend No. 6, COR 008 – TIA Associated with COR 1, 2, and 3 Intermediate Milestone Extension – *Merit*
 - Trend No. 7, COR 009 - MOS - Live Utilities: PGE, AT&T, and SFWD 8" Water Line extra kill hole location – *For Merit*
 - ~~Trend No. 13, COR 017 – MOS – Standby Time @ south headwall due to live TS lines – For Merit~~
 - Trend No. 18, COR 023 - MOS - Brick Wall #2 discovered @ north headwall – *For Merit*

4. **1253 (UMS)** – Nothing to Report

5. **1254 (CTS)** – Chinatown Station (1254R) Sidewalk Bulb out (southwest corner Stockton/Washington)
 ECP FD-00XX - *Introductory Info*

6. **1255 (MOS)** – Nothing to Report

7. **1256 (STS)** – Nothing to Report




8. **Trend/Change Log** –

9. **Other Business** –


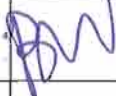

Meeting Attendance Sheet

Project No. M544.1, Contract No. 149
Program/Construction Management
Configuration Management Board Meeting No. 100
November 07, 2012
3:00 p.m. – 5:00 p.m.
 Central Subway Project Office
 821 Howard, 2nd Floor
 Main Conference Room

Deliver Meeting Attendance Sheet with original signatures/initials to Document Control.

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Please enter initials if your name is listed below. Please enter name, affiliation, phone number and email address if your name is not listed below.				
PT Benson, Mark	CSP	(415) 701-4295	Mark.Benson@sfmta.com	
Dombrowski, Charles	Hill/PCC	(415) 701-5272	Charles.Dombrowski@sfmta.com	
Edwards, Ross	CSP	(415) 701-5296	Ross.Edwards@sfmta.com	
Farhangi, Shahnam	SFMTA	(415) 554-0721	Shahnam.Farhangi@sfmta.com	
PT Funghi, John	SFMTA	(415) 701-4299	John.Funghi@sfmta.com	
Haley, John	SFMTA		John.Haley@sfmta.com	
Hoe, Albert	SFMTA	(415) 701-4289	Albert.Hoe@sfmta.com	
Kelly, Jim	SFMTA		Jim.Kelly@sfmta.com	
Kuehn, David	STV/PMOC	(510) 464-8053	David.kuehn@stvinc.com	
Latch, Mark	CSP	(415) 701-5294	Mark.Latch@sfmta.com	
Lebovitz, Brad	STV/PMOC	(510) 464-8052	Bradley.lebovitz@stvinc.com	
Lee, Matt	SFCTA	(415) 522-4813	matt@sfcta.org	

central  subway

NAME	AFFILIATION	PHONE	E-MAIL (for minutes)	INITIALS
Nguyen, Roger	SFMTA	(415) 701-4312	Roger.Nguyen@sfmta.com	
Park, Joon	SFMTA	(415) 701-4742	Joon.Park@sfmta.com	
Redmond, Richard	CSP	(415) 701-4288	Richard.Redmond@sfmta.com	RR
Stassevitch, Eric	CSP	(415) 701-4426	Eric.Stassevitch@sfmta.com	
Ward, Beverly	CSP	(415) 701-5291	Beverly.Ward@sfmta.com	
Wong, Arthur	SFMTA	(415) 701-4305	Arthur.Wong@sfmta.com	
Zurinaga, Luis	SFCTA	(415) 716-6956	Luis.zurinaga@sfcta.org	
Hembel, Matt	SFMTA	415-243-0949	matthew.hembel@sfmta.com	MH
H. QUON CHAN	CSP	415 701 5290	h.quan.chan@sfmta.com	HQC
Sarah Wilson	CSP	415 243 0950	sarah.wilson@sfmta.com	SHW
Guy Hollis	CSP	415 701-5266	guy.hollis@sfmta.com	
John Funghi, Mark Benson and Mike Acosta were in attendance part-time (PT), but did not sign the attendance sheet.				
(B)al				

CMB Change No.: CMB - 0083

Initial Implementing Change Control Procedure No.: 1251 - CMod Trend #49, 53, 59, and 64

GENERAL

Proposed Change Sponsor: M. Acosta Received by CMB: 11/07/2012
(Date)

Affected Disciplines: Utilities

Impacts of Change



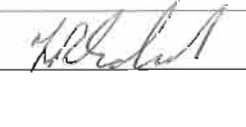
1. Trend 49: Additional cost related to installation of additional rebar at 1 Stockton Street.
2. Trend 53: Additional costs to accelerate Contract work related to AT&T and PG&E vaults.
3. Trend 59: Additional costs to accelerate Contract work as required to clear Barneys frontage.
4. Trend 64: Accelerate finishing/detailing work on AT&T and PG&E vaults.

Contract(s) Directly Affected by this Proposed Change:

1250	1251	1252	1253	1254	1255	1256
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(CP01)	(CP02)	(CP03)	(CP04)	(CP05)	(CP06)	(CP07)

CONFIGURATION MANAGEMENT BOARD APPROVALS

Signatures

	Agree with the Change	Disagree with the Change	Date
Senior Program Manager:			11-7-12
Deputy Program Manager:			11/7/12
PM Project Services:			
PM Project Development/Delivery:			11-7-12
SFMTA O & M Manager:			
SFMTA Safety and Security			
SFCTA PMO			

Comments

TREND NUMBERS 49, 53, 59 AND 64

SFMTA Contract No. 1251
UNION SQUARE/MARKET STREET STATION
UTILITIES RELOCATION

Contractor: Synergy Project Management Inc.
30 Grant Street, Suite 300
San Francisco, CA 94108

**SUPPLEMENTAL CHANGE ANALYSIS
(FOR CMB APPROVAL)**

SCOPE OF WORK:

Trend 49: Additional cost related to installation of additional rebar at 1 Stockton Street.

Trend 53: Additional costs to accelerate Contract work related to AT&T and PG&E vaults.

Trend 59: Additional costs to accelerate Contract work as required to clear Barneys frontage.

Trend 64: Accelerate finishing/detailing work on AT&T and PG&E vaults.

REASON FOR CHANGE:

Trend 49: The existing footing of 1 Stockton Street was found to be recessed from property line. The SFMTA's response to RFI 171 called for additional rebar to compensate for the gap between back of new enclosure wall and the existing footing.

Trend 53: The SFMTA directed Synergy to accelerate work related to PG&E and AT&T vaults. This request was made so that the utility owners could finish their cut-over work as soon as possible thereby preventing possible delays to CN 1252 Contract work at UMS.

Trend 59: After numerous meetings with Barneys, the SFMTA directed the Contractor to accelerate his work activities adjacent to the store. This acceleration advanced the restoration Barney's sidewalk and mitigated potential public relations issues with the property owner.

Trend 64: In order to expedite the turn-over of AT&T and PG&E vaults, the SFMTA directed Synergy to accelerate the detailing and finishing work of these vaults. As with Trend 53, this request was made so that the utility owners could finish their cut-over work as soon as possible thereby preventing possible delays to CN 1252 Contract work at UMS.

COST SUMMARY TABLE:

Trend Number:	Description of Additional Work Performed:	Forecasted Cost:	Trended Amount:
49	Additional Rebar at 1 Stockton Street	\$9,058.00	\$16,208.36
53	AT&T and PG&E Vault Acceleration	\$10,590.70	\$42,688.06
59	Barneys Frontage Acceleration	\$16,948.12	\$30,000.00
64	Acceleration of Finishing/Detailing AT&T and PG&E Vaults	\$4,704.05	\$20,000.00
TOTAL		\$41,300.87	\$108,896.42

COST ANALYSIS:

With regards to Trend No. 49, each of the 2EA FARs submitted by the Contractor was thoroughly reviewed by the SFMTA Resident Engineer. After this comprehensive review it was determined that the final compensation value of these items will be \$9,058.00 as shown in the Cost Summary Table above.

With regards to Trend Nos. 53, 59 and 64, the RE determined the difference between the ST and OT rates in order to determine the additional premium paid by the Contractor due to the SFMTA's acceleration request. This premium delta was extended over the total number of accelerated hours work. Additionally, a 10% markup was applied according General Provisions Part 96.B.1. For a breakdown of these acceleration costs refer to the attached tables.

Approval of the Contract Modification cost contained herein will allow the Resident Engineer to conduct final negotiations with the Contractor which in turn will facilitate the compilation and execution of a Contract Modification.

SCHEDULE ANALYSIS:

This work does not impact the Substantial Completion Date. There is no time adjustment associated with this Contract Modification.

SUMMARY TABLE FOR TREND 49

SFMTA Central Subway Contract Number 1251 - Union Square/Market Street Station Utilities Relocation

Item #	Index #	FA #	Description	SFMTA Current Approved Amount	Forecasted Final Amount	Outstanding Cost Differences
1	1.1	3240	Additional Rebar at 1 Stockton Street	\$4,015.19	\$4,015.19	
2	1.2	3239	Additional Rebar at 1 Stockton Street	\$5,042.81	\$5,042.81	
<i>Trend No. 49 Subtotal</i>				\$9,058.00	\$9,058.00	

	SFMTA Current Approved Amount	Forecasted Final Amount	Trended Amount
<i>Trend Numer 49 Subtotal</i>	\$9,058.00	\$9,058.00	\$16,208.36
TOTAL CONTRACT MODIFCATION VALUE	\$9,058.00	\$9,058.00	\$16,208.36

SFMTA Analysis of Additional Costs Associated with Acceleration Request
Trend No. 53

Class	Name	ST/OT/Premium Delta Rates			Premium Hours (by FAR #)												Premium Subtotal		
		ST Rate	OT Rate	Delta	3226	3227	3241	3243	3249	3256	3259	3261	3262	3263	3264	3265	3282	Hours	Amount
Foremen	Dan Land	\$ 107.33	\$ 161.00	\$ 53.67		4									4.5	1		9.5	\$ 509.82
	Ken Alexander	\$ 96.72	\$ 145.08	\$ 48.36	5.5													5.5	\$ 265.98
	Juan Ochoa	\$ 96.72	\$ 145.08	\$ 48.36													5	5	\$ 241.80
Laborers	Salvador Cardenas	\$ 72.48	\$ 108.72	\$ 36.24			1.5			2	2	8					5	18.5	\$ 670.44
	Ismael Castillo	\$ 72.48	\$ 108.72	\$ 36.24	5.5		1.5			2	2	8						19	\$ 688.56
	Jose De J Cornejo	\$ 66.34	\$ 99.51	\$ 33.17					1									1	\$ 33.17
	Miguel Gonzales Guzman	\$ 70.65	\$ 105.98	\$ 35.33	5.5							8						13.5	\$ 476.89
	Phillip Maher	\$ 89.32	\$ 133.98	\$ 44.66					1									1	\$ 44.66
	Thurman McGowan	\$ 65.34	\$ 98.01	\$ 32.67		4		3							4.5	1		12.5	\$ 408.38
	Guillermo Mendoza	\$ 70.65	\$ 105.98	\$ 35.33			1.5			2	2	8						13.5	\$ 476.89
	Jamie Navarro	\$ 84.55	\$ 126.83	\$ 42.28	5.5		1.5			2	2	8						19	\$ 803.23
	Joseph Norwood	\$ 65.59	\$ 98.39	\$ 32.80	5.5													5.5	\$ 180.37
	Juan Ortega	\$ 65.34	\$ 98.01	\$ 32.67		4		3							4.5	1	5	17.5	\$ 571.73
	Lisandro Perez	\$ 65.34	\$ 98.01	\$ 32.67		4		3							4.5	1		12.5	\$ 408.38
	David Uribe	\$ 87.46	\$ 131.19	\$ 43.73							2							2	\$ 87.46
Operators	Manuel Garcia	\$ 93.02	\$ 139.53	\$ 46.51	5.5													5.5	\$ 255.81
	Tommy Gasca	\$ 81.15	\$ 121.73	\$ 40.58		4		3						4.5	1		12.5	\$ 507.19	
	Miguel Gonzalez	\$ 65.34	\$ 98.01	\$ 32.67			1.5		1	2	2						5	11.5	\$ 375.71
	Rene Torres	\$ 74.10	\$ 111.15	\$ 37.05	2													2	\$ 74.10
Drivers	Robert Branscombe	\$ 71.13	\$ 106.70	\$ 35.57		4		3						4.5	1		12.5	\$ 444.56	
Prime Contractor Premium Subtotal:																	199.5	\$ 7,525.10	
Subcontractor ¹ (CMC Rebar)	Gabriel Garcia	\$ 80.54	\$ 120.81	\$ 40.27									2	8				10	\$ 402.70
	Salvador Roman	\$ 77.24	\$ 115.86	\$ 38.62									2	8				10	\$ 386.20
	Narcizo Gomez	\$ 77.24	\$ 115.86	\$ 38.62									2	7				9	\$ 347.58
	Martin Torres	\$ 77.24	\$ 115.86	\$ 38.62									2	7				9	\$ 347.58
	Jorge Chipres	\$ 77.24	\$ 115.86	\$ 38.62										8				8	\$ 308.96
Subcontractor Premium Subtotal (with 5% Prime Contractor Markup):																	46	\$ 1,882.67	

¹Rates determined using SPM's CPR Base Rate/ST Rate delta

²Markups: 10% pursuant to General Provisions Part 96.B.1 and 2.34% bonds and insurance

Acceleration Cost Subtotal:		\$ 9,407.77
Total Acceleration Cost (w/ markups²):		\$ 10,590.70

SFMTA Analysis of Additional Costs Associated with Acceleration Request
Trend No. 59

Class	Name	ST/OT/Premium Delta Rates			Premium Hours (by FAR #)														Premium Subtotal				
		ST Rate	OT Rate	Delta	2289	2290	2291	2295	2309	2311	2312	2313	2314	2315	2332	2333	2334	2335	2336	2337	Hours	Amount	
Laborers	Salvador Cardenas	\$ 72.48	\$ 108.72	\$ 36.24	4	7	3		2	2	2	2									22	\$ 797.28	
	Ismael Castillo	\$ 72.48	\$ 108.72	\$ 36.24					2	2	2	2	3								11	\$ 398.64	
	Guillermo Mendoza	\$ 70.65	\$ 105.98	\$ 35.33	4	7	3		2	2	2	2	3.5								25.5	\$ 900.79	
	Craig Smith	\$ 42.86	\$ 64.29	\$ 21.43	1.5	6	1.5		2	2	2	2		6.5	2.5	1.5	1				28.5	\$ 610.76	
	Sergio Hurtado	\$ 69.24	\$ 103.86	\$ 34.62	2	7	1			2	2	1			2	3	1				21	\$ 727.02	
	Tara Pash	\$ 60.14	\$ 90.21	\$ 30.07	0.25	6	1			0.25		0.75				0.5	0.5				9.25	\$ 278.15	
	Manuel Ramirez	\$ 84.09	\$ 126.14	\$ 42.05	3	6	3		2	3	3	3			7	3	2	2			37	\$ 1,555.67	
	Juan Macios	\$ 65.34	\$ 98.01	\$ 32.67	0.5	0.5	2.5														3.5	\$ 114.35	
	Brandon Alexander	\$ 42.86	\$ 64.29	\$ 21.43	2.5	6	3		1				8		6	5	4	0.5			36	\$ 771.48	
	Duane Downin	\$ 42.86	\$ 64.29	\$ 21.43	2	0.5	1		2	1.5	2.5	1.5									11	\$ 235.73	
	Ryan Alexander	\$ 65.34	\$ 98.01	\$ 32.67	2.5	5.5	2								6	5	4	1	1		27	\$ 882.09	
	Dantes Paynes	\$ 65.34	\$ 98.01	\$ 32.67					2	2	2	2									8	\$ 261.36	
	Michael Scaletti	\$ 65.34	\$ 98.01	\$ 32.67						0.5	0.5										1	\$ 32.67	
	Pablo Lopez	\$ 65.34	\$ 98.01	\$ 32.67							0.5	2.5									3	\$ 98.01	
	Sergio Hernandez	\$ 65.34	\$ 98.01	\$ 32.67											7	6	4				17	\$ 555.39	
	Demcy Romero	\$ 48.54	\$ 72.81	\$ 24.27											7	4	4				15	\$ 364.05	
	Jose Arroyo	\$ 67.09	\$ 100.64	\$ 33.55											7	6	4			2	19	\$ 637.36	
	Jose Moreno	\$ 65.34	\$ 98.01	\$ 32.67											7	6	4				17	\$ 555.39	
	Eduardo Fernandez	\$ 67.09	\$ 100.64	\$ 33.55											7	6	4	3	2		22	\$ 737.99	
	Yuvini Cortez	\$ 65.34	\$ 98.01	\$ 32.67												1.5	0.5				2	\$ 65.34	
Operators	Manuel Garcia	\$ 93.02	\$ 139.53	\$ 46.51							0.5	2.5								3	\$ 139.53		
	Miguel Gonzalez	\$ 65.34	\$ 98.01	\$ 32.67	4	7	3		2	2	2	2	3.5								25.5	\$ 833.09	
Prime Contractor Premium Subtotal:																				364.25	\$ 11,552.11		
SUBCONTRACTORS ¹	CMC Rebar	Gabriel Garcia	\$ 80.54	\$ 120.81	\$ 40.27			4	2											1	7	\$ 281.89	
		Juan Antonio Lopez	\$ 77.24	\$ 115.86	\$ 38.62			4	2												1	7	\$ 270.34
		Narcizo Gomez	\$ 77.24	\$ 115.86	\$ 38.62			4	2												1	7	\$ 270.34
		John Lujan	\$ 77.24	\$ 115.86	\$ 38.62			4	2													6	\$ 231.72
		Cruz Agustin Nunez	\$ 77.24	\$ 115.86	\$ 38.62			4	2												1	7	\$ 270.34
		Sean Boyle	\$ 77.24	\$ 115.86	\$ 38.62			4	2													6	\$ 231.72
		John Boyle	\$ 77.24	\$ 115.86	\$ 38.62			4	2													6	\$ 231.72
		Leonardo Cordero (DT)	\$ 77.24	\$ 154.48	\$ 77.24											8						8	\$ 617.92
		Julio Fuentes (DT)	\$ 77.24	\$ 154.48	\$ 77.24											8						8	\$ 617.92
	Alliance Roofing	Agustin Pimienta	\$ 80.54	\$ 120.81	\$ 40.27	2																2	\$ 80.54
		Hugo Alvarado	\$ 77.24	\$ 115.86	\$ 38.62	2																2	\$ 77.24
		Mariano Alvarado	\$ 77.24	\$ 115.86	\$ 38.62	2																2	\$ 77.24
	Edgar Calrasco	\$ 77.24	\$ 115.86	\$ 38.62	2																2	\$ 77.24	
Subcontractor Premium Subtotal (with 5% Prime Contractor Markup):																				70	\$ 3,502.98		

¹Rates determined using SPM's CPR Base Rate/ST Rate delta.

²Markups: 10% pursuant to General Provisions Part 96.B.1 and 2.34% bonds and insurance

Acceleration Cost Subtotal:		\$ 15,055.09
Total Acceleration Cost (w/ markups²):		\$ 16,948.12

SFMTA Analysis of Additional Costs Associated with Acceleration Request
Trend No. 64

Class	Name	ST/OT/Premium Delta Rates			Premium Hours (by FAR #)						Premium Subtotal	
		ST Rate	OT Rate	Delta	3312	3313	3321	3324	3327	3330	Hours	Amount
Laborers	Jamie Navarro	\$ 84.55	\$ 126.83	\$ 42.28	5	7	4	8	6	9	39	\$ 1,648.73
	Mark Mattson	\$ 65.34	\$ 98.01	\$ 32.67	5	7	4	8	6	9	39	\$ 1,274.13
Operators	Manuel Garcia	\$ 93.02	\$ 139.53	\$ 46.51			4	8	6	9	27	\$ 1,255.77
										Acceleration Cost Subtotal:		\$ 4,178.63
										Total Acceleration Cost (w/ markups¹):		\$ 4,704.05

¹Markups: 10% pursuant to General Provisions Part 96.B.1 and 2.34% bonds and insurance

Activity ID	Activity Name	Org Dur	Start	Finish	Total Float	2012												2013												2014												2015															
						Mar	Apr	M	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	F	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	F	Mar	Apr	M	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	F	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec						
CSP-1252- Construction Tunnels No Utilities Delay						945	30-Mar-12 A	02-Apr-15	-11																																																
4th & Bryant Street TBM Launch Box Construction						321	30-Mar-12 A	11-Apr-13	-11																																																
Launch Box Utilities						41	30-Mar-12 A	04-Jun-12	-9																																																
TUN-03-2020	Launch Box - Remove Utilities (East)	10	30-Mar-12 A	13-Apr-12	-9	■ Launch Box - Remove Utilities (East)																																																			
TUN-03-2080	Launch Box - Install Force Main Sewer Crossing (East)	15	06-Apr-12	26-Apr-12	-9	■ Launch Box - Install Force Main Sewer Crossing (East)																																																			
TUN-03-2050	Launch Box - Install Sewer Tie In (East)	15	13-Apr-12	03-May-12	-9	■ Launch Box - Install Sewer Tie In (East)																																																			
TUN-03-2060	Launch Box - AWSS Modifications (North-East)	15	04-May-12	24-May-12	-9	■ Launch Box - AWSS Modifications (North-East)																																																			
Utilities West						16	11-May-12	04-Jun-12	-9																																																
TUN-03-2010	Launch Box - Setup Traffic Control for Launch Box (West)	1	11-May-12	11-May-12	-9	Launch Box - Setup Traffic Control for Launch Box (West)																																																			
TUN-03-2040	Launch Box - Remove Utilities (West)	10	14-May-12	25-May-12	-9	■ Launch Box - Remove Utilities (West)																																																			
TUN-03-2070	Launch Box - AWSS Modifications (South-West)	10	21-May-12	04-Jun-12	-9	■ Launch Box - AWSS Modifications (South-West)																																																			
Construct Launch Box						276	26-May-12	11-Apr-13	-11																																																
Tunneling/ Cross Passages/ Portal Structure						624	12-Apr-13	02-Apr-15	-11																																																
CP-1252 Contract Milestones						318	19-May-14	02-Apr-15	-11																																																
TUN-01-1050	MS1 - Complete X-Passages 1&2 (req'd May 26, 2014)	0		19-May-14*	7	◆ MS1 - Complete X-Passages 1&2 (req'd May 26, 2014)																																																			
TUN-01-1080	MS 2 - Complete X-Passages 3&4 (req'd July 25, 2014)	0		22-Jul-14*	2	◆ MS 2 - Complete X-Passages 3&4 (req'd July 25, 2014)																																																			
TUN-01-1060	Substantial Completion	0		02-Apr-15*	-11	◆ Substantial Completion																																																			
CSP-1252-TIA001 Construction Tunnels TIA001/COR008						956	30-Mar-12 A	09-Apr-15	-17																																																
4th & Bryant Street TBM Launch Box Construction						332	30-Mar-12 A	18-Apr-13	-18																																																
Launch Box Utilities						49	30-Mar-12 A	08-Jun-12	-13																																																
TUN-03-2020	Launch Box - Remove Utilities (East)	10	30-Mar-12 A	13-Apr-12	-13	■ Launch Box - Remove Utilities (East)																																																			
TUN-03-2060 AWSS MODIFICATIONS (NORTH-EAST)						33	02-Apr-12	16-May-12	-13																																																
TUN-03-2060A	Saw cut and Start AWSS Excavation	3	02-Apr-12	04-Apr-12	-13	■ Saw cut and Start AWSS Excavation																																																			
COR-01-010	COR 1 - Slow Excavation due to 12" Water Line	1	09-Apr-12	09-Apr-12	-13	COR 1 - Slow Excavation due to 12" Water Line																																																			
TUN-03-2060B	Continue AWSS Excavation	2	10-Apr-12	11-Apr-12	-13	Continue AWSS Excavation																																																			
COR-02-040	COR 2 - Reset Traffic and SFMTA checks Tee (RFI 56)	1	13-Apr-12	13-Apr-12	-13	COR 2 - Reset Traffic and SFMTA checks Tee (RFI 56)																																																			
TUN-03-2060C	Install Part of AWSS Pipe and Fitting	1	16-Apr-12	16-Apr-12	-13	Install Part of AWSS Pipe and Fitting																																																			
COR-01-020	COR 1 - Additional Time to Install AWSS Pipe/Fittings due to 12" Water Line	1	17-Apr-12	17-Apr-12	-13	COR 1 - Additional Time to Install AWSS Pipe/Fittings due to 12" Water Line																																																			
COR-02-100	COR 2 - Added Excavation for AWSS Section	2	18-Apr-12	19-Apr-12	-13	COR 2 - Added Excavation for AWSS Section																																																			
TUN-03-2060D	Excavate and Remove 16" Gas Line	1	20-Apr-12	20-Apr-12	-13	Excavate and Remove 16" Gas Line																																																			
TUN-03-2060E	Plate Road (can work two areas at once)	0	23-Apr-12		-13	◆ Plate Road (can work two areas at once)																																																			
TUN-03-2060F	Excavate and prep for new AWSS	4	23-Apr-12	26-Apr-12	-13	■ Excavate and prep for new AWSS																																																			
COR-02-110	COR 02 - Remove Concrete from Muni Conduits, Excavate to AWSS & Added Installa	3	27-Apr-12	01-May-12	-13	■ COR 02 - Remove Concrete from Muni Conduits, Excavate to AWSS & Added Installation																																																			
TUN-03-2060G	Install AWSS, Line Test, Pour Thrust Block, and Back Fill	4	02-May-12	07-May-12	-13	■ Install AWSS, Line Test, Pour Thrust Block, and Back Fill																																																			
TUN-03-2060H	Pressure Test, Hydrostatic Test, Back Fill	2	10-May-12	11-May-12	-13	Pressure Test, Hydrostatic Test, Back Fill																																																			
COR-02-190	COR 02- Additional Testing and Back Fill	1	14-May-12	14-May-12	-13	COR 02- Additional Testing and Back Fill																																																			
TUN-03-2060I	Pave	1	16-May-12	16-May-12	-13	Pave																																																			
TUN-03-2050 INSTALL SEWER TIE IN (EAST)						25	05-Apr-12	09-May-12	-13																																																
TUN-03-2050A	Initial Sawcut and Excavation	1	05-Apr-12	05-Apr-12	-13	Initial Sawcut and Excavation																																																			
COR-03-020	COR 3 - Chip (E) ATT Vault & Duct Banks Due To 42" RCP Sewer Conflict	1	06-Apr-12	06-Apr-12	-13	COR 3 - Chip (E) ATT Vault & Duct Banks Due To 42" RCP Sewer Conflict																																																			
TUN-03-2050B	Excavation for 42" RCP Sewer	1	12-Apr-12	12-Apr-12	-13	Excavation for 42" RCP Sewer																																																			
COR-03-050	COR 3 - Move Traffic, Remove Gas Line, Chip Vault	2	23-Apr-12	24-Apr-12	-13	COR 3 - Move Traffic, Remove Gas Line, Chip Vault																																																			
TUN-03-2050C	Install 42" RCP Sewer Main	8	25-Apr-12	04-May-12	-13	■ Install 42" RCP Sewer Main																																																			
TUN-03-2050D	Continue Install 42" RCP Sewer Main	2	08-May-12	09-May-12	-13	Continue Install 42" RCP Sewer Main																																																			
TUN-03-2080 INSTALL FORCE MAIN SEWER CROSSING (EAST)						1	15-May-12	15-May-12	-13																																																
TUN-03-2080A	Shoring and Excavation	1	15-May-12	15-May-12	-13	Shoring and Excavation																																																			
Utilities West						16	17-May-12	08-Jun-12	-13																																																
TUN-03-2010	Launch Box - Setup Traffic Control for Launch Box (West)	1	17-May-12	17-May-12	-13	Launch Box - Setup Traffic Control for Launch Box (West)																																																			
TUN-03-2040	Launch Box - Remove Utilities (West)	10	18-May-12	01-Jun-12	-13	■ Launch Box - Remove Utilities (West)																																																			
TUN-03-2070	Launch Box - AWSS Modifications (South-West)	10	25-May-12	08-Jun-12	-13	■ Launch Box - AWSS Modifications (South-West)																																																			
Construct Launch Box						277	02-Jun-12	18-Apr-13	-18																																																
Tunneling/ Cross Passages/ Portal Structure						624	19-Apr-13	09-Apr-15	-18																																																
CP-1252 Contract Milestones						317	27-May-14	09-Apr-15	-18																																																
TUN-01-1050	MS 1 - Complete X-Passages 1&2 (req'd May 26, 2014)	0		27-May-14*	-1	◆ MS 1 - Complete X-Passages 1&2 (req'd May 26, 2014)																																																			
TUN-01-1080	MS 2 - Complete X-Passages 3&4 (req'd July 25, 2014)	0		29-Jul-14*	-5	◆ MS 2 - Complete X-Passages 3&4 (req'd July 25, 2014)																																																			
TUN-01-1060	Substantial Completion	0		09-Apr-15*	-18	◆ Substantial Completion																																																			

Difference between April 2, 2015 and April 9, 2015 is 7 calendar days.

Delay caused X-Passages 1&2 MS to push out 1 day & X-Passages 3&4 MS 5 days past requirement

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 009

Recommendation: Accept justification of Merit for the direct costs associated with COR 009. The RE has determined that only the actual cost for supporting the utility companies during the utility abandonment shall be considered. Standby to equipment, costs for potholing and cleanup after the water line break should not be considered for compensation.

Facts: The relevant contract drawings are WD-402 Rev.0, WD-403 Rev.0, WD-404 Rev.0, UT-402 Rev.0, UT-403 Rev.0, UT-404 Rev.0, UD-402 Rev.0, UD-403 Rev.1 and UD-404 Rev.0.

In order for the completion of the utility demolition work to take place within the work area at the Moscone North and South headwalls the utilities shown for PG&E and MCI/Verizon were required to be abandoned. The contract documents indicate that utilities for these services were abandoned; however it was discovered that these utilities were in fact not abandoned thus demolition work was prevented from being completed.

There was also a live 8" water line crossing the Moscone South headwall, which was shown to be either live or abandoned depending on the contract drawing sheet. The water line needed to be cut and capped prior to further excavation.

On June 18, 2012 RFI 103 was written to identify the issues surrounding the utilities in question. The SFMTA responded by informing the contractor of the status of the utilities and reminded the contractor of his responsibility to communicate with the appropriate utility agencies to verify location and status of the utilities in question. The RE does not agree with the standby cost claimed by BIH subcontractor Synergy Project Management (SPM), contending Specification Section 02 30 00-2 3.01 A which requires BIH/SPM to perform exploratory holes 14 working days prior to starting any demolition or excavation work. The cost for the exploratory holes is incidental to the work.

The following are the 3 utilities that were identified in the COR.

1. SFWD low pressure water live utility

An 8 inch low pressure water main was thought by BIH/SPM to have been capped and abandoned prior to utility demolition. The following highlights the events that occurred and indicate the additional cost SPM is requesting.

- SPM commenced utility demolition activities by using an excavator on 6/12/12 and hit the water main which caused additional clean-up work.
- SPM assisted the SFWD in excavating kill holes as required by contract drawing WD-001 Rev.0 from 6/18/12 to 6/21/12 so the SFWD could install a cap on the live water main. Three kill holes were ultimately required. SPM was unsuccessful

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

in the first two attempts at establishing a kill hole location and is seeking reimbursement for the excavation of the final kill hole which was installed on 6/21/12.

2. PG&E live utilities

A live 6" gas main and live electrical lines were discovered after the commencement of utility demolition activities. Due to the fact that SPM was unaware of the locations of the utilities prior to excavation SPM claims that they were prevented from performing utility demolition. The following highlights the events that occurred and indicate the additional cost SPM is requesting:

- The 6" gas main was located in close proximity and parallel with the southern edge of the proposed launch box wall which allegedly prohibited SPM from continuing with demolition activities. Contract drawing UT-403 Rev.0 did show that the 6" gas main was live and existing south of the location where it was encountered.
- PG&E notified SPM crews the week of June 25, 2012 that the south Moscone headwall location contained live electrical which completely halted all utility demolition activities until the live PG&E electrical was de-energized on 06/27/12.

3. MCI/Verizon live utilities

MCI/Verizon utilities were found to be live inside the AT&T duct bank which traveled through the south Moscone headwall at CTL station 156+25 to 156+50 during the week of June 12, 2012. The presence of these live utilities prohibited SPM from performing utility demolition activities. The MCI/Verizon utilities were de-energized on 6/27/12. SPM assisted MCI/Verizon's contractor by removing steel plates and providing access to the duct banks.

Rationale for COR: SPM planned their work based on the understanding that the utilities would be abandoned and thus they are claiming that additional costs were incurred due to the discovery of live utilities.

Justification: In addition to direct costs COR 009 was provided to the SFMTA to cover standby costs while live utilities were abandoned. While merit has been established for the direct costs associated with supporting the utility companies during the utility abandonment SFMTA cannot agree with the standby costs for the following reason.

The excavation permit requirements, contract specification 02.30.00 and 02.41.00 require BIH and SPM to verify the locations of any City or public service utility company facilities that may be affected by excavation. Additionally, contract specification 02.30.00 requires the contractor to perform potholing activities 14 working days prior to performing any excavation activities.

The relevant specification sections are as follows:

SFMTA Contract No. 1252

Contractor:

Barnard Impregilo Healy JV (BIH)

Subsurface Investigation, 02 30 00-2 3.01 A

Fourteen working days prior to starting any demolition or excavation work within the block under construction, the contractor shall excavate exploratory holes as incidental work in advance of the work to determine actual available horizontal and vertical clearances.

Subsurface Investigation, 02 30 00-2 3.01 3.01 C

The contractor will dig exploratory holes by hand or by other means and methods, which ensure no damage to existing underground facilities.

Demolition, 02 41 00-4 3.05 A

Exploratory hole excavation shall be done by vacuum type method, and not heavy excavation equipment.

Demolition, 02 41 00-4 3.07 A.6

Maintain and protect existing remaining utilities passing through the work.

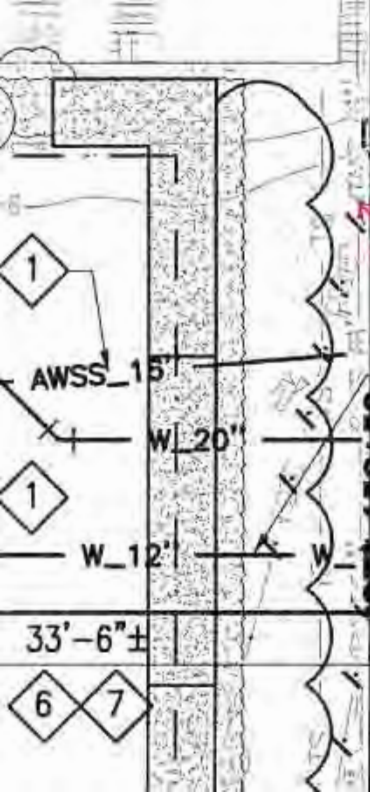
SFDPW Street Excavation Permit Requirement 8:

The permittee shall verify the locations of any City or public service utility company facilities that may be affected by the work authorized by this permit and shall assume any responsibility for damage to such facilities. The permittee shall make satisfactory arrangements and payments for any necessary temporary relocation for City or public utility company facilities.

In summary, BIH/SPM proceeded with the work activities without potholing and did not confirm if the utilities were abandoned; therefore BIH/SPM did not act in accordance with the contract and permit requirements and should not be compensated for additional potholing or standby costs. Neither standby costs nor cleanup for the broken water line should be compensated. The RE agrees that the direct costs for supporting the utility agencies in removing their utilities should be compensable.

By: _____ Date _____
 Sarah Wilson
 Resident Engineer

_____ Date _____
 Configuration Management Board
 Approval



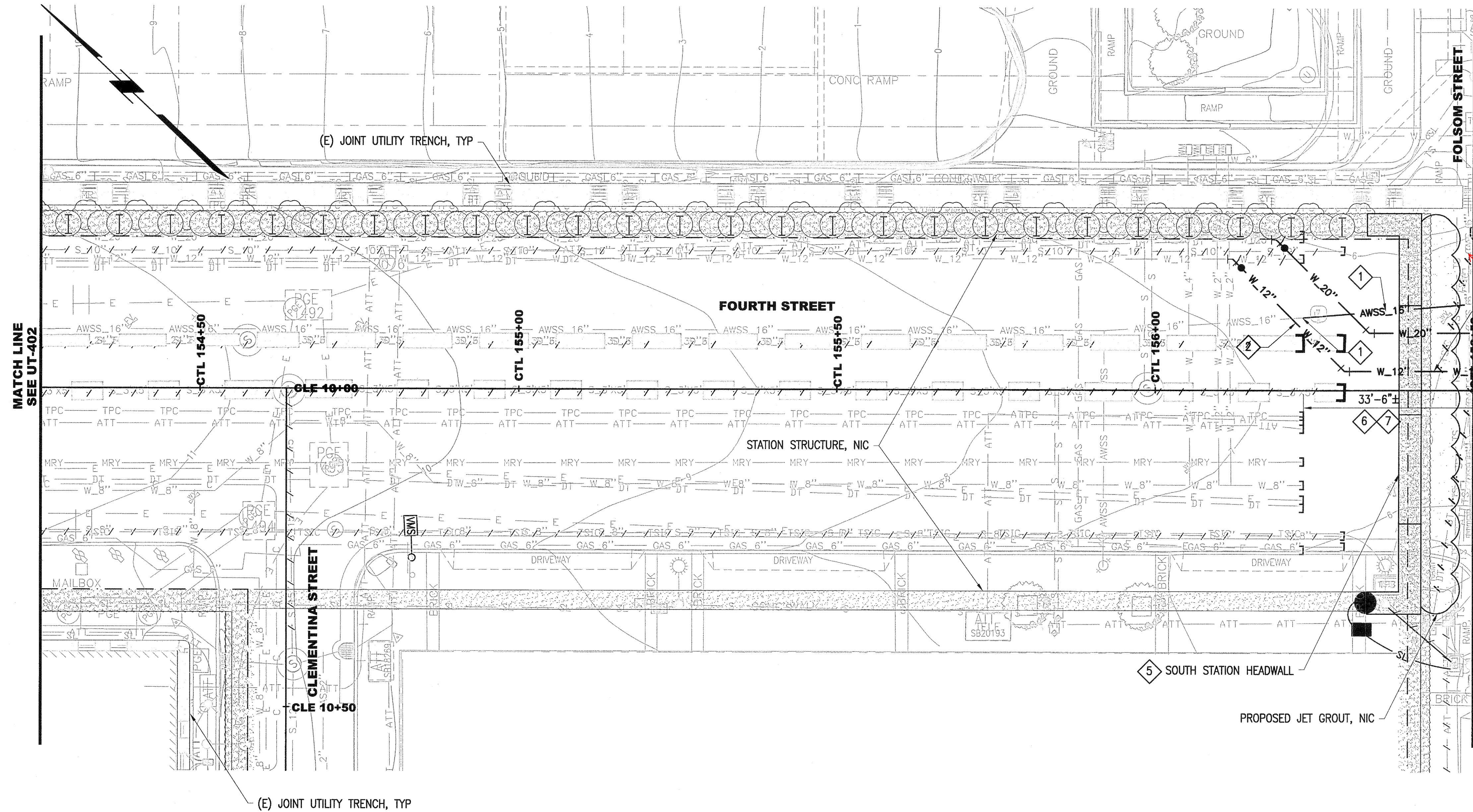
**MATCH LINE
SEE UT-404**

18" PEP SEWER (INSIDE 3' X 5' SEWER) FOR STATION CONSTRUCTION. CONTRACTOR SHALL REPLACE ANY REM DAMAGED PIPE AND MAKE CONNECTIONS IN ACCORDAN SFDPW STANDARD SPECIFICATION 322.03 "JOINTS FOR (SEE REFERENCE DRAWING 69412 FOR EXISTING COND

7. BYPASSING OF MAIN SEWER FLOW SHALL BE PER SEW SPECIFICATIONS SECTION 33 31 00.

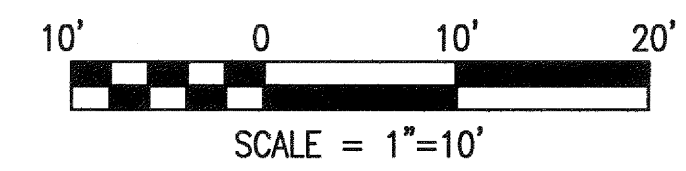
Existing GAS line

S:\6nos003\m544.1\FinalDesign\Drawing-821\2-Civil\Utility Composites\Sheet Files CP03\Utility Composite\M54423UT403.dwg fbayani Thu Jan 27,2011 10:14 am UT-403



- NOTES:**
1. SEE AWSS (AW) DRAWINGS FOR DESIGN.
 2. SEE WATER DISTRIBUTION (WD) DRAWINGS FOR DESIGN.
 3. SEE JOINT TRENCH (JT) DRAWINGS FOR DESIGN.
 4. SEE SEWER (SW) DRAWINGS FOR DESIGN.
 5. SEE (ES) DRAWINGS.
 6. REMOVE (E) 3' X 5' BRICK SEWER AND TEMPORARILY REMOVE (E) 18" PEP SEWER (INSIDE 3' X 5' SEWER) FOR STATION HEADWALL CONSTRUCTION. CONTRACTOR SHALL REPLACE ANY REMOVED OR DAMAGED PIPE AND MAKE CONNECTIONS IN ACCORDANCE WITH SFDPW STANDARD SPECIFICATION 322.03 "JOINTS FOR PEP SEWER" (SEE REFERENCE DRAWING 69412 FOR EXISTING CONDITION).
 7. BYPASSING OF MAIN SEWER FLOW SHALL BE PER SEWER SPECIFICATIONS SECTION 33 31 00.

Existing GAS line

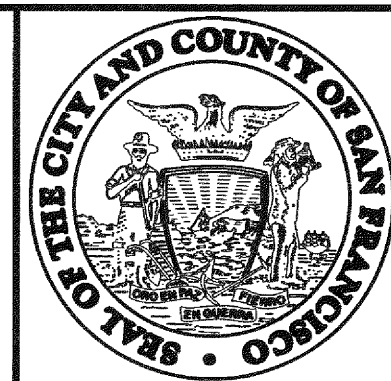
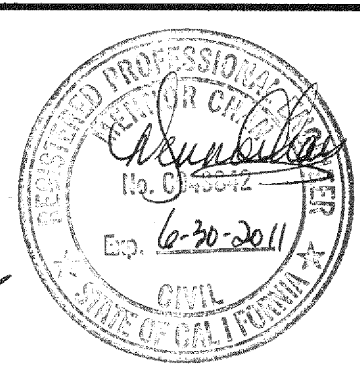


CONFORMED

DATE	ISSUED FOR BID	DESCRIPTION	REV. NO.	BY	CHECKED	APPROVED
01/21/2011	ISSUED FOR BID		0			

PB TELAMON
TELAMON ENGINEERING CONSULTANTS INC.

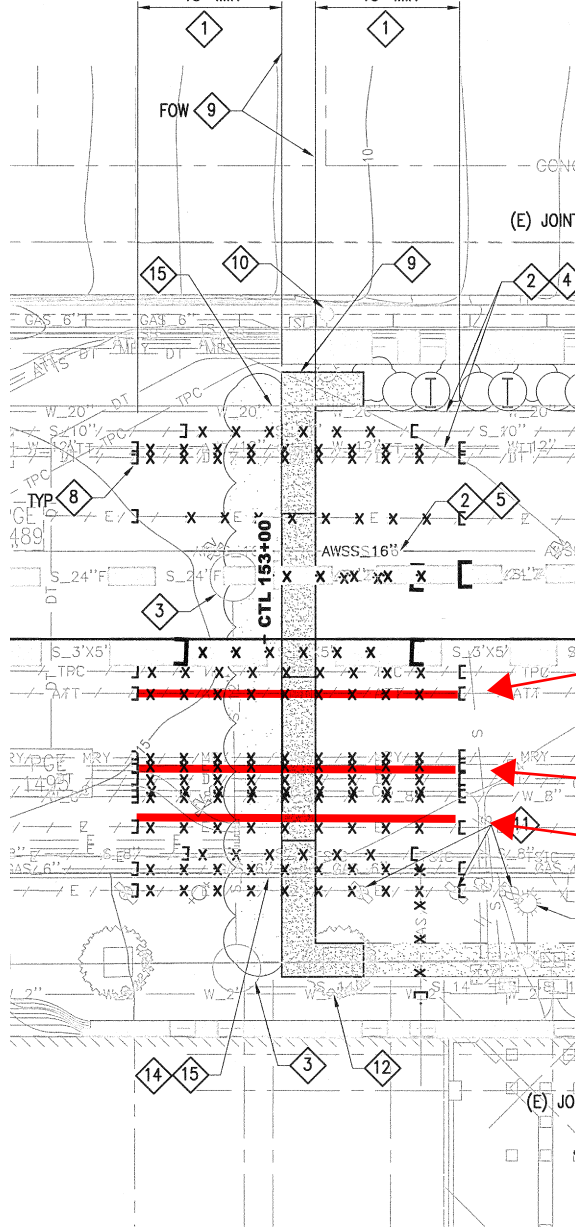
DESIGNED: M. DEFORGE
 DRAWN: F. BAYANI
 CHECKED: P. WILSON
 REVIEWED: M. CHAN
 RECOMMENDED: M. FOWLER
 APPROVED: R. EDWARDS
 DATE: JAN 21 2011



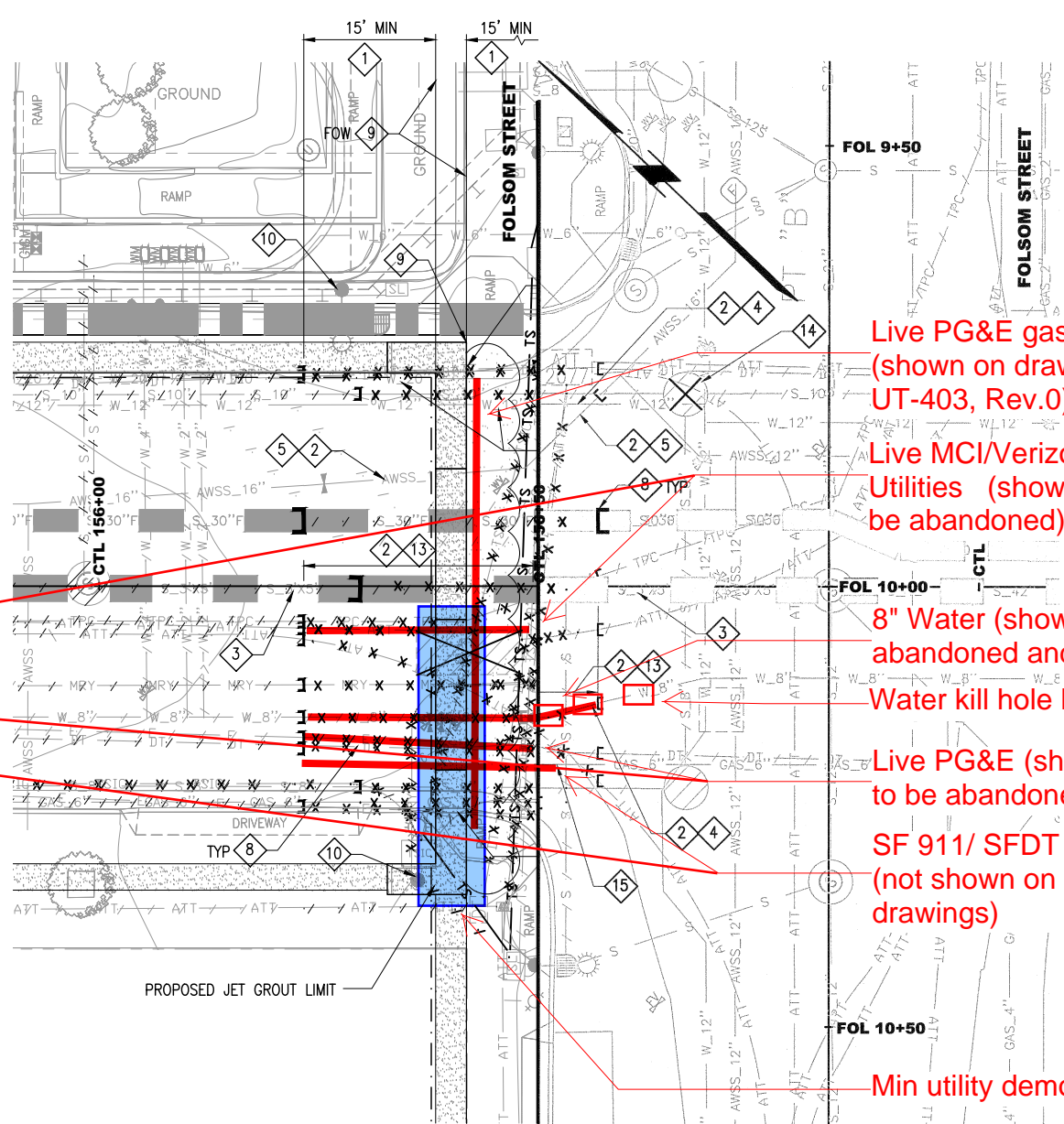
CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
 APPROVED: [Signature]
 EXECUTIVE DIRECTOR/CEO

THIRD STREET LIGHT RAIL PROGRAM
 PHASE 2 - CENTRAL SUBWAY TUNNELS
 UTILITY COMPOSITE
 MOSCONE STATION
 CTL 154+25 TO 156+50

CONTRACT NO. 1252
SFMTA CONTROL NO. CL-17990
DRAWING NO. UT-403
SHEET NO. 66
REVISION 0



MOS North



MOS South

Live PG&E gas
(shown on drawing
UT-403, Rev.0)

Live MCI/Verizon
Utilities (shown to
be abandoned)

8" Water (shown to
be abandoned and live)

Water kill hole locations

Live PG&E (shown
to be abandoned)

SF 911/ SFDT Line
(not shown on
drawings)

Min utility demo limits

SFMTA Contract No. 1252

Contractor: Barnard Impregilo Healy JV (BIH)

EVALUATION OF MERIT

COR 023

Recommendation: Accept justification of Merit for COR 023 for additional costs. Additional costs for removal, hauling and disposal of a second existing brick wall discovered at the location of the north headwall for Moscone Station shall be considered for compensation.

Facts: BIH's subcontractor, Synergy Project Management (SPM), uncovered a buried brick wall, beneath the west curb at the location of the north headwall for Moscone Station, not shown in the contract documents, but in the vicinity of a buried brick wall that was shown on the contract drawings. The Contractor submitted RFI #114 on 7/10/12 with notification of the discovery of the 18-24" thick brick wall of unknown depth. A lump sum agreement was made on July 11, 2012 between SFMTA and BIH/Synergy to remove the buried brick wall and it was removed by July 18, 2012.

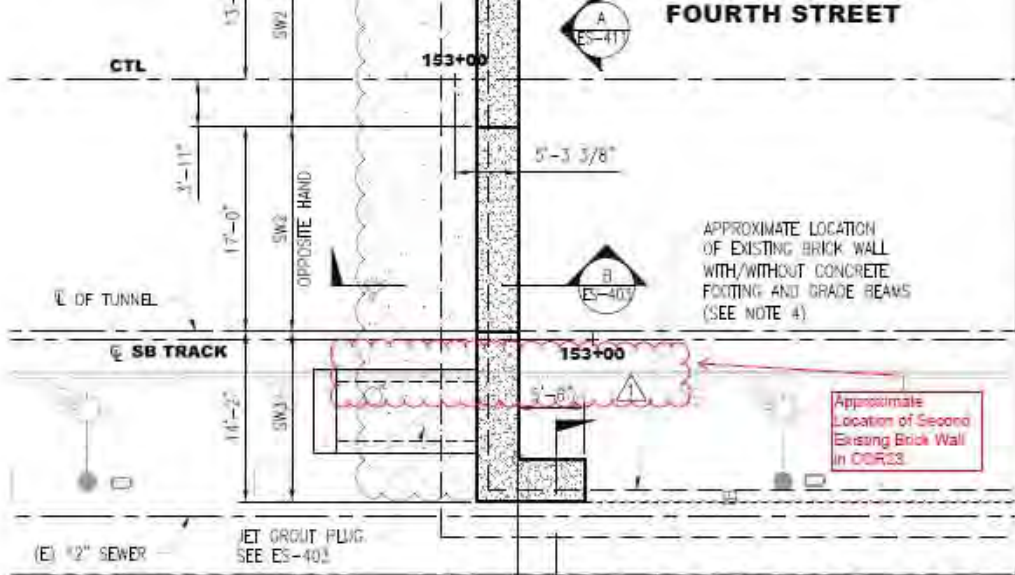
Rationale for COR: Additional costs were incurred by the Contractor for differing site conditions involving removal of a buried brick wall not shown in the contract documents, that interfered with construction of the north headwall for Moscone Station.

Justification: The contract documents do not show the second existing buried wall at the location of the north headwall for Moscone Station. The brick wall could not be excavated along with the headwall excavation because of the anticipated slurry wall installation methods for the headwall. Removal of the buried wall was required prior to installation of the headwall.

By: _____ Date _____
Sarah Wilson
Resident Engineer

_____ Date _____
Configuration Management Board
Approval

FOURTH STREET



APN 3733-108

APN 3733-109

NORTH HEAD WALL



STEP 1

Title: Elongated Sidewalk Bulb-out at Chinatown Station		ECP #: FD-0XX
Submitted By: H. Quon Chin Contract#: CS155.2/1300; Package CTS-1254R Task #: 15.20 Task Name: Post-Design Services	Date: 11/07/2012	Signature:

STEP 2

Change Affects: FEIS/FEIR: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Design Criteria: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> PE Package: Drawings, Specifications: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Safety or Security: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Multiple Disciplines: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Muni or DPT O&M: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Other Tasks/ Disciplines Affected: Sustainable Streets (Traffic) Civil Architecture Landscape Architecture SFMTA OCS DPW
Construction Schedule Impact (if any):	None Identified (at the present time)
*Design Schedule Impact (if any):	Include in Contract 1300 Addendum
Construction Cost Impact (if any):	To be determined
*Design Cost Impact (if any):	To be determined

Description of Change:

To bring the Central Subway Project – Chinatown Station in closer conformance with the City’s General Plan, SF Planning Department in its May 7, 2012 GPR Letter (recommends) making design changes, specifically the extension of the sidewalk bulb-out at Stockton Street to help create a “station plaza”. This elongated bulbout on the southwest corner (SWC) of Stockton and Washington Streets in front of the station headhouse would also include bike racks, benches, trees and other landscape features.

Street trees are a requirement of Planning Code Section 138.1: requiring one street tree for every 20 feet of frontage, with an additional tree required for every remaining 10 feet of frontage. See reference document “Tree Planting and Protection Check List” cited below. Pursuant to Planning Code section 138.1, the Planning Department has required the installation of five (5) street trees along Stockton Street adjacent to the Chinatown Station (and 3 trees along Washington). Installation of these street trees is a provision of the Planning Department’s Notice of Special Restrictions and a condition of the Planning Department’s building permit approval.

Design modification from implementation of proposed change will require revision to the traffic drawings, additional sidewalk legislation, sidewalk pavement design (DPW), roadway drainage and catch basins (DPW), location of the OCS pole, architecture, landscape architecture, civil and possibly utility relocations (AT&T ductbank, W-6” and cable). Utility relocations mentioned were not in Final Design scope of work,

hence additional depth and location information (potholing) will be new required work.

It should be noted that the proposed elongated bulb-out is a change from the Preliminary Engineering (PE) design which formed the basis of the Final Design documentation and completion of the work.

From a broader perspective, incorporation of the elongated bulb-out will also provide the opportunity for Central Subway to coordinate a bus stop relocation proposal from SFMTA Service Planning to a location in front of the new station headhouse for an enhanced intermodal connection. The existing southbound bus stop on Stockton Street is presently located mid-block between Jackson and Washington Streets or approximately half a block distance for the connection. If this design element is an acceptable change to incorporate in conjunction with Planning design recommendations, the coexistence of a bus stop, SFMTA/Muni bus shelter, proposed trees, bike racks and other features will also need to be coordinated between SFMTA and SF Planning.

Reason and Justification for Change:

Conditions to SF Planning Department approvals of:

1. General Plan Referral (GPR) application – Case No. 2011.1202R;
2. Conditional Use Application – Case No. 2012.0641C and adoptions noted in
3. Planning Commission Motion No. 18699, September 06, 2012
4. Improvement to the future intermodal connection between the 8x, #30, #45 buses and Central Subway T-Line service.

- Reference Documents:**
1. **SF Planning Department** GPR Case No. 2011.1202R, Central Subway Project-Chinatown Station, *May 7, 2012*
 2. **SF Planning Department** Planning Commission Motion No. 18699, Case No. 2012.0641C, 933-949 Stockton Street, *September 6, 2012*
 3. **SF Planning Department** Tree Planting and Protection Checklist, Case No. 2012.0403.7405 – Completed w/DBI Building Permit Application.
 4. **Exhibit CTS Trees1** – w/package to Planning Commissioners
 5. **Contract 1300/Package CTS-1254R** Architectural Site Plan Drawing AR-100, Rev. 0, *October 22, 2012*
 6. **Contract 1300/Package CTS-1254R** Floor Plan, Surface Level – 4, Rev. 2, *October 22, 2012*

STEP 3

Reviewed By ECP Submittal Design Package Project Manager:	Date:	Signature:
Comments:		
Change Recommended: Yes <input type="checkbox"/> No <input type="checkbox"/>		

*Design schedule and/or cost impacts provided here are for reference only and acceptance of the subject design change does not constitute acceptance of either the design schedule or design cost impacts.

STEP 4

Reviewed By Project Controls Manager (Cost and Schedule): Eric Stassevitch	Date:	Signature:
--	--------------	-------------------

Comments:

STEP 5

Approved for Distribution By Discipline Lead:	Date:	Signature:
--	--------------	-------------------

Comments:

Change Recommended: Yes <input type="checkbox"/> No <input type="checkbox"/>

STEP 6

Reviewed By Impacted Contract/Design Package Project Manager:	Date:	Signature:
--	--------------	-------------------

Comments:

Change Recommended: Yes <input type="checkbox"/> No <input type="checkbox"/>

Add as many Contract/Design Package Project Manager review blocks as necessary

STEP 7

Reviewed By SFMTA Design Manager:	Date:	Signature:
--	--------------	-------------------

Comments:

Change Recommended (If yes, forward to Project Manager): Yes <input type="checkbox"/> No <input type="checkbox"/>
--

STEP 8

Reviewed By Project Controls Manager (Cost and Schedule): Eric Stassevitch	Date:	Signature:
--	--------------	-------------------

Comments:

Change Recommended: Yes <input type="checkbox"/> No <input type="checkbox"/>

STEP 9

Reviewed By Program Manager Project Development: Ross Edwards	Date:	Signature:
---	--------------	-------------------

Comments:
Change Approved: Yes <input type="checkbox"/> No <input type="checkbox"/> Change to be forwarded to CMB: Yes <input type="checkbox"/> No <input type="checkbox"/>

Verification of Design Change Implementation
The undersigned verifies that changes have been made to all documents impacted by the above approval design change.
Design Package: <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> 1 2 3
Design Package QC Manager: <div style="text-align: right;"><hr/>Print <hr/>Signature <hr/>Date</div>

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

RECORDING REQUESTED BY:)
)
And When Recorded Mail To:)
)
Name: Central Subway)
Attr: Guy Hollins)
)
Address: 821 Howard St.)
2nd Floor)
City: S.F. 94103)
)
California) Space Above This Line For Recorder's Use

I (We) San Francisco Municipal Transportation Agency, the owner(s) of that certain real property situated in the City and County of San Francisco, State of California, more particularly described as follows (or see attached sheet marked Exhibit A on which property is more fully described): See Exhibit A

Being Assessor's Block 0211, Lot 001, commonly known as 933-949 Stockton Street, hereby give notice that there are special restrictions on the use of said property under Part II, Chapter II of the San Francisco Municipal Code (Planning Code).

Said restrictions consist of conditions attached to Conditional Use Application No. 2012.0641C, authorized by the Planning Commission of the City and County of San Francisco on September 6, 2012 as set forth in Planning Commission Motion No. 18699, TO ALLOW CONSTRUCTION OF THE CHINATOWN TRANSIT STATION ENTRANCE STRUCTURE (A "PUBLIC USE") WITH STREET FRONTAGES GREATER THAN 50 FEET, WITHIN THE CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL ZONING DISTRICT, AND 65-85-N HEIGHT AND BULK DISTRICT

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

The restrictions and conditions of which notice is hereby given are:

AUTHORIZATION

This authorization is for a Conditional Use to allow a Public Use, specifically the Chinatown Transit Station entrance building, with street frontages greater than 50 feet at 935 Stockton Street, Block 0211, Lot 001 pursuant to Planning Code Sections 145.3, 303 812.82, and 890.80, within the **Chinatown Residential Neighborhood Commercial District** and a **65-85-N** Height and Bulk District; in general conformance with plans, dated **July 7, 2012**, and stamped "EXHIBIT B" included in the docket for Case No. **2012.0641C** and subject to conditions of approval reviewed and approved by the Commission on **September 06, 2012**, under Motion No. **18699**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **September 06, 2012, 2012**, under Motion No. **18699**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **18699** shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use Authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

Validity and Expiration. The authorization and right vested by virtue of this action is valid for five years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the Project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed Project and conveys no independent right to construct the Project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three five (5) years of the date of the Motion approving the Project. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than five (5) years have passed since the Motion was approved.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Extension. This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

First Source Hiring. The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

Street Trees. Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating the installation of eight (8) street trees: five (5) on Stockton Street and three (3) on Washington Street. The installation of the remaining three (3) required street trees has been waived by the Zoning Administrator and shall be accommodated through the payment of an in-lieu fee.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

Final Materials. The Project Sponsor shall continue to work with Planning Department staff on the final building and landscape design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff – including Preservation staff – review and approval as part of the Architectural Addenda and prior to issuance of the Certificate of Final Occupancy.

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

Future TOD/Open Space Design. The Project Sponsor shall adhere to the public engagement schedule outlined in Exhibit C, in order to conceptually define the site's possible future programming and design, with the goal of having a TOD and open space proposal finalized in time for concurrent construction with the transit station head house.

Within approximately one year from the date of this approval, Planning Staff shall return to the Commission with a full report on the outcome of that community process, along with the resulting site proposal.

Should planning for the TOD be deemed feasible and move forward, the Request for Proposal for any TOD shall require that that TOD design be developed with and reviewed by the Planning Department's Preservation staff, and a qualified historic resources consultant hired by SFMTA to ensure that the TOD development meets the Secretary of the Interior's Standards for the Treatment of Historic Properties based on compatibility with the character-defining features of the historic district.

Furthermore, should the TOD be deemed feasible by the SFMTA, the final TOD design – including any design changes that affect the exterior of the station head house – shall be reviewed and approved by the Planning Commission.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING - AFTER ENTITLEMENT

Enforcement. Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Revocation due to Violation of Conditions. Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

Community Liaison. Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of

NOTICE OF SPECIAL RESTRICTIONS UNDER THE PLANNING CODE

concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

The use of said property contrary to these special restrictions shall constitute a violation of the Planning Code, and no release, modification or elimination of these restrictions shall be valid unless notice thereof is recorded on the Land Records by the Zoning Administrator of the City and County of San Francisco; except that in the event that the zoning standards above are modified so as to be less restrictive and the uses therein restricted are thereby permitted and in conformity with the provisions of the Planning Code, this document would no longer be in effect and would be null and void.

Dated: October 30, 2012 at San Francisco, California



(Owner's Signature)

(Agent's Signature)

This signature(s) must be acknowledged by a notary public before recordation; add Notary Public Certification and Official Notarial Seal.

EW:gwf

ACKNOWLEDGMENT

State of California
County of San Francisco

On October 30, 2012, before me, Kathleen V. Bianchi, Notary Public, personally appeared Edward D. Reiskin, who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Kathleen V. Bianchi (Seal)
Kathleen V. Bianchi

LEGAL DESCRIPTION

EXHIBIT "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SAN FRANCISCO, COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

Beginning at the point of intersection of the Southerly line of Washington Street and the Westerly line of Stockton Street; running thence Southerly along said line of Stockton Street 137 feet and 6 inches; thence at a right angle Westerly 72 feet and 4-3/4 inches; thence at a right angle Northerly 19 feet and 1-1/2 inches; thence at a right angle Westerly 3 feet and 7 inches; thence at a right angle Northerly 11 feet and 5 inches; thence at a right angle Easterly 3 feet and 7 inches; thence at a right angle Northerly 26 feet and 0-1/2 of an inch; thence at a right angle Easterly 7 inches; thence at a right angle Northerly 32 feet and 4 inches; thence at a right angle Westerly 1 foot and 6-1/2 inches; thence at a right angle Northerly 48 feet and 7 inches to the Southerly line of Washington Street; thence at a right angle Easterly along said line of Washington Street 73 feet and 4-1/4 inches to the point of beginning.

Being a portion of 50 Vara Block No. 136.

APN: Lot 1 Block 211

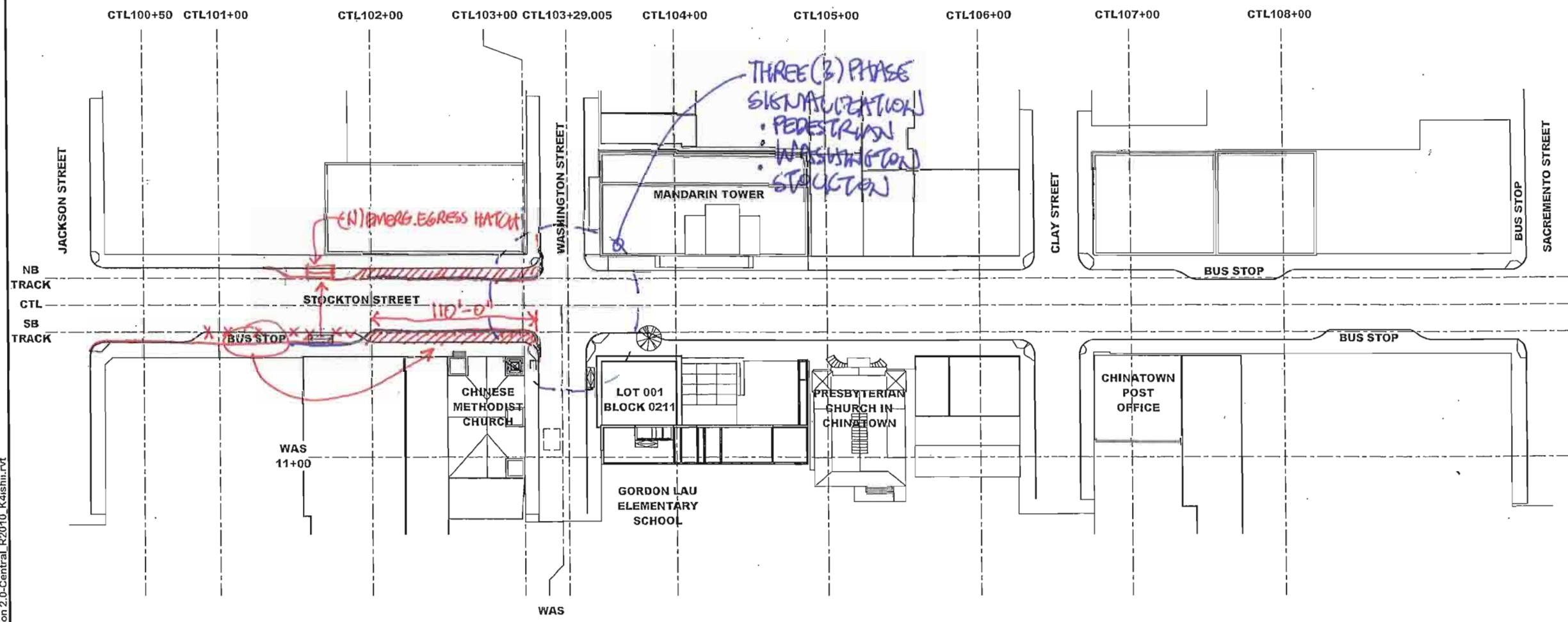


3/3/2011 10:02:44 AM

CENTRAL SUBWAY
re: 04 MAY 2011
EMAIL

GENERAL NOTES
1. REFER TO SHEET AR-001 FOR GENERAL INFORMATION.

SHEET NOTES



1 SITE PLAN
AR-100 1" = 40'-0"



DRAWING IN PROGRESS / SUBJECT TO CHANGE / 11"X17"=HALF SIZE

C:\Documents and Settings\k4ishii\My Documents\AR_Chinatown Station 2.0-Central_R2010_K4ishii.rvt

DATE	DESCRIPTION	REV. NO.	BY	CHECKED	APPROVED
02/28/2011	REVISED 65% INTERIM SUBMISSION	0B	---	---	---
12/01/2010	65% DESIGN SUBMITTAL	0A	---	---	---

DESIGNED N. PERALTA
DRAWN K. ISHII
CHECKED J. TRAN
REVIEWED
RECOMMENDED
APPROVED
DATE 02/28/11



CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

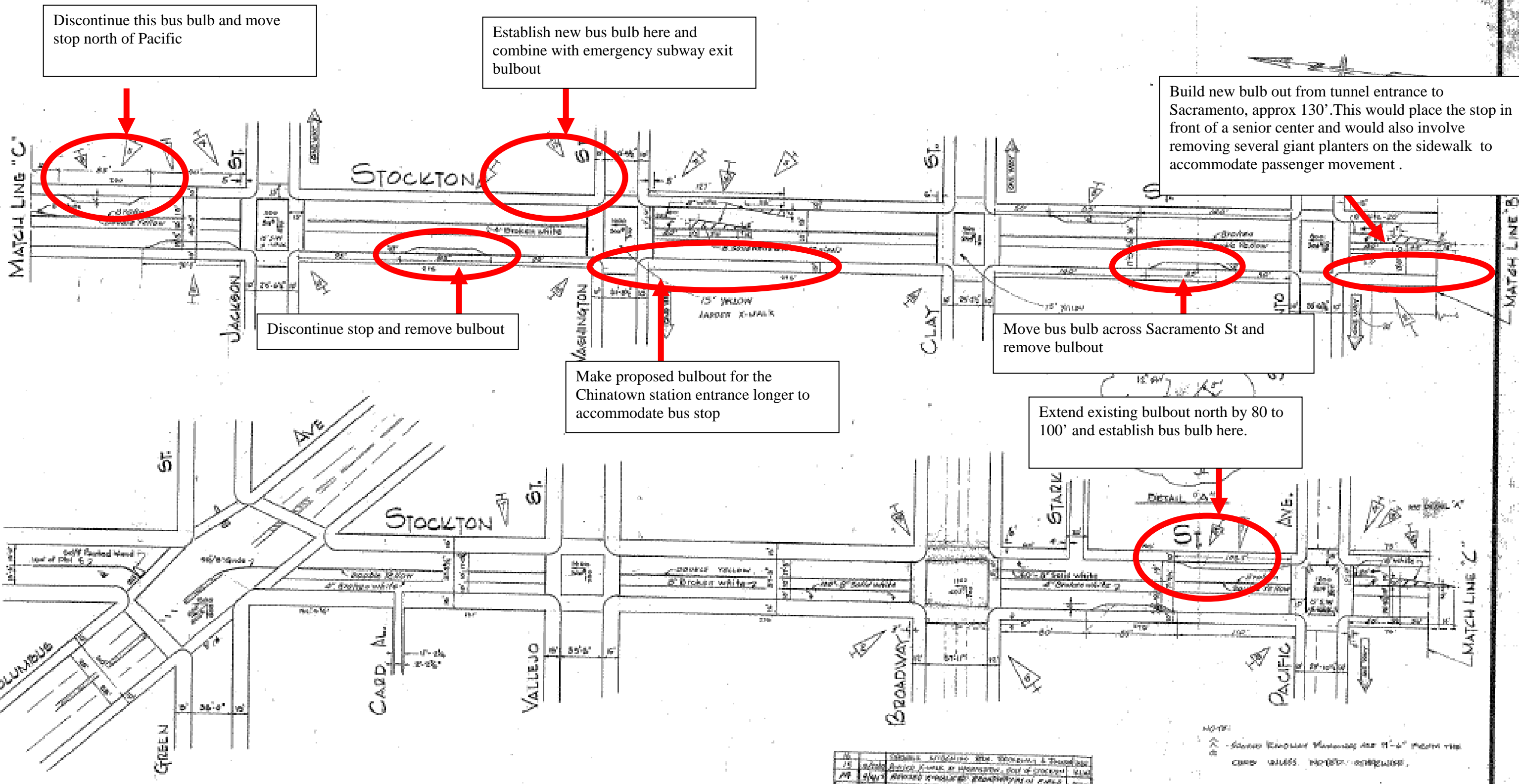
APPROVED

EXECUTIVE DIRECTOR/CEO

THIRD STREET LIGHT RAIL PROGRAM
**PHASE 2 - CENTRAL SUBWAY
CHINATOWN STATION**

ARCHITECTURE
SITE PLAN

CONTRACT NO.	1254
STATUS CONTROL NO.	-----
DRAWING NO.	AR-100
SHEET NO.	0B



Discontinue this bus bulb and move stop north of Pacific

Establish new bus bulb here and combine with emergency subway exit bulbout

Build new bulb out from tunnel entrance to Sacramento, approx 130'. This would place the stop in front of a senior center and would also involve removing several giant planters on the sidewalk to accommodate passenger movement.

Discontinue stop and remove bulbout

Make proposed bulbout for the Chinatown station entrance longer to accommodate bus stop

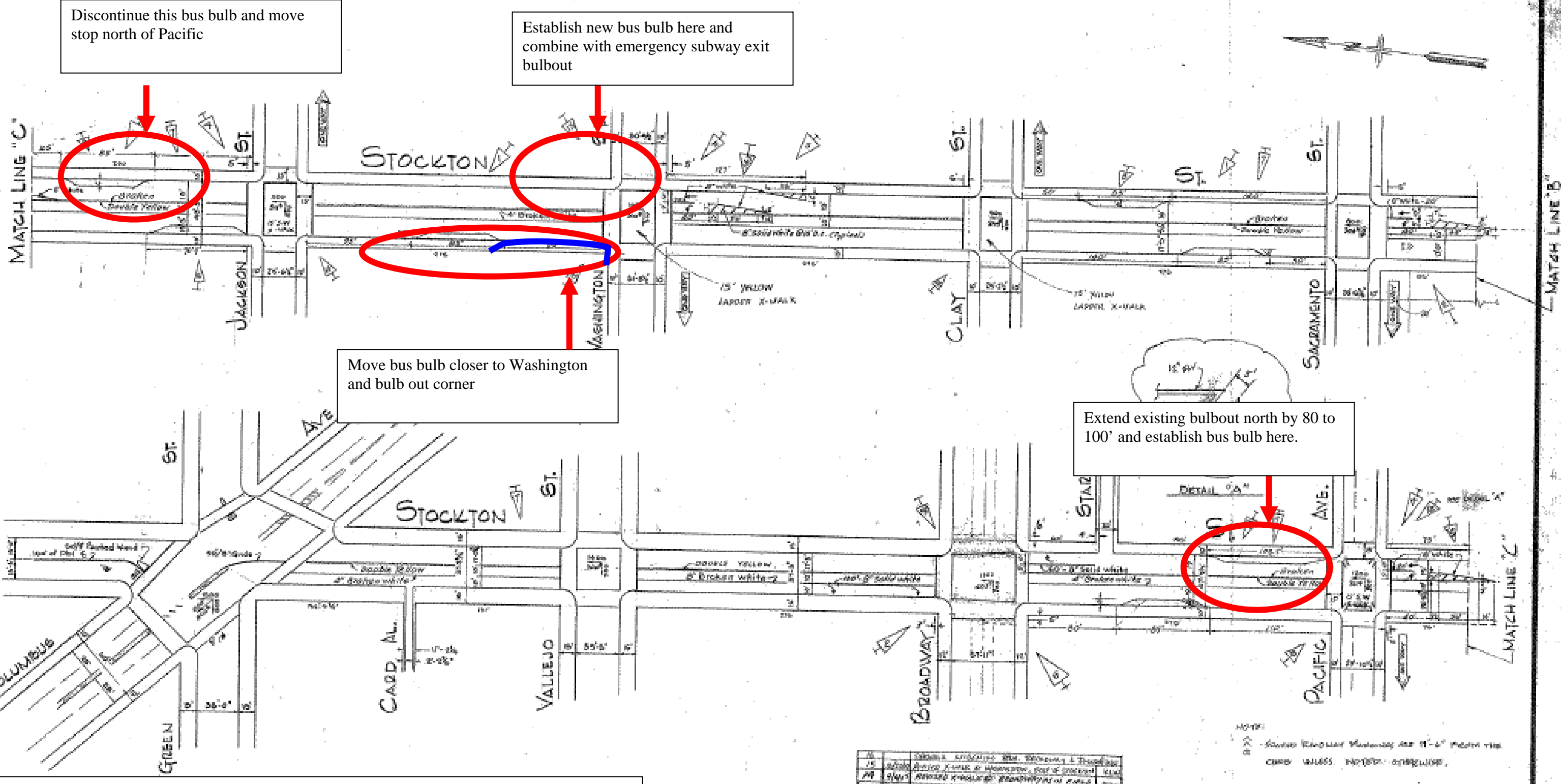
Move bus bulb across Sacramento St and remove bulbout

Extend existing bulbout north by 80 to 100' and establish bus bulb here.

Option B,
 Establish new northbound stop, far side on Washington with the emergency exit.
 Move northbound stop between Jackson/Pacific to new location between Broadway/Pacific
 Move southbound stop between Jackson/Washington closer to far side of Washington in front of Chinatown Station,
 Move southbound mid-block stop between Clay/Sacramento to far side of Sacramento in front of senior center. Stop must be able to accommodate two 60' vehicles and allow for the following coach to go around the the bus in front is needed.

10	Bus Stop Location	Symbol
11	Bus Bulb	Symbol
12	Emergency Exit Bulb	Symbol

NOTES:
 - Symbols for Bus Stop Location and Bus Bulb are shown in the legend.
 - Symbols for Emergency Exit Bulb are shown in the legend.



Discontinue this bus bulb and move stop north of Pacific

Establish new bus bulb here and combine with emergency subway exit bulbout

Move bus bulb closer to Washington and bulb out corner

Extend existing bulbout north by 80 to 100' and establish bus bulb here.

Option A,
 Establish new northbound stop, far side on Washington with the emergency exit.
 Move northbound stop between Jackson/Pacific to new location between Broadway/Pacific
 Move southbound stop between Jackson/Washington closer to Washington

10	15	19
11	16	20
12	17	21
13	18	22
14	19	23
15	20	24
16	21	25
17	22	26
18	23	27
19	24	28
20	25	29
21	26	30
22	27	31
23	28	32
24	29	33
25	30	34
26	31	35
27	32	36
28	33	37
29	34	38
30	35	39
31	36	40
32	37	41
33	38	42
34	39	43
35	40	44
36	41	45
37	42	46
38	43	47
39	44	48
40	45	49
41	46	50
42	47	51
43	48	52
44	49	53
45	50	54
46	51	55
47	52	56
48	53	57
49	54	58
50	55	59
51	56	60
52	57	61
53	58	62
54	59	63
55	60	64
56	61	65
57	62	66
58	63	67
59	64	68
60	65	69
61	66	70
62	67	71
63	68	72
64	69	73
65	70	74
66	71	75
67	72	76
68	73	77
69	74	78
70	75	79
71	76	80
72	77	81
73	78	82
74	79	83
75	80	84
76	81	85
77	82	86
78	83	87
79	84	88
80	85	89
81	86	90
82	87	91
83	88	92
84	89	93
85	90	94
86	91	95
87	92	96
88	93	97
89	94	98
90	95	99
91	96	100

NOTES:
 1. - See also Engineering Manual for 11-11' from the curb unless otherwise indicated.



SAN FRANCISCO PLANNING DEPARTMENT

May 7, 2012

Mr. John Funghi
San Francisco Municipal Transportation Agency
One South Van Ness, 7th Floor
San Francisco, CA 94103

**RE: CASE NO. 2011.1202R - CENTRAL SUBWAY PROJECT
Chinatown Station (future terminus of Third Street Light Rail Phase 2)**

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Dear Mr. Funghi:

The Department received your request for a General Plan Referral as required by Section 4.105 of the Charter and Section 2A.53 of the Administrative Code.

PROJECT DESCRIPTION

The proposed Central Subway Project is the second phase of the San Francisco Municipal Transportation Agency's (SFMTA) Third Street Light Rail Project. The Central Subway Project will extend Muni transit service improvements from the present terminus of the Third Street Light Rail Line at Fourth and King Streets through South of Market, Downtown terminating in Chinatown. The proposed project under review is the Chinatown Station, located at 935 Stockton Street, at Washington.

The Central Subway Project was reviewed for consistency with General Plan policies and with the Eight Priority Policies of the Planning Code Section 101.1 in General Plan Referral Case 2008.0849R. However, that referral noted that numerous project elements that have the potential to impact land use, urban design features and historic resources had not yet been developed to a level required for a conformity determination, and stated that all above grade structures as well as the interface between Central Subway elements and the street including subway entrances would need to be reviewed by the Planning Department in a separate General Plan referral.

This General Plan referral covers only the proposed subway station located at 935 Stockton Street, and its associated public realm improvements; it does not cover any additional development that may be located on the site in the future.

ENVIRONMENTAL REVIEW

The Project was reviewed as part of the Central Subway Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (FSEIS/FSEIR) and was certified by the Planning Commission on August 7, 2008 and approved by the SFMTA Board on August 19, 2008. The SEIS/SEIR identified impacts resulting from project construction including noise, dust,

vibration, historic resources impacts, and transit/traffic operational impacts. Subsequent evaluation of the project by the Planning Department found that the current proposal is compliant with the requirements of the Central Subway Final SEIS/SEIR, including mitigation measures to lessen the significance of the loss of a contributing building within a historic district.

GENERAL PLAN CONSISTENCY

The Chinatown Station has been reviewed for consistency with General Plan policies and with the Eight Priority Policies of the Planning Code Section 101.1 and the findings are attached (in Attachments 3 and 4, respectively). In general, we find the project to be **in conformance** with the City's *General Plan*; however, making the following minor design changes to the proposed project would bring the project in closer conformance with the *General Plan*.

- No bike parking is shown. Bicycle parking should be provided at surface level, either in adjacent public right-of-ways, in the proposed plaza, or adjacent to the entry inside the transit station.
- No street trees or furnishings are located along the Washington or Stockton Street frontages, with the exception of a single tree at the Washington St bulb-out. Street trees should be installed every 20 feet on center, and street furnishings such as seating included where appropriate.
- Existing sidewalk paving should be continued along Washington and Stockton Street frontages. Special station paving should be limited to the segment of sidewalk directly in front of the station entrance (enfronting the plaza along Washington Street and the bulb-out), and should not extend out onto the sidewalk, except directly in front of the station entrance.
- The sidewalk bulb-out at Stockton Street should extend the width of the station head to help create a "station plaza", which should include bike racks, benches, trees, and other landscape features.

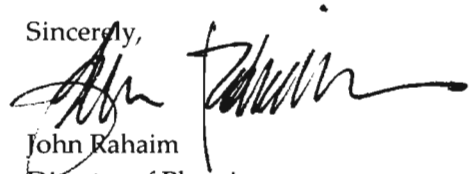
However, Planning retains significant concerns about future development of the station site. The Chinatown Station design progressed on the assumption that transit oriented development and/or a public plaza/open space would be implemented at the site in conjunction with the station construction, yet development plans for the full site are not complete at this time. The current site plan leaves a significant portion of the site unconsidered and unprogrammed. It is critical that design plans for the unprogrammed area move forward quickly in cooperation with Planning staff; including Preservation and Environmental Review; and that a well-designed open space or additional development that is compatible with the historic district be fully constructed and in place by the station's opening.

The Department urges SFMTA to ensure that current designs for the station will not preclude any options for future development, and to move forward with feasibility studies and designs for full site development as soon as possible.

FURTHER PLANNING DEPARTMENT REVIEW

The project will require additional entitlements, including a Conditional Use authorization to permit public use at the ground floor in a NCD district. In working towards that authorization, the SFMTA should continue to collaborate with the Planning Department on the long-term design and development of the site as noted above.

Sincerely,



John Rahaim
Director of Planning

Attachments:

1. Central Subway Chinatown Station Location: Site Map
2. General Plan Findings
3. Planning Code Sec. 101.1(b) Priority Policy Findings

cc K. Rich, OEWD
L. Gibson, Planning Department
M. Jacinto, Planning Department
T. Tam, Planning Department
E. Watty, Planning Department

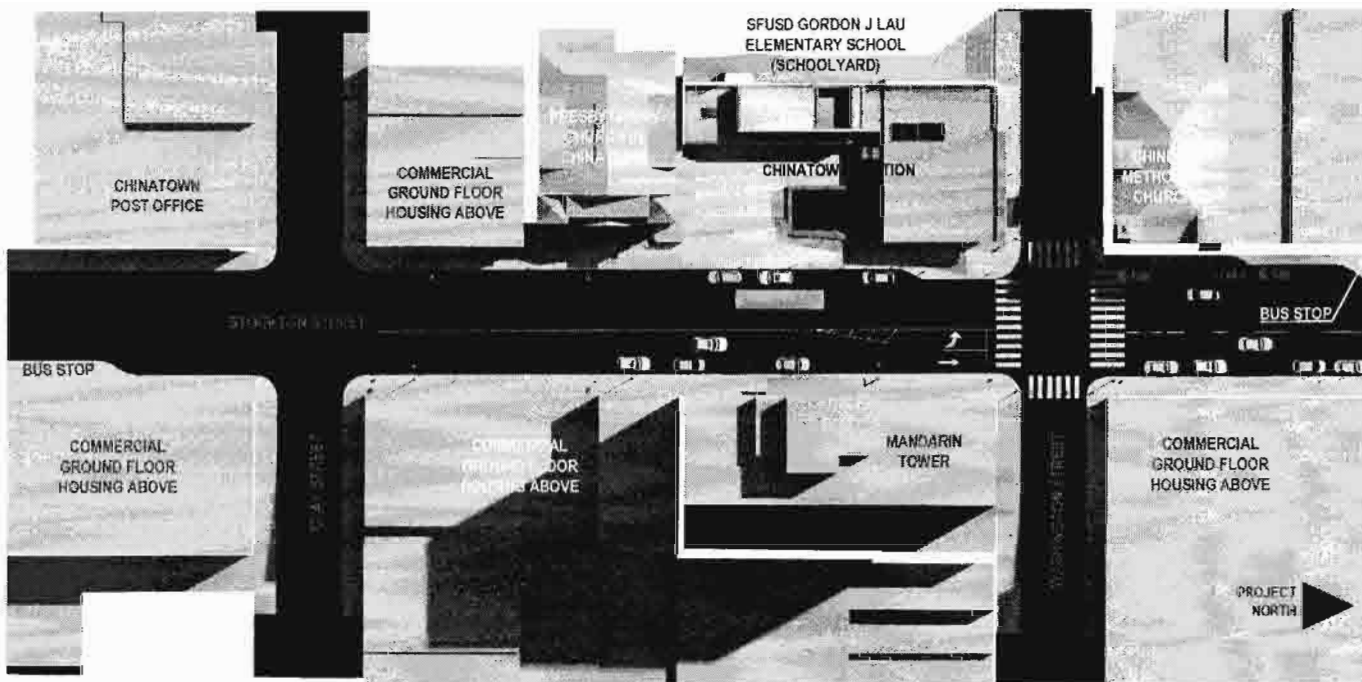
Case No. 2011.1202R
Central Subway Project- Chinatown Station

SITE MAP: ATTACHMENT 1

central subway

Connecting people. Connecting communities.

Chinatown Station context plan



GENERAL PLAN FINDINGS: ATTACHMENT 2

RE: **CASE NO. 2011.1202R**
CENTRAL SUBWAY PROJECT
Chinatown Station (future terminus of Third Street Light Rail Phase 2)

STAFF REVIEWER: SARAH DENNIS PHILLIPS

GENERAL PLAN CONSIDERATIONS

General Plan Objectives, Policies, and Principles are in **bold font**, and staff comments are in *italic font*.

TRANSPORTATION ELEMENT

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

By creating a visible station at the centre of Chinatown's neighborhood commercial district, the station gives priority to public transit and provides a high traffic location for residents and visitors to access transit.

POLICY 2.4

Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

The Chinatown Station is located in the heart of the Chinatown community, and will link the area's residents to neighborhoods in the southeastern section of the city.

The Central Subway Public Arts Program will work with communities along the project corridor to develop a comprehensive arts program to reflect the rich culture and history of the neighborhoods in which this new transit system will be located.

POLICY 11.2

Continue to favor investment in transit infrastructure and services over investment in highway development and other facilities that accommodate the automobile.

As the one of the only underground subway stations built in San Francisco in over 25 years, the station, and the overall project, represents a significant investment in the City's public transit infrastructure.

POLICY 14.7

Encourage the use of transit and other alternative modes of travel to the private automobile through the positioning of building entrances and the convenient location of support facilities that prioritizes access from these modes.

The location of Central Subway transit stations at key locations, including the Chinatown Station at Stockton and Washington Streets, will make access to the Central Subway easily available.

OBJECTIVE 21

DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN AND ALL MAJOR ACTIVITY CENTERS WITHIN THE REGION.

POLICY 21.2

Where a high level of transit ridership or potential ridership exists along a corridor, existing transit service or technology should be upgraded to attract and accommodate riders.

URBAN DESIGN ELEMENT

POLICY 4.13

Improve pedestrian areas by providing human scale and interest.

Surface entrance areas to underground stations provide an opportunity to improve the pedestrian environment and wayfinding along Stockton Street. Station areas should be designed with careful attention to urban design and street and sidewalk design recommendations contained in the City's Better Streets Plan.

CHINATOWN AREA PLAN

POLICY 1.4

Protect the historic and aesthetic resources of Chinatown.

The implementation of the Central Subway project would result in the loss of an historic building in the Chinatown Historic District at 933-949 Stockton Street. Mitigation measures to reduce the impact of the demolition of the 933-949 Stockton Street building include: documentation of the existing historic building; salvage of architecturally significant building features for incorporation into an interpretative display in the new subway station; and employing an architectural historian in the design development of the new station and adjoining building to ensure that the design is culturally appropriate to the Chinatown District. As designs for the full station site are not yet complete, future review by the Planning Department, including the Preservation Coordinator, Environmental Review Officer, and a historic architect hired by SFMTA will be required of any development or landscape design to ensure that development of the site meets the Secretary of the Interior's Standards for the Treatment of Historic Properties based on compatibility with the character-defining features of the historic district.

OBJECTIVE 7

MANAGE TRANSPORTATION IMPACTS TO STABILIZE OR REDUCE THE DIFFICULTIES OF WALKING, DRIVING, DELIVERING GOODS, PARKING OR USING TRANSIT IN CHINATOWN.

POLICY 7.2

Make MUNI routes more reflective of and responsive to Chinatown ridership, including bilingual signage, schedules, maps.

The station will include bilingual signage and information on Muni routes.

DOWNTOWN PLAN

OBJECTIVE 17

**DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM
DOWNTOWN.**

POLICY 17.1

Build and maintain rapid transit lines from downtown to all suburban corridors and major centers of activity in San Francisco.

The rapid connection from Chinatown to Downtown created by the Central Subway connects Chinatown's residents to the City's major center of activity. .

The proposal is X in conformity _____ not in conformity with the General Plan.

EIGHT PRIORITY POLICIES FINDINGS: ATTACHMENT 3

**RE: CASE NO. 2011.1202R
CENTRAL SUBWAY PROJECT
Chinatown Station (future terminus of Third Street Light Rail Phase 2)**

STAFF REVIEWER: SARAH DENNIS PHILLIPS

The subject project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

- 1. The project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses.**
Central Subway construction activities will have impacts to neighborhood retailers adjacent to and in the vicinity of the station; however, these disturbances will cease once construction is completed. Construction of the subway and the opening of the Chinatown station will bring additional visitors and consumers to neighborhood serving retail, with a spin-off effect increasing employment in the area.
- 2. The project would have no adverse effect on the City's housing stock or on neighborhood character.**
While construction of the station would demolish 18 rent-controlled units at 933-949 Stockton Street, SFMTA has committed to funding an off-site housing development of up to 75 new affordable units in an alternative location in Chinatown. 19 of these units would be reserved for former residents of 933-949 Stockton Street.
- 3. The project would have no adverse effect on the City's supply of affordable housing.**
As noted above, the replacement units would be developed as permanently affordable, and bring an additional 56 units of affordable housing with their construction.
- 4. The project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking.**
By providing an exclusive right-of-way on the surface or in a subway that does not have to compete with traffic on congested surface streets, the reliability of transit service would be improved and travel times would be reduced for transit riders. Temporary disruption to traffic and Muni service is likely to occur during construction activities but will cease once completed.
- 5. The project would not adversely effect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors.**
As an improvement in the public right-of-way, the Central Subway would not have a direct impact on the displacement of industrial and service sectors.
- 6. The project would have no adverse effect the City's preparedness to protect against injury and loss of life in an earthquake.**
The Chinatown station is not located on any active faults and therefore rupture resulting from displacement along a fault is not likely to occur. The subway station would be designed to current seismic standards to withstand a major earthquake (magnitude~7) on the San Andreas Fault.

- 7. The project would have no adverse effect on landmarks or historic buildings.**
While the implementation of the Central Subway project would result in the loss of an historic building in the Chinatown Historic District at 933-949 Stockton Street to accommodate the construction of the Chinatown Station, demolition of this building was identified in the FSEIS/FSEIR as an unavoidable significant impact. Mitigation measures to reduce the impact of the demolition of the 933-949 Stockton Street building have been taken, including are outlined in the Central Subway FSEIS/FSEIR and include: documentation of the existing historic building; salvage of architecturally significant building features for incorporation into an interpretative display in the new subway station. Additionally, Preservation staff has determined that the proposed project is compatible with the surrounding potential historic district and provides reference to several of the district's character-defining features, and therefore meets the requirements of the Central Subway Final SEIS/SEIR, Mitigation Measure HARC-1b.

- 8. The project would have no adverse effect on parks and open space or their access to sunlight and vistas.**
The new station is designed to meet up with the ground level of the Gordon Lau Elementary School playground, and would not create any shadow impacts. Should the podium above the station head house be developed to include additional structures, it would need to be developed in consultation with the Planning Department and the Chinatown community to ensure that the exterior building articulation is done in such a way as to minimize the shadow impacts on the Gordon Lau Elementary School playground.



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Affordable Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 413)
- Downtown Park Fee (Sec. 412)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 414)
- Other

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Motion No. **18699**

HEARING DATE: AUGUST 9, 2012
CONTINUED TO: SEPTEMBER 06, 2012

Date: August 30, 2012
Case No.: **2012.0641C**
Project Address: **933-949 STOCKTON STREET**
Zoning: Chinatown Residential Neighborhood Commercial (CRNC) Zoning District
 Chinatown Transit Station Special Use District
 65-85-N Height and Bulk District
Block/Lot: 0211/001
Project Sponsor: John Funghi
 San Francisco Municipal Transportation Agency
 821 Howard Street, 2nd Floor
 San Francisco, CA 94103
Staff Contact: Elizabeth Watty – (415) 558-6620
Elizabeth.Watty@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 145.3, 303, 812.82, 890.80, AND 812.14, TO ALLOW CONSTRUCTION OF THE CHINATOWN TRANSIT STATION ENTRANCE STRUCTURE (A "PUBLIC USE") WITH STREET FRONTAGES GREATER THAN 50 FEET, WITHIN THE CHINATOWN RESIDENTIAL NEIGHBORHOOD COMMERCIAL ZONING DISTRICT, AND 65-85-N HEIGHT AND BULK DISTRICT.

PREAMBLE

On May 16, 2012, John Funghi of the San Francisco Municipal Transportation Agency (hereinafter "SFMTA") (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use authorization under Planning Code Sections 145.3, 303, 812.82, 890.80, and 812.14, to allow construction of the Chinatown Transit Station entrance structure with street frontages greater than 50 feet, within the Chinatown Residential Neighborhood Commercial (hereinafter "CRNC") Zoning District, and 65-85-N Height and Bulk District.

On August 9, 2012, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2012.0641C.

The physical effects of the demolition of 939-949 Stockton Street and the construction of a station building were analyzed in the Central Subway/Third Street Light Rail Phase 2 Final Supplemental Environmental Impact Statement/Final Supplemental Environmental Impact Report ("Final SEIS/SEIR") certified by the Planning Commission in 2008, and no subsequent or supplemental environmental review is required under the California Environmental Quality Act Guidelines Section 15162. Planning Department staff has reviewed the design of the station and determined that the station as designed would not result in new significant impacts, require new or modified mitigation measures, or cause impacts of greater severity than previously reported in the Final SEIR/SEIS. On August 09, 2008, the SFMTA adopted the project, including findings under CEQA, in SFMTA Resolution No. 08-150, which CEQA findings are incorporated by reference in this Motion.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2012.0641C, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located at the southwest corner of Stockton and Washington Streets, Block 0211, Lot 001. The subject property is located within the CRNC Zoning District, the 40-X Height and Bulk District. The property was developed with a two-story mixed-use building with commercial occupancy at the street level and single room occupancy lodging above. All residential and commercial tenants have been relocated and the building has been secured in preparation for demolition.

On April 4, 2012, Ordinance No.'s 0040-12 and 0041-12 became law, which together amended the Planning Code by adding Section 249.66, creating the Chinatown Transit Station Special Use District (SUD). The Chinatown Transit Station SUD authorized the demolition of the two-story, mixed-use building located on the subject lot without a concurrent approval of a replacement building. The Planning Commission and Board supported the amendment to allow demolition without concurrent new construction approval because the MTA had time constraints surrounding the need for demolition approval in order to secure federal funding, before the design of the proposed "head house" was ready to bring to the Commission for approval.

- 3. Surrounding Properties and Neighborhood.** The Chinatown Residential Neighborhood Commercial District extends along Stockton Street between Sacramento and Broadway and along Powell Street between Washington Street and Broadway. It is generally west and uphill from Grant Avenue and is close to the relatively intensely developed residential areas of lower Nob and Russian Hills. Stockton Street is a major transit corridor which serves as "Main Street" for the Chinatown neighborhood. Both Stockton and Powell Streets contain a significant amount of housing as well as major community institutions supportive to Chinatown and the larger Chinese community. This daytime-oriented district provides local and regional specialty food shopping for fresh vegetables, poultry, fish and meat. Weekends are this area's busiest shopping days.

Because Stockton Street is intended to remain principally in its present character, the Stockton Street controls are designed to preserve neighborhood-serving uses and protect the residential livability of the area. The controls promote new residential development compatible with existing small-scale mixed-use character of the area. Consistent with the residential character of the area, commercial development is directed to the ground story. Daytime-oriented use is protected and tourist-related uses, fast-food restaurants and financial services are limited.

Housing development in new and existing buildings is encouraged above the ground floor. Institutional uses are also encouraged. Existing residential units are protected by limits on demolition and conversion.

- 4. Project Description.** The proposed Central Subway Project is the second phase of the SFMTA's Third Street Light Rail Project. The Central Subway Project will extend Muni transit service improvements from the present terminus of the Third Street Light Rail Line at Fourth and King Streets through South of Market, Downtown, and terminating in Chinatown. The proposed project under review in this Conditional Use is the Chinatown Station entrance building, located at 935 Stockton Street, at Washington.

The proposed project involves construction of a new one-story transit station. The majority of the proposed station, including the subway tube and platforms, will be located underground and is not subject to Commission review. At the street level, however, the project includes construction of a one-story station entrance building, known as the "head house", containing the station entrance and exit, the enclosed glass skylight that illuminates the escalators, back-of-house circulation and mechanical features, and an open plaza at the south end of the site. These features are subject to the Commission's review and approval as part of this Conditional Use authorization for a Public Use and Street Frontages Greater than 50'-0" in the CRNC District.

The proposed building is composed as a three part scheme including a base, glazed body, and a top/fascia element. A public art installation, which has been approved by the Arts Commission, will wrap around the building at the cornice level. The top of the head house (approximately 24 feet above the sidewalk at the corner) is a flat slab capable of supporting future Transit Oriented Development (TOD) or a public park/open space.

However, at this time, the feasibility of TOD and/or public plaza/open space has not been determined. Any Request for Proposals for the TOD will include review requirements by the Planning Department's Preservation staff, and a qualified historic resources consultant hired by SFMTA to ensure that any future proposal meets the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOIS's) based on compatibility with the character-defining features of the Chinatown Historic District (a district listed on the California Register of Historic Resources, but not a locally recognized district).

Attached as Exhibit C, is a memo from the Office of Economic and Workforce Development outlining the proposed schedule for public outreach to conceptually define the site's future programming, with the goal of having a TOD and open space proposal finalized in time for construction of the head house. Within one year of this Conditional Use Authorization, Planning staff will return to the Commission with a full report on the community process's outcomes and resulting site design and program, as conditioned in Exhibit A of this motion.

5. **Public Comment.** To date, the Department has not received any correspondence regarding this Conditional Use authorization.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Public Use.** Planning Code Section 812.82 states that a public use, as defined by Planning Code Section 890.80, is permitted as a Conditional Use at the first floor and above.

The Project includes a transit station, which is a public use, at the ground floor of the new building. A Conditional Use authorization is being sought under this application, the findings for which are outlined in Section 8 below.

- B. **Use Size.** Planning Code Section 812.20 allows a use size up to 2,500 gsf as-of-right, and any use size between 2,501 to 4,000 gsf requires a Conditional Use authorization.

The Project will include approximately 260 gsf of floor area that is not dedicated to public transit circulation, and thus meets the principally permitted use size controls for this District. Access ways to public transit are excluded from gross floor area, pursuant to Planning Code Section 102.9.

- C. **Floor Area Ratio.** Planning Code Section 812.19 allows a floor area ratio (FAR) up to 1.0 to 1.

The project will result in an FAR of .025 to 1, and thus complies with the FAR controls for this District.

- D. **Street Trees.** Planning Code Section 138.1 requires one street tree for every 20 feet of frontage, with an additional tree required for every remaining 10 feet of frontage.

The project includes a combined frontage of 210.9 feet along Washington and Stockton Streets, resulting in a total of 11 required street trees. The project proposes the installation of eight street trees: five along Stockton Street and three along Washington Street. The remaining three required street trees will be paid via an in-lieu fee, as conditioned in Exhibit A. The Zoning Administrator has reviewed and approved the request to waive the requirement to plant the three remaining street trees and instead pay the in-lieu fee, due to several unique features of the site that are associated with its use as a public transit facility. These include an emergency egress hatch located in under the Washington Street Sidewalk, as well as a desire for there to be visibility into the station entrance.

- E. **Street Frontage in Neighborhood Commercial Districts.** Section 145.1 of the Planning Code requires that Mixed Use Districts provide the following: 1) “active uses” within the first 25 feet of building depth on the ground floor from any facade facing a street at least 30 feet in width; 2) street-facing ground-level spaces that open directly onto the street; and 3) frontages that are fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and that allow visibility to the inside of the building.

The project will not include active uses along the western 19'-6" portion of the Washington Street frontage, where the property abuts Gordon Lau Elementary School. This space is dedicated to mechanical functions of the building along with egress stairs, and is enclosed by glass fiber reinforced cementitious panels.

Planning Code Section 145.1(c)(3) allows the Zoning Administrator to exempt projects from the active use requirement of Section 145.1 in instances where features such as mechanical electrical, and plumbing functions are provided within the front 25 feet of building depth in such a fashion as to not negatively affect the quality of the ground floor space. The Zoning Administrator reviewed the project's street frontage design and has authorized administrative approval to allow certain non-active uses within the front 25 feet of the building since those features do not negatively impact the quality of the ground floor space. The proposal provides active uses for the remainder of the building's two frontages – at depths of more than 25 feet deep – and includes more than the required amount of façade transparency. Furthermore, due to the unique use associated with the building, the topography of the property along Washington Street, and the architectural treatment of this non-active use, the non-active use portion of the Washington Street façade does not negatively impact the quality of the ground floor space.

- F. **Maximum Street Frontages.** Section 145.3 of the Planning Code limits the street frontage of buildings in Chinatown to a maximum of 50 feet in width.

The project includes building street frontages greater than 50 feet in width. An exception to this requirement is being sought under this Conditional Use authorization, the findings for which are outlined below in Section 7.

- G. **Hours of Operation.** Planning Code Section 890.48 allows hours of operation from 6:00 a.m. until 11:00 p.m. as-of-right in the CRNC District, and requires Conditional Use authorization to operate between the hours of 11:00 p.m. and 2:00 a.m.

A transit station is not considered a "commercial establishment", and is thus not subject to these hours of operation controls.

H. **Signage.** Currently, there is not a proposed sign program on file with the Planning Department. Any proposed signage will be subject to the review and approval of the Planning Department.

7. **Planning Code Section 145.3** establishes street frontage maximums of 50 feet wide in Chinatown. Street frontage exceptions may be approved as a Conditional Use in accordance with the criteria outlined below:

A. Projects having more than 50 feet of street frontage shall be divided in architectural treatment to appear as two or more independent buildings reflecting the typical scale of older buildings in the Chinatown area. Architectural treatments may include varied types of windows and entries, individual storefronts and the use of differing colors and textures.

The site design and building massing of the Chinatown Station is designed such that each major component of the building along Stockton and Washington Streets does not exceed 50 feet in width. The proposed project is compatible with the surrounding character and scale of older buildings in the Chinatown area and provides reference to several of the district's character-defining features. The project includes a continuous yet articulated façade, simple rectangular massing, a flat roof, and a regular rhythm of bays and fenestration pattern. The overall low-scale massing, simple horizontal lines, and materials palette of the new construction allows the building to blend in with the surrounding neighborhood.

B. Flat facade surfaces shall be broken up at least every 30 feet by the projection of bay windows or by vertical recesses.

The façade is broken up at least every 30 feet by projecting fins, punched vertical openings, exterior seating elements, or large vertical recesses at the entrance.

C. Facade divisions shall be reinforced by matching changes in height for portions of the building.

The project includes three major changes in height, differentiating the angled escalator feature, the main head house, and the back-of-house features on Washington Street. These three height changes correlate to several of the façade divisions that break up the massing of the building.

8. **Planning Code Section 303** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. On balance, the project does comply with said criteria in that:

- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The Chinatown transit station head house building at Stockton and Washington Streets will anchor the historical restoration of the original north-south rail transit axis connecting Chinatown with the Union Square, Market Street, and South of Market Districts. Here, the route under Stockton and Fourth Streets will be underground to increase speed and reliability over the original surface rail line that until the 1940's used the underground Stockton tunnel constructed to speed street cars between Chinatown and the City center.

The single story head house will be the street edge, public portion of the station situated at the northern end corner of the site at Washington and Stockton Streets with the entrance on Stockton Street. The top of the head house will be lower than the mixed-use structure that previously occupied the site. The walls will be largely glass, giving an overall impression of transparency.

The station entrance presents an inviting landmark, integrating the community needs to access mobility, display public art, and provide open space. The result of this public use will be less crowded bus stops, less crowded buses, and faster bus service throughout the Stockton Street commercial corridor, serving a population that is heavily dependent on public transportation. It will also improve congestion on the streets through Chinatown.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The above ground portion of the station will be a net reduction of gross floor area of non-residential space in comparison to the gross floor area of the previous structure on the lot. The size and scale of the station are appropriate to its setting. The intersection of Washington and Stockton Streets is a natural discontinuity in the pervasive character defining mixed-use building typology. The intersection is inhabited by buildings that are either large in size and/or scale, have anomalous proportions, or are institutional in massing. As a tall one-story building with features common to the adjacent street front facades, the design's materiality, features, size, scale, proportion and massing are respectful of, and compatible with, the institutional character of the Stockton and Washington Street corner.

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The proposed transit station will improve accessibility for pedestrians and relieve congestion from buses that currently require extensive passenger loading times due to overcrowding. In keeping with the City's Transit First policy, the transit station's design does not include off-street parking or loading facilities.

- iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

The proposed transit station will not produce noxious or offensive emissions such as noise, glare, dust or odor. The emergency ventilation shafts are situated to the east of the site along the retaining wall, to minimize its proximity to the public realm in case of emergency. The vents extend from the southern side of the head house to the southern property line, and are approximately 25 feet wide in the east west direction. This element is an opaque wall backdrop to the open space south of the station entrance building.

- iv. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The project site will include a landscaped area at grade. Conditions of approval outlined in Exhibit A ensure that a community process is in place to plan for a possible future TOD and open space development at this property. The project includes eight new street trees along the perimeter of the site, and does not include any off-street parking or loading.

- C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The project complies with all relevant requirements and standards of the Planning Code, and is consistent with Objectives and Policies of the General Plan as detailed below.

- 9. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 1

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

The proposed transit station will provide substantial net benefits to the Chinatown community and the City as a whole by linking the neighborhoods in the southeastern portion of the City with the retail and employment centers in the City's downtown and Chinatown Neighborhoods. The underground transit station and rail lines will help to minimize above ground congestion and facilitate improved access to jobs, shopping, and regional destinations such as Chinatown.

This project includes development that has minimized undesirable consequences. All existing residential and commercial tenants have been provided relocation packages that conform to the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The SFMTA has also minimized the undesirable consequences of losing 18 rent-controlled dwelling units (19 households) from the City's housing stock by committing to fund an off-site affordable housing development near Chinatown.

OBJECTIVE 2

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1

Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

Policy 2.3

Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.

The proposed transit station will provide substantial benefits to the City as a whole by linking the neighborhoods in the southeastern portion of the City with the retail and employment centers in the City's downtown and Chinatown Neighborhoods. The underground transit station and rail lines will help to minimize above ground congestion and facilitate improved access to jobs, shopping, and regional destinations such as Chinatown. Improved transit access to social and cultural destinations, as well as the new linkage with CalTrain Station at 4th and King Street, will help enhance the City's attractiveness as a place where companies want to locate their businesses.

OBJECTIVE 4

IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

Policy 4.4

When displacement does occur, attempt to relocate desired firms within the city.

Policy 4.7

Improve public and private transportation to and from industrial areas.

The proposed transit station will provide substantial net benefits to Chinatown community and the City as a whole by linking the neighborhoods in the more industrial southeastern portion of the City with the retail and employment centers in the City's downtown and Chinatown Neighborhoods. The underground transit station and rail lines will help to minimize above ground congestion and facilitate improved access throughout these neighborhoods.

OBJECTIVE 8

ENHANCE SAN FRANCISCO'S POSITION AS A NATIONAL CENTER FOR CONVENTIONS AND VISITOR TRADE.

Policy 8.3

Assure that areas of particular visitor attraction are provided with adequate public services for both residents and visitors.

Chinatown is one of the City's prominent visitor destinations. Public services such as transit are especially important in areas of particular visitor attraction. Provision of high quality transit services is one direct method that the City can employ to promote visitor trade in San Francisco. Additional public transit facilities, such as the Central Subway extension through Chinatown, will serve expanding visitor trade and should be supported.

URBAN DESIGN ELEMENT

OBJECTIVE 4

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY

Policy 4.13

Improve pedestrian areas by providing human scale and interest.

Surface entrance areas to underground stations provide an opportunity to improve the pedestrian environment and wayfinding along Stockton Street. Station areas should be designed with careful attention to urban design and street and sidewalk design recommendations contained in the City's Better Streets Plan.

CHINATOWN AREA PLAN

OBJECTIVE 1

PRESERVE THE DISTINCTIVE URBAN CHARACTER, PHYSICAL ENVIRONMENT AND CULTURAL HERITAGE OF CHINATOWN.

Policy 1.4

Protect the historic and aesthetic resources of Chinatown.

Although the implementation of the Central Subway project would result in the loss of an historic building in the Chinatown Historic District at 933-949 Stockton Street, SFMTA has complied with the mitigation measures outlined in the SEIS/SEIR help to reduce the impact of the demolition of the building. These measures include documentation of the existing historic building; salvage of architecturally significant building features for incorporation into an interpretative display in the new subway station; and employment of an architectural historian in the design development of the new station and adjoining building to ensure that the design is culturally appropriate to the Chinatown District. Preservation staff has determined that the proposed project is compatible with the surrounding potential historic district, and therefore meets the requirements of the Central Subway Final SEIS/SEIR, Mitigation Measure HARC-1b. SFMTA will continue to work with the Planning Department, including the Preservation staff, on final landscape design details. Any future proposals for TOD and/or open space will be reviewed by a qualified historic resources consultant hired by SFMTA to ensure that future development of the site meets the Secretary of the Interior's Standards for the Treatment of Historic Properties based on compatibility with the character-defining features of the historic district.

OBJECTIVE 7

MANAGE TRANSPORTATION IMPACTS TO STABILIZE OR REDUCE THE DIFFICULTIES OF WALKING, DRIVING, DELIVERING GOODS, PARKING OR USING TRANSIT IN CHINATOWN.

Policy 7.2

Make MUNI routes more reflective of and responsive to Chinatown ridership, including bilingual signage, schedules, and maps.

The station will include bilingual signage and information on Muni routes.

DOWNTOWN PLAN

OBJECTIVE 17

DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN.

Policy 17.1

Build and maintain rapid transit lines from downtown to all suburban corridors and major centers of activity in San Francisco.

The rapid connection from Chinatown to Downtown created by the Central Subway connects Chinatown's residents to the City's major center of activity.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

By creating a visible station at the center of Chinatown's neighborhood commercial district, the station gives priority to public transit and provides a high traffic location for residents and visitors to access transit.

Policy 2.4

Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

The Chinatown Station is located in the heart of the Chinatown community, and will link the area's residents to neighborhoods in the southeastern section of the city. The Central Subway Public Arts Program will work with communities along the project corridor to develop a comprehensive arts program to reflect the rich culture and history of the neighborhoods in which this new transit system will be located.

Policy 11.2

Continue to favor investment in transit infrastructure and services over investment in highway development and other facilities that accommodate the automobile.

As the one of the only underground subway stations built in San Francisco in over 25 years, the station, and the overall project, represents a significant investment in the City's public transit infrastructure.

Policy 14.7

Encourage the use of transit and other alternative modes of travel to the private automobile through the positioning of building entrances and the convenient location of support facilities that prioritizes access from these modes.

The location of Central Subway transit stations at key locations, including the Chinatown Station at Stockton and Washington Streets, will make access to the Central Subway easily available.

OBJECTIVE 21

DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN AND ALL MAJOR ACTIVITY CENTERS WITHIN THE REGION.

Policy 21.2

Where a high level of transit ridership or potential ridership exists along a corridor, existing transit service or technology should be upgraded to attract and accommodate riders.

Chinatown has one of the City's highest transit ridership rates in the City, and the Central Subway Project, particularly the station in Chinatown will enhance and upgrade transit service and technology to accommodate Chinatown riders.

10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies in that:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

Central Subway construction activities will have impacts to neighborhood retailers adjacent to and in the vicinity of the station; however, these disturbances will cease once construction is completed. Construction of the subway and the opening of the Chinatown station will bring additional visitors and consumers to neighborhood serving retail, with a spin-off effect increasing employment in the area.

- B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

While the previously approved demolition of the building located on the subject property would result in the loss of 18 rent-controlled units at 933-949 Stockton Street, all commercial and residential tenants were successfully relocated pursuant to federal and state guidelines, and SFMTA has committed to funding an off-site housing development of up to 75 new affordable units in an alternative location in Chinatown. 19 of these units would be reserved for former residents of 933-949 Stockton Street.

The new construction of the Chinatown Transit Station head house, however, will have no adverse effect on housing or neighborhood character. Rather, the addition of a transit facility within the neighborhood will help to conserve and protect the cultural and economic diversity of the neighborhood by bringing improved access to this neighborhood and tourist destination. The architectural treatment of the new station was designed in consultation with the Chinatown community, and the Arts Commission.

- C. That the City's supply of affordable housing be preserved and enhanced.

As noted above, the SFMTA will provide funding for replacement units which would be developed as permanently affordable units, and bring an additional 56 units of affordable housing with their

construction. The relocation of the 19 households was successfully completed in December of 2011 in full compliance with the federal Uniform Relocation Act and the State of California Relocation Act.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The implementation of the Central Subway project, the second and final phase of the multi-year Third Street Light Rail Program, is specifically designed to enhance transit service between the southeast and northeast districts of San Francisco in keeping with the City's Transit First policy.

By providing an exclusive right-of-way on the surface or in a subway that does not have to compete with traffic on congested surface streets, the reliability of transit service would be improved and travel times would be reduced for transit riders. This project would serve employment and population growth in this corridor and while reducing neighborhood street and sidewalk congestion. Temporary disruption to traffic and Muni service is likely to occur during construction activities but will cease once completed.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

As an improvement in the public right-of-way, the Central Subway would not have a direct effect on the displacement of industrial and service sectors. The Central Subway does, however, improve the link of the Stockton/4th Street corridor directly to the South of Market and Eastern Neighborhoods where industrial and service sectors are prevalent.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Chinatown Transit Station is not located on any active faults and therefore rupture resulting from displacement along a fault is not likely to occur. The subway station would be designed to current seismic standards to withstand a major earthquake (magnitude-7) on the San Andreas Fault.

- G. That landmarks and historic buildings be preserved.

While the implementation of the Central Subway project would result in the loss of an historic building in the Chinatown Historic District at 933-949 Stockton Street to accommodate the construction of the Chinatown Station, demolition of this building was identified in the FSEIS/FSEIR as an unavoidable significant impact. Mitigation measures consistent with the Central Subway FSEIS/FSEIR have been taken to reduce the impact of the demolition of the 933-949 Stockton Street building, including: documentation of the existing historic building and salvage of architecturally significant building features for incorporation into an interpretative display in the new subway station. Additionally, Preservation staff has determined that the proposed project is compatible with the surrounding

potential historic district, and therefore meets the requirements of the Central Subway Final SEIS/SEIR, Mitigation Measure HARC-lb.

- H. That our parks and open space and their access to sunlight and vistas be protected from development.

The new station is designed to meet up with the ground level of the Gordon Lau Elementary School playground, and would not create any shadow impacts. The building is less than 40'-0" tall, and is thus exempt from the Section 295 Shadow controls. Should the podium above the station head house be developed to include additional structures as part of a future TOD, it would need to be developed in consultation with the Planning Department and the Chinatown community to ensure that the exterior building articulation is done in such a way as to minimize the shadow impacts on the Gordon Lau Elementary School playground, as well as any other public open spaces.

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
12. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2012.0641C** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 07, 2012, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. 18699. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 06, 2012.

Linda D. Avery
Commission Secretary

AYES: Commissioners Antonini, Borden, Fong, Hillis, Moore

NAYS:

ABSENT:

RECUSED: Commissioners Sugaya, Wu

ADOPTED: September 06, 2012

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use to allow a Public Use, specifically the Chinatown Transit Station entrance building, with street frontages greater than 50 feet at 935 Stockton Street, Block 0211, Lot 001 pursuant to Planning Code Sections 145.3, 303 812.82, and 890.80, within the **Chinatown Residential Neighborhood Commercial District** and a **65-85-N Height and Bulk District**; in general conformance with plans, dated **July 7, 2012**, and stamped "EXHIBIT B" included in the docket for Case No. **2012.0641C** and subject to conditions of approval reviewed and approved by the Commission on **September 06, 2012**, under Motion No. **18699**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on **September 06, 2012, 2012**, under Motion No. **18699**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **18699** shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use Authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

Validity and Expiration. The authorization and right vested by virtue of this action is valid for five years from the effective date of the Motion. A building permit from the Department of Building Inspection to construct the Project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed Project and conveys no independent right to construct the Project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a site or building permit has not been obtained within three five (5) years of the date of the Motion approving the Project. Once a site or building permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than five (5) years have passed since the Motion was approved.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Extension. This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

First Source Hiring. The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

Street Trees. Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating the installation of eight (8) street trees: five (5) on Stockton Street and three (3) on Washington Street. The installation of the remaining three (3) required street trees has been waived by the Zoning Administrator and shall be accommodated through the payment of an in-lieu fee.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

Final Materials. The Project Sponsor shall continue to work with Planning Department staff on the final building and landscape design. Final materials, glazing, color, texture, landscaping, and detailing shall

be subject to Department staff – including Preservation staff – review and approval as part of the Architectural Addenda and prior to issuance of the Certificate of Final Occupancy.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

Future TOD/Open Space Design. The Project Sponsor shall adhere to the public engagement schedule outlined in Exhibit C, in order to conceptually define the site’s possible future programming and design, with the goal of having a TOD and open space proposal finalized in time for concurrent construction with the transit station head house.

Within approximately one year from the date of this approval, Planning Staff shall return to the Commission with a full report on the outcome of that community process, along with the resulting site proposal.

Should planning for the TOD be deemed feasible and move forward, the Request for Proposal for any TOD shall require that that TOD design be developed with and reviewed by the Planning Department’s Preservation staff, and a qualified historic resources consultant hired by SFMTA to ensure that the TOD development meets the Secretary of the Interior’s Standards for the Treatment of Historic Properties based on compatibility with the character-defining features of the historic district.

Furthermore, should the TOD be deemed feasible by the SFMTA, the final TOD design – including any design changes that affect the exterior of the station head house – shall be reviewed and approved by the Planning Commission.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING - AFTER ENTITLEMENT

Enforcement. Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

Revocation due to Violation of Conditions. Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

Community Liaison. Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

BUILDING PERMIT
OR CASE NUMBER:
For Staff Use only

REQUIRED CHECKLIST FOR Tree Planting and Protection

1. Applicant Information

CONTACT FOR PROJECT INFORMATION: John Funghi	
ADDRESS: 821 Howard Street, 2nd Floor San Francisco, CA 94103	TELEPHONE: (415) 701-5262
	EMAIL: john.funghi@sfmta.com

2. Location and Classification of Property

STREET ADDRESS OF PROJECT: 933-949 Stockton Street		
CROSS STREETS: Washington		
ASSESSORS BLOCK/LOT: 211 / 001	LENGTH OF ALL LOT FRONTAGE(S): 210.9	ZONING DISTRICT: CRNC
RELATED BUILDING PERMIT APPLICATION AND/OR CASE NO.: 2012.0403.7405		

3. Scope of Project

Requirements for new street trees and tree protection apply to the types of projects identified in the chart below. Please check all boxes which apply to your project. If no boxes are checked, you do not need to complete this form.

DEVELOPMENT FEATURES	
<input checked="" type="checkbox"/>	construction of a new building
<input type="checkbox"/>	relocation of a building
<input type="checkbox"/>	paving or repaving more than 200 square feet of the front setback
<input type="checkbox"/>	addition of gross floor area (GFA) equal to 20% or more of the GFA of the existing building
<input type="checkbox"/>	addition of a new dwelling unit
<input type="checkbox"/>	addition of one or more parking spaces
<input type="checkbox"/>	addition of a garage

4. Disclosure of Existing Protected Trees

Only the following specific types of trees require protection under the Public Works Code: Street Trees, Significant Trees and Landmark Trees. These trees are collectively known as "Protected Trees." In the following table, please indicate the presence or lack thereof of such on, over, or adjacent to the parcel containing the proposed construction.

SIGNIFICANT TREES		
<p>A "Significant Tree" is a tree that is planted on the subject property (i.e. outside of the public right-of-way) with any portion of its trunk within 10 feet of the public right-of-way that has (a) a diameter at breast height (DBH) in excess of twelve inches OR (b) a height in excess of twenty feet OR (c) a canopy in excess of fifteen feet.</p>		
<p>CHECK ALL BOXES THAT APPLY AND INDICATE QUANTITY OF EACH TREE TYPE, IF APPROPRIATE.</p> <p>If you are unsure of the boundary of the public right-of-way, contact DPW's Bureau of Street Use and Mapping. Please note that the public right-of-way may be wider than the sidewalk.</p>	<input type="checkbox"/> Significant Tree(s) exist on the subject property	QTY.
	<input type="checkbox"/> Significant Tree(s) exist on any adjacent property	QTY.
	<input checked="" type="checkbox"/> There are no Significant Trees on or adjacent to the subject property.	

LANDMARK TREES																						
<p>A "Landmark Tree" is a tree designated as such by the Board of Supervisors owing to particular age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character.</p>																						
<p>CHECK ALL BOXES THAT APPLY AND INDICATE QUANTITY OF EACH TREE TYPE, IF APPROPRIATE.</p> <p>If you have questions about the presence of Landmark Trees, please consult with DPW or visit www.sfdpw.org/trees.</p>	<input type="checkbox"/> Landmark Trees exist on the subject property	QTY.																				
	<input type="checkbox"/> Landmark Trees exist on the adjacent sidewalk	QTY.																				
	<input type="checkbox"/> Landmark Trees exist on any adjacent property	QTY.																				
	<input checked="" type="checkbox"/> There are no Landmark Trees on or adjacent to the subject property.																					
	<p>COMPLETE LIST OF LANDMARK TREES AS OF SUMMER 2012</p> <table border="1"> <tbody> <tr> <td>Six Blue Gums adjacent to 1601 Bush Street.</td> <td>Brazilian pepper at Third St. and Yosemite Street in the median</td> </tr> <tr> <td>Flaxleaf paperbark at 1701 Franklin Street</td> <td>Sweet Bay at 555 Battery Street</td> </tr> <tr> <td>New Zealand Christmas Tree at 1221 Stanyan Street</td> <td>All Canary Island Date Palms in the center island on Dolores Street</td> </tr> <tr> <td>13 Canary Island Date Palms in Quesada St median west of 3rd St</td> <td>Two Palms in median across fr. 730 Dolores St & 1548 Dolores St</td> </tr> <tr> <td>Guadalupe Palms in the median across from 1608-1650 Dolores St</td> <td>Coast live oak in the backyard of 20-28 Rosemont Place</td> </tr> <tr> <td>California buckeye in the backyard of 730 28th Avenue</td> <td>Coast live oak in the backyard of 4124 23rd Street</td> </tr> <tr> <td>Two Flowering Ash at the Bernal Library at 500 Cortland Street</td> <td>Blue Elderberry near intersection of Folsom & Bernal Heights Blvd</td> </tr> <tr> <td>Moreton Bay Fig at 3555 Cesar Chavez St / 1560 Valencia St</td> <td>Monterey Cypress in the backyard of 2626 Vallejo Street</td> </tr> <tr> <td>Howell's Manzanita in the backyard of 115 Parker Avenue</td> <td>California Buckeye tree located behind 757 Pennsylvania Street</td> </tr> <tr> <td>Norfolk Island Pine Tree in the courtyard of 2040-60 Sutter Street</td> <td>Two Canary Island Palms in the courtyard of 2040-60 Sutter St.</td> </tr> </tbody> </table>			Six Blue Gums adjacent to 1601 Bush Street.	Brazilian pepper at Third St. and Yosemite Street in the median	Flaxleaf paperbark at 1701 Franklin Street	Sweet Bay at 555 Battery Street	New Zealand Christmas Tree at 1221 Stanyan Street	All Canary Island Date Palms in the center island on Dolores Street	13 Canary Island Date Palms in Quesada St median west of 3rd St	Two Palms in median across fr. 730 Dolores St & 1548 Dolores St	Guadalupe Palms in the median across from 1608-1650 Dolores St	Coast live oak in the backyard of 20-28 Rosemont Place	California buckeye in the backyard of 730 28th Avenue	Coast live oak in the backyard of 4124 23rd Street	Two Flowering Ash at the Bernal Library at 500 Cortland Street	Blue Elderberry near intersection of Folsom & Bernal Heights Blvd	Moreton Bay Fig at 3555 Cesar Chavez St / 1560 Valencia St	Monterey Cypress in the backyard of 2626 Vallejo Street	Howell's Manzanita in the backyard of 115 Parker Avenue	California Buckeye tree located behind 757 Pennsylvania Street	Norfolk Island Pine Tree in the courtyard of 2040-60 Sutter Street
Six Blue Gums adjacent to 1601 Bush Street.	Brazilian pepper at Third St. and Yosemite Street in the median																					
Flaxleaf paperbark at 1701 Franklin Street	Sweet Bay at 555 Battery Street																					
New Zealand Christmas Tree at 1221 Stanyan Street	All Canary Island Date Palms in the center island on Dolores Street																					
13 Canary Island Date Palms in Quesada St median west of 3rd St	Two Palms in median across fr. 730 Dolores St & 1548 Dolores St																					
Guadalupe Palms in the median across from 1608-1650 Dolores St	Coast live oak in the backyard of 20-28 Rosemont Place																					
California buckeye in the backyard of 730 28th Avenue	Coast live oak in the backyard of 4124 23rd Street																					
Two Flowering Ash at the Bernal Library at 500 Cortland Street	Blue Elderberry near intersection of Folsom & Bernal Heights Blvd																					
Moreton Bay Fig at 3555 Cesar Chavez St / 1560 Valencia St	Monterey Cypress in the backyard of 2626 Vallejo Street																					
Howell's Manzanita in the backyard of 115 Parker Avenue	California Buckeye tree located behind 757 Pennsylvania Street																					
Norfolk Island Pine Tree in the courtyard of 2040-60 Sutter Street	Two Canary Island Palms in the courtyard of 2040-60 Sutter St.																					

STREET TREES		
<p>A "Street Tree" is any tree growing within the public right-of-way (e.g. sidewalk) that is not also a Landmark Tree.</p>		
<p>CHECK THE BOX THAT APPLIES AND INDICATE QUANTITY, IF APPROPRIATE.</p> <p>Regardless of size, all trees in the public right-of-way are protected under Article 16 of the Public Works Code.</p>	<input type="checkbox"/> Street Trees exist adjacent to the subject property	QTY.
	<input checked="" type="checkbox"/> There are no Street Trees adjacent to the property.	

5. Impact of Project on Existing Protected Trees

If your responses above indicate that any Protected Tree(s) exist on, over or adjacent to the subject property, please check the applicable boxes, below:

- BOX 1** **The project will not remove or have any other impact on Protected Trees, as follows:** No construction-related activity whatsoever will occur within the dripline of any Significant Tree or Street Tree. This includes, but is not limited to, the following: (1) No grading or excavation will take place within the dripline of any Significant Tree or Street Tree. (2) No construction staging and/or storage of materials and/or equipment will occur within the dripline of any Significant Tree or Street Tree. (3) Any pruning of Significant Trees or Street Trees will be limited and consistent with applicable regulations. (4) No dumping of trash and/or liquids (such as project waste-water) will take place within the basin or dripline of any Significant Tree or Street Tree.

If you have checked this box, a Tree Protection Plan is not required.

- BOX 2** **The project involves the removal of one or more Protected Trees.** A permit from DPW is required in order to remove any Protected Tree. The Planning Department will not approve a building permit for a project which involves the removal of a Protected Tree unless DPW has first reviewed the proposal and found it to be consistent with applicable rules and regulations.

If you have checked this box, a Tree Protection Plan is not required, however you must provide evidence to the Planning Department that DPW has reviewed the removal request and found it to be "approvable."

- BOX 3** **The project may have an impact on one or more Protected Trees which are not proposed for removal, as follows:** Either (1) any construction-related activity, no matter how minor, is planned or is reasonably foreseeable to occur within the dripline of a Significant Tree or a Street Tree or (2) regardless of the location of construction activity, the property contains a Landmark Tree.

If you have checked this box, a Tree Protection Plan must be submitted to the Department of Public Works Bureau of Urban Forestry prior to the commencement of any construction activity.

Such plan must meet the following minimum standards:

- ✓ The Tree Protection Plan must be developed by an International Society of Arboriculture (ISA) Certified Arborist.
- ✓ The project sponsor must submit a written declaration that the protections specified in the Tree Protection Plan will be completely in place prior to the start of any construction, demolition, or grading.
- ✓ Full-size site plans submitted along with the associated construction project must clearly indicate the street, curb, sidewalk, driveway, structure(s), and the locations of all Protected Trees and non-protected trees. Protected Trees must also be shown to include accurate tree height, accurate canopy dripline and trunk and canopy diameters. The plans must graphically depict implementation of all measures called for in the Tree Protection Plan. Additionally, the Tree Protection Plan itself along with the written declaration must be reproduced on full-size plans.

6. Calculation of Number of New Required Street Trees

One street tree is required for each 20 feet of street frontage of the subject property, with fractions of 0.5 rounded up, however credit is given for existing street trees. Please complete the table below to determine the number of street trees required for your project. If no street trees are required, please skip to the Applicant's Affidavit at the end of this form and once signed, return it to the Planning Department along with your Building Permit Application or other application.

COMBINED LENGTH OF ALL STREET FRONTAGES	DIVIDED BY TREE SPACING REQUIREMENT	GROSS NUMBER OF TREES REQUIRED	MINUS NUMBER OF EXISTING TREES	NET STREET TREE REQUIREMENT
210.9	÷ 20'	= 10.545 <small>(rounded)</small>	- 0	= 11

Unless site conditions physically prevent the planting of a street tree, a waiver or modification of street tree requirements is available only under extremely limited circumstances and **only outside of Residential Districts** (i.e. RH, RM, RTO, RED). Be aware that even when available, an in-kind improvement or in-lieu payment is required for every such waiver. Please contact the Planning Department for information regarding the waiver process.

7. Applicable Requirements for New Street Trees

The Planning Department has developed three distinct 'Tree Schedules' to aid in the implementation of the Planning Code's street tree requirements. The particular Tree Schedule applicable to your project will depend on the zoning district in which your property is located, the scope of your project, and the type of authorization that your project requires. In general terms, Tree Schedule A applies to small-scale projects in residential or industrial zoning districts, Tree Schedule B applies to moderate-scale projects or projects in commercial or mixed-use zoning districts, and Tree Schedule C applies to larger projects. In the following chart, please check the applicable box based on the characteristics of your project.

TREE SCHEDULE	PROJECT CHARACTERISTICS					
<input type="checkbox"/>	A	The project is located in a Residential (RH, RM, RTO, RED), Industrial (M) or Production/Distribution/Repair (PDR) Zoning District and does not involve a Planned Unit Development (PUD). A PUD is a special authorization granted by the Planning Commission that applies only to major projects involving large properties.				
<input checked="" type="checkbox"/>	B	1. The project is located in a RH, RM, RTO, RED, M or PDR Zoning District and Involves a PUD				
		OR				
	2.	The project is located outside of an RH, RM, RTO, RED, M or PDR Zoning District and meets neither OR one of the following criteria, but not both : <table border="0" style="width: 100%; margin-left: 20px;"> <tr> <td style="width: 30px; text-align: center;">✓</td> <td>It is located on a parcel that contains (1) more than 1/2-acre in total area or (2) more than 250 feet of total street frontage or (3) street frontage which spans the entire block face between the nearest two intersections.</td> </tr> <tr> <td style="width: 30px; text-align: center;">✓</td> <td>It involves (1) the construction of a new building or (2) the addition of more than 20% of the gross floor area of the existing building or (3) a change of use of more than 50% of the existing square footage of the building.</td> </tr> </table>	✓	It is located on a parcel that contains (1) more than 1/2-acre in total area or (2) more than 250 feet of total street frontage or (3) street frontage which spans the entire block face between the nearest two intersections.	✓	It involves (1) the construction of a new building or (2) the addition of more than 20% of the gross floor area of the existing building or (3) a change of use of more than 50% of the existing square footage of the building.
✓	It is located on a parcel that contains (1) more than 1/2-acre in total area or (2) more than 250 feet of total street frontage or (3) street frontage which spans the entire block face between the nearest two intersections.					
✓	It involves (1) the construction of a new building or (2) the addition of more than 20% of the gross floor area of the existing building or (3) a change of use of more than 50% of the existing square footage of the building.					
<input type="checkbox"/>	C	The project is located outside of an RH, RM, RTO, RED, M or PDR Zoning District and meets both criteria of Tree Schedule B(2), above.				

TREE SCHEDULE A

	REQUIREMENT	SPECIFICATION
✓	Location	either in the public right-of-way (e.g. sidewalk) adjacent to the property or within an unbuilt area at the front of the property
✓	Size	minimum of 24-inch box size

TREE SCHEDULE B

	REQUIREMENT	SPECIFICATION
✓	Location	either in the public right-of-way (e.g. sidewalk) adjacent to the property or within an unbulkt area at the front of the property
✓	Size	minimum 2 inch caliper, measured at breast height branch a minimum of 80 inches above sidewalk grade
✓	Opening	be planted in a sidewalk opening of at least 16 square feet have a minimum soil depth of 3 feet 6 inches Include a basin edged with decorative treatment, such as pavers or cobbles (edging will not count against the minimum 16 square foot opening if the edging material is permeable. A permeable material is one that allows stormwater to infiltrate the underlying soils. Permeable surfaces shall include, but not be limited to, vegetative planting beds, porous asphalt, porous concrete, single-sized aggregate, open-jointed blocks, stone, pavers or brick that are loose-set and without mortar. Permeable surfaces are required to be contained so neither sediment nor the permeable surface discharges off the site.

TREE SCHEDULE C

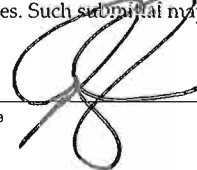
	REQUIREMENT	SPECIFICATION
✓	Location	
✓	Size	As set forth in Schedule B, above.
✓	Opening	
✓	Trenching	Trees must be planted in a continuous soil-filled trench parallel to the curb, such that the basin for each tree is connected. The trench may be covered by permeable surfaces (as described above), except at required tree basins, where the soil must remain uncovered.

Applicant's Affidavit

I hereby attest under penalty of perjury that the information I have entered on this document is true and correct to the best of my knowledge, and that I have read and understood this form, and that I am the property owner or authorized agent of the property owner, familiar with the property, and able to provide accurate and complete information herein.

The undersigned agrees to the conditions of this form. I understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement may lead to denial or rescission of my permit or other authorization and may constitute a violation of the San Francisco Municipal Code, which can lead to criminal and/or civil legal action and the imposition of administrative fines.

I understand that should my project be subject to a required Tree Protection Plan, that I will have a plan meeting or exceeding the minimum requirements prepared and submit it to the Department of Public Works prior to the commencement of any construction activities. Such submission may in person, by mail or via email at urbanforestrypermits@sfdpw.org.

Signature 

Date 7-18-12

Print Name John Funghi, Program Director
Indicate whether owner, or authorized agent:
Owner Authorized Agent

Phone Number (415) 701-5262

Phone Number _____

Fax or Email john.funghi@sfmta.com

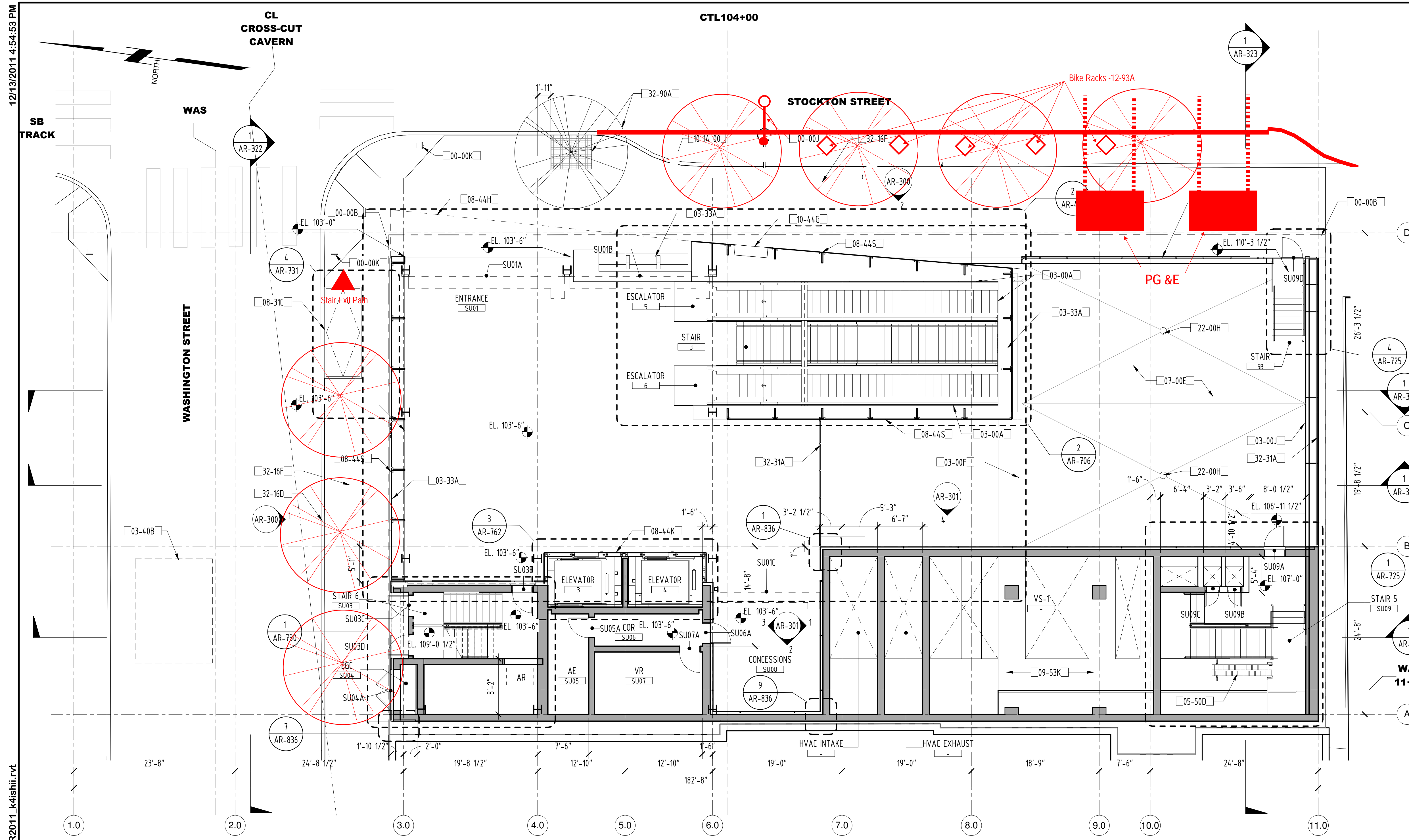
Planning Department Determination

TO BE COMPLETED BY STAFF ONLY. DO NOT LEAVE ANY SECTION BLANK

BUILDING PERMIT / CASE NO	
PLANS DATED	
New Street Trees	<input type="checkbox"/> New street trees are not required as part of this project. <input type="checkbox"/> Street Trees are required as part of this project. Number of new street trees required: _____ Applicable Tree Schedule: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C Compliance with as-of-right requirements shown on plans? <input type="checkbox"/> YES <input type="checkbox"/> NO - MODIFICATION OR WAIVER APPROVED; EXPLAIN IN COMMENTS, BELOW.
Existing Tree Protection	<input type="checkbox"/> A Tree Protection Plan is not required: Box 1 or Box 2 in Section 5 has been marked. <input type="checkbox"/> A Tree Protection Plan is required: Box 3 in Section 5 has been marked.
Existing Tree Removal	<input type="checkbox"/> No Protected Trees are proposed for removal. <input type="checkbox"/> One or more Protected Trees are proposed for removal.
STAFF TO SIGN UNLESS A WAIVER OR MODIFICATION HAS BEEN APPROVED, IN WHICH CASE ZA SIGNATURE IS REQUIRED.	
Signature: _____ Print Name: _____ Date: _____	
Comment (if any): _____	

Staff Checklist

- ✓ The applicant has completed this entire checklist including the affidavit on the preceding page.
- ✓ If street trees are required, a building permit cannot be approved until the applicant provides evidence from DPW that the required planting permit can be issued.
- ✓ If Protected Trees are proposed for removal, a building permit cannot be approved until the applicant provides evidence from DPW that tree removal permits can be issued.
- ✓ If a Tree Protection Plan is required, the applicant has been informed verbally and/or in writing of his or her obligation to submit one directly to DPW prior to the commencement of construction.
- ✓ Once signed, a copy of this checklist has been returned to the applicant. The original has been included in the project file or, if processed over-the-counter, it has been routed upstairs for scanning by support staff.

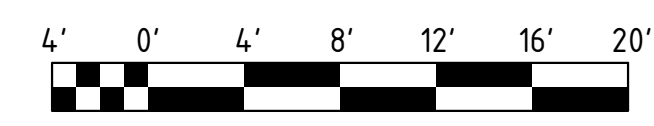


- GENERAL NOTES**
- REFER TO SHEET AR-001 FOR GENERAL INFORMATION.
 - FOR PLATFORM EDGE AND OFFSET FROM TRACK ALIGNMENT, REFER TO TRACK ALIGNMENT (TC) DRAWINGS
 - ELEVATIONS ARE TO TOP OF FINISH U.O.N.

- SHEET NOTES**
- 00-00B PROPERTY LINE
 - 00-00J STREET LIGHT; TYP.
 - 00-00K TRAFFIC LIGHT; TYP.
 - 03-00A COORD. W/ STRUCT. FOR EDGE OF SLAB, TYP.
 - 03-00F 6" CONC. CURB
 - 03-00J CONC. SLURRY WALL; SEE ST DWGS
 - 03-33A 03 33 00: ARCHITECTURAL CONCRETE; GREY CEMENT & INTEGRATED COLOR & SEALANT W/ HD0 FORMLINER; PROVIDE RUBBED FINISH. SMOOTH FINISH TO BE EQUIVALENT TO ASTM C840, LEVEL 5 FINISH. SEE AR-863.
 - 03-40B MAINTENANCE HATCH BELOW
 - 05-50D 05 50 00: ALTERNATING TREAD LADDER
 - 07-00E GRAVEL O/ DRAINAGE COMPOSITE BOARD O/ WATERPROOFING MEMBRANE O/ SLOPED TOPPING SLAB.
 - 08-31C 08 31 00: IN-GRADE EMERGENCY EGRESS HATCH @ STAIR 7; SEE AR-813
 - 08-44H GLASS PANELS ABOVE
 - 08-44K 08 44 13: GLASS ELEVATOR ENCLOSURE, TEMPERED LAMINATED GLASS
 - 08-44S 08 44 26: GLASS PANELS SUPPORTED BY GLASS FIN STABILIZERS W/ SST CONNECTOR FITTINGS (WALL)
 - 09-53K ALL UTILITIES WITHIN EMERGENCY VENT SHAFT SHALL BE ENCLOSED WITHIN A 2-HOUR FIRE RATED METAL SOFFIT ENCLOSURE
 - 10 14 00 SIGNAGE
 - 10-44G 10 44 00: SFFD COMMAND POST CABINET
 - 12-93A 12 93 00: BICYCLE RACK, DERO 3V OR EQUAL, SS SATIN FINISH
 - 22-00H FLOOR DRAIN; SEE MP DWGS
 - 32-16D SIDEWALK CURB
 - 32-16F (N) SIDEWALK PAVEMENT; SEE RP DWGS
 - 32-31A 32 31 13: MTL. POST & CORRUGATED/PERFORATED MTL. PANEL FENCE ON A CONCRETE CURB. POSTS ARE HSS 4"x4" 4'-0" O.C. SEE ST DRAWINGS FOR CONNECTION DETAILS. PANELS ARE S.S. CENTRIA ECOSCREEN ECONOLAP 3/4" 40% OPEN AREA ATTACHED TO STEEL POSTS.
 - 32-90A STREET TREE AND TREE WELL; SEE LANDSCAPING DWGS

8.0 SURFACE - SECTOR 4

1 PLAN
AR-114 1/8" = 1'-0"



LEGEND

STRUCTURAL ELEMENTS; SEE ST DWGS.

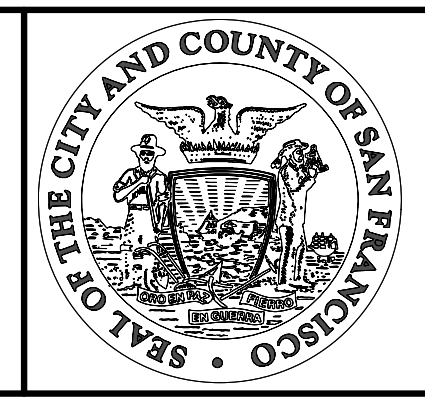
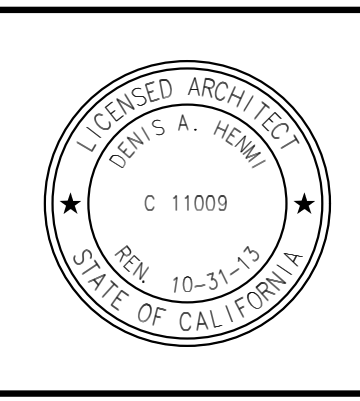
KEY PLAN

C:\Users\casade\Documents\AR_Chinatown Station-Central_R2011_kkshih.rvt

DATE	ISSUED FOR BID	DESCRIPTION	REV. NO.	BY	CHECKED	APPROVED
12/14/2011	ISSUED FOR BID		0			

central subway design group

DESIGNED
M. TAMARI
DRAWN
C. CASADELLA
CHECKED
J. TRAN
REVIEWED
D. HENMI
RECOMMENDED
A. READ
APPROVED
R. EDWARDS
DATE
12/14/2011



CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

APPROVED

DIRECTOR OF TRANSPORTATION

THIRD STREET LIGHT RAIL PROGRAM
PHASE 2 - CENTRAL SUBWAY CHINATOWN STATION

ARCHITECTURE FLOOR PLAN - SURFACE LEVEL - 4

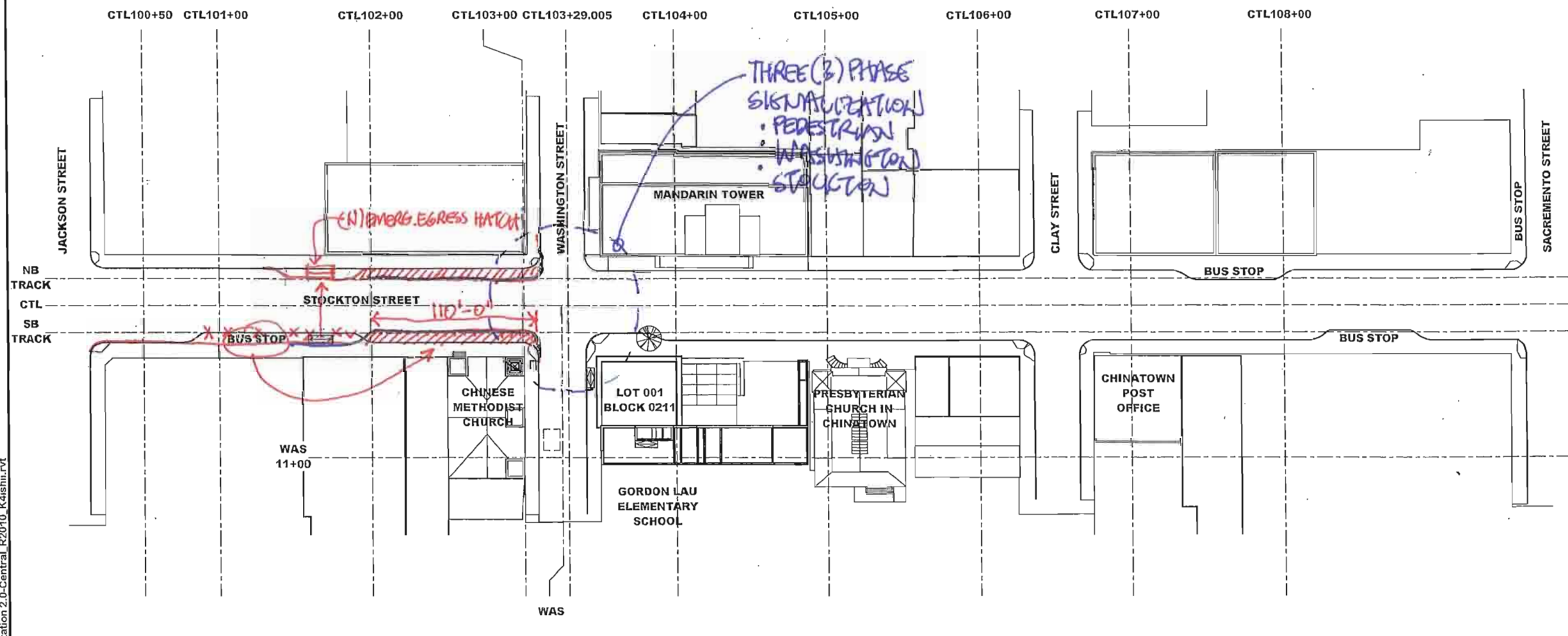
CONTRACT NO. 1254	REVISION 0
SFMTA CONTROL NO. CL-19901	
DRAWING NO. AR-114	
SHEET NO. AR-114	

3/3/2011 10:02:44 AM

CENTRAL SUBWAY
re: 04 MAY 2011
EMAIL

GENERAL NOTES
1. REFER TO SHEET AR-001 FOR GENERAL INFORMATION.

SHEET NOTES



1 SITE PLAN
AR-100 1" = 40'-0"



DRAWING IN PROGRESS / SUBJECT TO CHANGE / 11"X17"=HALF SIZE

C:\Documents and Settings\k4ishii\My Documents\AR_Chinatown Station 2.0-Central_R2010_K4ishii.rvt

DATE	DESCRIPTION	REV. NO.	BY	CHECKED	APPROVED
02/28/2011	REVISED 65% INTERIM SUBMISSION	0B	---	---	---
12/01/2010	65% DESIGN SUBMITTAL	0A	---	---	---

central subway design group

DESIGNED N. PERALTA
DRAWN K. ISHII
CHECKED J. TRAN
REVIEWED
RECOMMENDED
APPROVED
DATE 02/28/11



CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

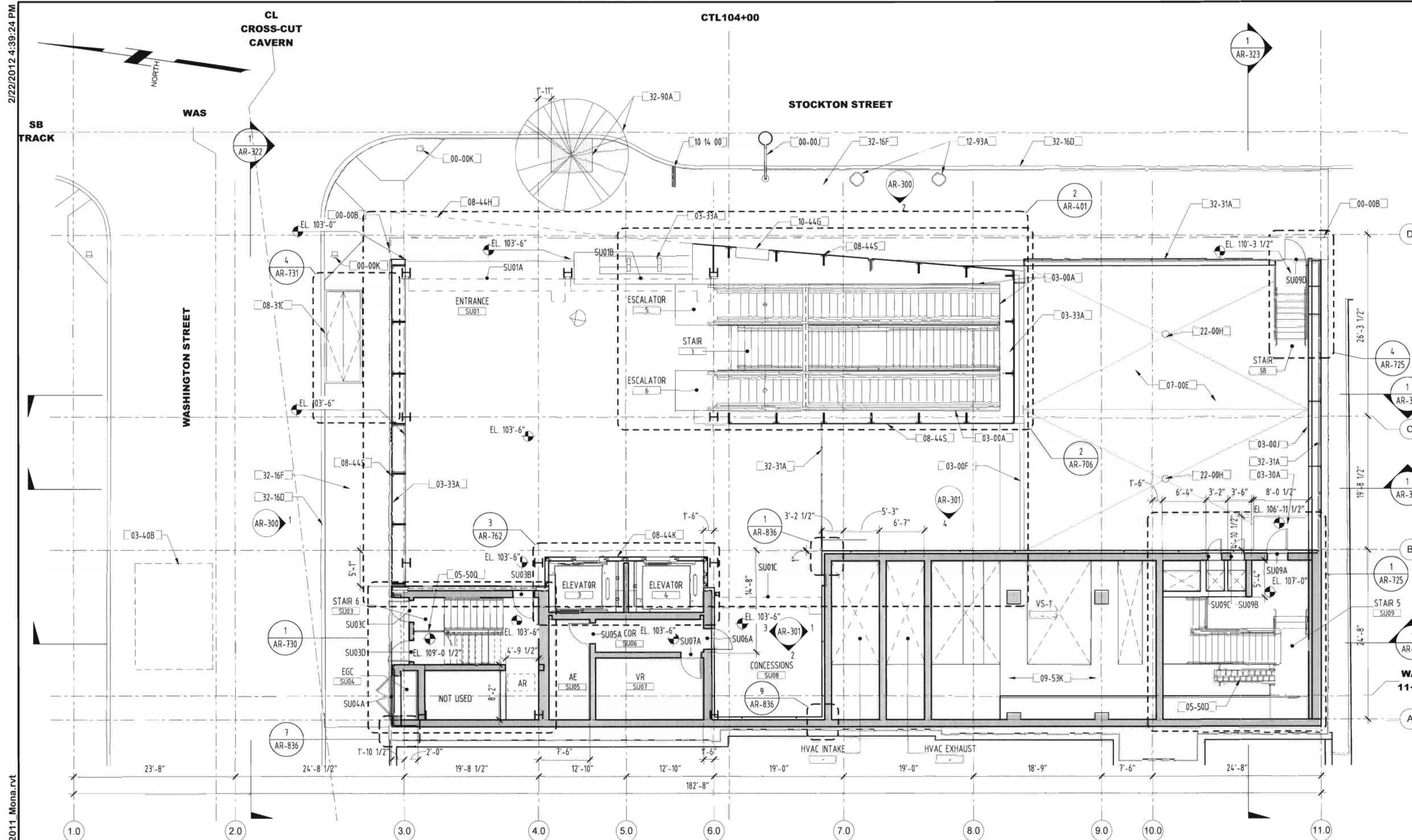
APPROVED

EXECUTIVE DIRECTOR/CEO

THIRD STREET LIGHT RAIL PROGRAM
**PHASE 2 - CENTRAL SUBWAY
CHINATOWN STATION**

ARCHITECTURE
SITE PLAN

CONTRACT NO. 1254	
SFMTA CONTROL NO. -----	
DRAWING NO. AR-100	REVISION 0B
SHEET NO.	



- GENERAL NOTES**
- REFER TO SHEET AR-001 FOR GENERAL INFORMATION.
 - FOR PLATFORM EDGE AND OFFSET FROM TRACK ALIGNMENT, REFER TO TRACK ALIGNMENT (TC) DRAWINGS
 - ELEVATIONS ARE TO TOP OF FINISH U.O.N.

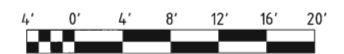
- SHEET NOTES**
- 00-00B PROPERTY LINE
 - 00-00J STREET LIGHT; TYP.
 - 00-00K TRAFFIC LIGHT; TYP.
 - 03-00A COORD. W/ STRUCT. FOR EDGE OF SLAB, TYP.
 - 03-00F 6" CONC. CURB
 - 03-00J CONC. SLURRY WALL; SEE ST DWGS
 - 03-30A 03 30 00: CIP CONCRETE PAD OVER DRAINAGE COMPOSITE AND WATERPROOF MEMBRANE
 - 03-33A 03 33 00: ARCHITECTURAL CONCRETE; GREY CEMENT & INTEGRATED COLOR & SEALANT W/ HD0 FORMLINER; PROVIDE RUBBED FINISH. SMOOTH FINISH TO BE EQUIVALENT TO ASTM C840, LEVEL 5 FINISH. SEE AR-863.
 - 03-40B MAINTENANCE HATCH BELOW
 - 05-50D 05 50 00: ALTERNATING TREAD LADDER TO COMPLY W/ REQUIREMENTS OF 2007 CBC 1009.9
 - 05-50Q 05 50 00: METAL POST & FENCE FLOOR TO CEILING W/ 1" DIA. ROUND HORIZONTAL RAILS 4" O.C.
 - 07-00E GRAVEL O/ DRAINAGE COMPOSITE BOARD O/ WATERPROOFING MEMBRANE O/ SLOPED TOPPING SLAB.
 - 08-31C 08 31 00: IN-GRADE EMERGENCY EGRESS HATCH @ STAIR 7; SEE AR-813
 - 08-44H GLASS PANELS ABOVE
 - 08-44K 08 44 13: GLASS ELEVATOR ENCLOSURE, TEMPERED LAMINATED GLASS
 - 08-44S 08 44 26: GLASS PANELS SUPPORTED BY GLASS FIN STABILIZERS W/ SST CONNECTOR FITTINGS (WALL TYPE 1 SEE SPECS)
 - 09-53K ALL UTILITIES WITHIN EMERGENCY VENT SHAFT SHALL BE ENCLOSED WITHIN A 2-HOUR FIRE RATED METAL SOFFIT ENCLOSURE
 - 10 14 00 SIGNAGE
 - 10-44G 10 44 00: SFFD COMMAND POST CABINET
 - 12-93A 12 93 00: BICYCLE RACK, DERO 3V OR EQUAL, SS SATIN FINISH
 - 22-00H FLOOR DRAIN; SEE MP DWGS
 - 32-16D SIDEWALK CURB
 - 32-16F (N) SIDEWALK PAVEMENT; SEE RP DWGS
 - 32-31A 32 31 13: MTL. POST & CORRUGATED/PERFORATED MTL. PANEL FENCE ON A CONCRETE CURB. POSTS ARE HSS 4"x4" 4'-0" O.C. SEE ST DRAWINGS FOR CONNECTION DETAILS. PANELS ARE S.S. CENTRIA ECOSCREEN ECONOLAP 3/4" 40% OPEN AREA ATTACHED TO STEEL POSTS.
 - 32-90A STREET TREE AND TREE WELL; SEE LANDSCAPING DWGS

8.0 SURFACE - SECTOR 4

1 PLAN
AR-114 1/8" = 1'-0"

LEGEND

STRUCTURAL ELEMENTS; SEE ST DWGS.



KEY PLAN



C:\Users\c\casadella\Documents\AR_Chinatown Station-Central_R2011_Mona.rvt

2/22/2012 4:39:24 PM

DATE	ISSUED FOR BID	DESCRIPTION	REV NO.	BY	CHECKED	APPROVED
12/14/2011			0			

central subway design group

DESIGNED: M. TAMARI
 DRAWN: C. CASADELLA
 CHECKED: J. TRAN
 REVIEWED: D. HENMI
 RECOMMENDED: A. READ
 APPROVED: R. EDWARDS
 DATE: 12/14/2011



CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

APPROVED: [Signature]
 DIRECTOR OF TRANSPORTATION

THIRD STREET LIGHT RAIL PROGRAM
 PHASE 2 - CENTRAL SUBWAY
 CHINATOWN STATION

ARCHITECTURE
 FLOOR PLAN - SURFACE LEVEL - 4

CONTRACT NO. 1254
 SFMTA CONTROL NO. CL-19901
 DRAWING NO. AR-114
 SHEET NO. 413
 REVISION 0



November 13, 2012

John Funghi
Central Subway Program Manager
821 Howard Street, 2nd Floor
San Francisco, CA 94103

Dear John:

It is my understanding that the Central Subway Project has completed designs for Stockton Street at Washington Street for the Chinatown Station. Although not included in the original designs, I am requesting that the Central Subway Team include transit bus stops at the Chinatown Station to provide better convenient transit access to the Central Subway station. These stop would be served by the 30 Stockton and 45 Union/Stockton trolley coach routes as well as the 8X Bayshore Express and the 91 Owl motor coach routes. These surface bus routes will continue to serve the Stockton Corridor and integrate with the subway service. Over the last several months, Julie Kirschbaum and Matthew Lee of Operations Planning have been meeting with Quon Chin and Jane Wang to determine that new/replacement bulbs would best support reliable bus/rail connections.

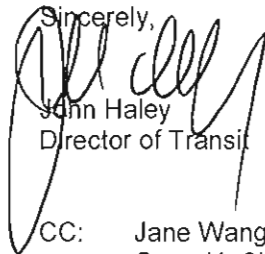
Based on these meetings, the Transit Division recommends the following:

- Extend the planned pedestrian curb extension at the southwest corner of Washington Street (southbound service far-side of Washington) 130 feet to accommodate a bus stop. Any inclusions of trees should be closely coordinated with the transit and safety divisions to avoid tripping hazards.
- Create an 85-foot bus bulb at the northeast corner of Washington Street (northbound service far-side of Washington Street)

The bulb length is for the tangent distances and does not include the transitions. Our initial recommendations placed the bulbs in slightly different locations, but we modified our request based on feedback from the Central Subway team on cost and related goals, such as pedestrian crossing improvements.

If you have any questions, please feel free to contact me or work with Julie Kirshbaum at 415.701.4304.

Edwin M. Lee, *Mayor*
 Tom Nolan, *Chairman*
 Cheryl Brinkman,
Vice-Chairman
 Leona Bridges, *Director*
 Malcolm Heinicke, *Director*
 Jerry Lee, *Director*
 Joél Ramos, *Director*
 Cristina Rubke, *Director*
 Edward D. Reiskin
Director of Transportation

Sincerely,

 John Haley
 Director of Transit

CC: Jane Wang
 Quon H. Chin
 Terrance Fahey
 Davide Puglisi
 Julie Kirshbaum
 Matthew Lee

One South Van Ness Avenue
 Seventh Floor
 San Francisco, CA 94103
 Tele: 415.701.4500
 www.sfmta.com

SFMTA
 Municipal Transportation Agency

