



# ABBREVIATED CEQA CHECKLIST FOR Better Streets Plan Improvement Projects

Please include the following supporting materials with this checklist:

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

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

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

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

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

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

**PROJECT NAME:**

**PROJECT SCREENING PART I**

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

**DETAILED DESIGNED ELEMENTS**

**STANDARD IMPROVEMENTS**

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

**CASE-BY-CASE IMPROVEMENTS**

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

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

**PROJECT NAME:**

**PROJECT SCREENING PART I CONT.**

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

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

**PROJECT NAME:**

**PROJECT SCREENING PART I CONT.**

NUMBER/ NAME	PROJECT ELEMENT	REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW <sup>7</sup> <i>(DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)</i>
CBC-22 Shared public ways	<input type="checkbox"/>	<input type="checkbox"/>
CBC-23 Pedestrian-only streets	<input type="checkbox"/>	<input type="checkbox"/>
CBC-24 Public stairs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-25 Multi-use paths	<input type="checkbox"/>	<input type="checkbox"/>
CBC-26 Above-ground landscaping	<input type="checkbox"/>	<input type="checkbox"/>

**OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP)**  
*(Not identified above)*

DESIGN ELEMENT NAME	BSP PAGE NUMBER	
		<input type="checkbox"/>

**(EP PLANNER COMMENTS):**

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

**PROJECT NAME:**

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

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

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

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

**(EP PLANNER COMMENTS):**

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

**PROJECT NAME:**

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

**TRANSPORTATION/CIRCULATION**

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

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

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

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

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

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

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

**PROJECT NAME:**

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

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

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

**PROJECT NAME:**

**PROJECT SCREENING PART III CONT.**

*Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.*

**Air Quality**

Construction impacts

Dust Control Plan, Mitigation Measure AQ-1 applies to **ALL** projects (p.120).

**Biological Resources**

Does the project include tree removal?  
Yes  No

Nesting birds

N/A

Nesting Birds Mitigation Measure M-Bio-1 (p.151).

**Biological Resources (Cont.)**

What is the expected duration period of construction?  
\_\_\_\_\_

Nesting birds

N/A

Nesting Birds Mitigation Measure M-Bio-1 (p.151).

Which months would construction occur?  
\_\_\_\_\_

Nesting birds

N/A

Nesting Birds Mitigation Measure M-Bio-1 (p.151).

**Hazardous Materials**

Does the project occur in an area within the Maher-designated area?<sup>13</sup>  
Yes  No

Determination of contaminated soil

N/A

Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).

**(EP PLANNER COMMENTS):**

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

**PROJECT NAME:**

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

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

**CEQA Determination**

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

**Notes:**

**Planner Signature**

Signee (print name): Ryan Shum

Date: \_\_\_\_\_

## **Powell Street Improvement Project – CEQA Project Description**

The Powell Street Improvement Project proposes streetscape and pedestrian enhancements along Powell Street in the Union Square district of San Francisco. The project aims to improve the pedestrian experience, enhance safety and cleanliness, and reinforce Powell Street’s role as a key commercial and tourist destination. Pedestrian and business access will be maintained during construction. The project is subject to funding availability, including Prop B Vibrant San Francisco Bond funds approved by more than 70% of San Francisco voters in November 2024. Additional funding sources for the project include Prop L and private funding being raised by the Downtown Development Corporation (DDC). Implementation may occur in phases based on funding availability. The project area is within the Kearny-Market-Mason-Sutter Conservation District and encompasses a section of the San Francisco Cable Car System National Historic Landmark. The project extends a short distance into the Market Street Cultural Landscape District at the southern project limit. The project’s northern limits adjoin but do not enter the Union Square California Historical Landmark.

### **Project Location and Existing Conditions**

The project area consists of three blocks of Powell Street, extending from Market Street to Geary Blvd (Union Square). Travel Lanes: Powell Street is a primary pedestrian corridor with a mix of retail, hospitality, and transit functions, including the Powell Street Cable Car turnaround at its southern terminus. The block of Powell from Market to Ellis Streets operates as a shared street with cable cars and no vehicular traffic. The two blocks of Powell from Ellis to Geary Blvd operate as a two-way, two-lane roadway, with each lane shared by cable cars and limited vehicle traffic. Two cable car tracks run along the center of the street, serving the Powell-Mason and Powell-Hyde lines. Each travel lane is approximately 10 to 11 feet wide. Sidewalks vary between 12 and 15 feet in width. The existing streetscape includes parklets, sidewalks of varying widths, and street furnishings. The segment from Ellis St. to Market St. has no curb or gutter and is paved with ADA-noncompliant herringbone brick imitative of, but of a different material than, the brick paving used in the Market Street Cultural Landscape District.; short remnant sections of the cultural landscape district’s original characteristic wide granite curb are extant on the south side of the Ellis/Powell intersection. “Golden Triangle” light standards are extant from Ellis St. to Geary St. The area at the periphery of the cable-car turnaround is ringed with bollards and cable and is paved in ADA-noncompliant small stone pavers in contrasting shades of gray, which is also present along the borders of the cable-car trackway. The remaining sidewalk sections are conventional concrete. There are four loading zones along this street segment. The area experiences high pedestrian volumes and is subject to ongoing maintenance and security concerns.

### **Proposed Improvements**

#### *Pedestrian and Circulation Improvements*

The existing 15-foot-wide sidewalks along Powell Street would be demolished and reconstructed with new sidewalk up to 20’ except at loading zones to be constructed at Ellis St. intersection, O’Farrell St. intersection, Geary Blvd intersection. Existing masonry paving extending to and including the existing granite band and the (4) aluminum anodized poles mounted in the granite band around the cable-car turnaround would also be removed. The pedestrian access route sections of the sidewalk, including a 12-foot band of new sidewalk circling the periphery of the existing cable-car turnaround, would be reconstructed of dark gray high-performance concrete containing 5 lbs. per cubic yard carbon-black-based concrete finish, and 25 to 30 lbs. per 100 square feet of silicon carbide sparkle grains, with

decorative metal inlay. Up to 9' of the sidewalk area near the curblines will be replaced with mortar set unit pavers similar in type and dimension but different in color to existing brick pavers along Market Street. Existing brick paving on Market Street beyond the new sidewalk around the turnaround would be replaced in-kind. Existing bollards will be replaced with standard bollards and leaning rails at the cable-car turnaround.

The widened sections, which would serve as the new street-furnishing zone, would use gray unit pavers that would conform to Public Works Order No: 200369, "Standard Paving Materials in San Francisco's Public Right of Ways." Sidewalk reconstruction would require excavation to depths of approximately 4-inches.

At intersections as determined by the Public Works ADA coordinator or as required to accommodate loading zone changes, ADA-compliant curb ramps would be installed, with new curb, gutter, and sidewalk transitions, where required. The typical excavation depth for curb ramps would be 8 inches below the surface, while locations requiring sewer lateral and catch basin modifications would require excavation up to 15 feet below grade. New ADA-compliant crosswalks would be installed, featuring high-visibility striping and special paving treatments consisting of textured concrete or thermoplastic inlay materials.

The brick roadway treatment between Ellis St. and Market Street in the cable car trackway would be repaired with the selective removal of damaged bricks and replacement in-kind. The roadway between the trackways and curbs within the rest of the project area would be ground down and resurfaced, with localized base repairs that would comprise saw cutting and removal of street base failures, compaction of the subbase and restoration of the roadway base. The top layer of asphalt of the roadway within would be cold planed and a new asphalt concrete wearing surface applied. This pavement removal and resurfacing would be entirely within the roadway prism, with no excavation required.

For all curb and sidewalk work, project will meet Public Works Order 210,865 or the most current City directives and standards. Sidewalk lights, sidewalk elevators and chutes, and utility plates that appear to be 45 years or older, preserved in place, salvaged and reset, or replaced to match existing. The work would include grinding/paving conforms, subbase repair or replacement, and installation of detectable warning surfaces.

The project area includes subsidewalk basements at the following addresses: 200 Powell St., 222 Powell St., and 226 Powell St, 242 Powell St., 246 Powell St., 247 Powell St., 235-239 Powell St., 225 Powell St., 207-217 Powell St., 236-242 Powell St., 201 Powell St., 167 Powell St., 161 Powell St., 135 Powell St., 114 Powell, 111 Powell St., 101 Powell St., 150 Powell St., 120 Powell St., and 114 Powell St., 69 Powell St., 80 Powell St, and 35 Powell Street.. These basements extend into the public right-of-way beneath the sidewalks and would be structurally impacted by the proposed improvements. Work in these locations would include reinforcement, replacement, or repair of subsidewalk basement roof slabs to ensure structural integrity and to support new sidewalk and curb extension elements. This would involve modifications to slabs, beams, and columns, as well as the integration of pole footings and street furniture foundations where applicable. To prevent water intrusion into below-grade structures, additional sidewalk waterproofing would be installed over subsidewalk basements as part of the project. Existing vaults, vents, light prisms, access hatches, and freight lifts would be preserved in place, or relocated in order not to interfere with structural improvements.

### *Surface and Landscape Enhancements*

A distinctive “Red Carpet” decorative painted red pavement treatment would be applied to the cable car trackway within the project limits.

The project would install suspended catenary lights mounted to existing building faces and/or to new poles along the three-block corridor placed for this purpose along the alignment. These lights will be fabricated metal with a gold-tinted paint finish. At the southernmost edge of the cable-car turnaround, the project would construct a “Golden Lantern”, a larger-scale lighting installation using the same materials, measuring approximately 45feet in height and 25feet in width. The foundation for the poles for this lighting feature would be cast-in-drilled hole (CIDH) pile foundations to a depth of approximately 20 feet. No "Golden Triangle" standards would be used for lantern installation.

The project would install public seating areas within the new street-furnishing zone. These seating areas would consist of benches and integrated street furniture, placed outside the pedestrian access route to maintain an unobstructed walkway. The benches would be constructed from durable materials such as cast metal. Seating would be positioned at key locations along the corridor, including near intersections, transit stops, and commercial frontages.

The installation of seating areas would be coordinated with new planters and landscape elements, incorporating seating into expanded sidewalk zones and furnishing areas. Seating placements would avoid conflicts with existing infrastructure, such as utility access points and subsidewalk basements, and would align with accessibility standards.

Above-ground sidewalk planters would be installed in compliance with San Francisco Public Works guidelines. These planters would be no more than 36 inches in height or width and be located in furnishing zones. They would not be placed on sidewalk slopes greater than 1:12, above subsidewalk basements, or within 5 feet of street furniture such as utility poles, parking meters, or fire hydrants.

### *Utility and Infrastructure Modifications*

The project would require modification and relocation of underground utilities, including sewer, water, power, and communication lines. Existing vaults and boxes would be relocated horizontally and vertically short distances as needed. The project would require the relocation of catch basins along Powell Street to accommodate the expansion of sidewalks and curb extensions. Existing catch basins that conflict with the new sidewalk alignment would be abandoned in place, with their associated sewer laterals decommissioned and sealed to prevent unintended drainage connections. New catch basins would be installed in adjusted locations, with new sewer laterals constructed to connect them to the existing sewer/stormwater system. Excavation for these laterals would reach a maximum depth of 15 feet below the surface.

### *Traffic Signal and Street Lighting Modifications*

The project would upgrade street lighting and modify traffic signal posts and light poles to align with the new sidewalk configuration and curb extensions. Existing traffic signal posts and streetlight poles would be relocated or replaced, as-needed.

In addition to the new lighting installations, the project would replace, add or modify existing streetlight poles to improve illumination and integrate with the new streetscape design. Streetlights and pedestrian fixtures would be mounted on new or relocated poles, designed to complement the Golden Lantern or existing structures while maintaining compatibility with the existing utility infrastructure. The lighting system would integrate energy-efficient LED fixtures. No historic light standards will be modified, moved, or removed as part of the proposed work.

To support the new lighting and signal infrastructure, post installations would use cast-in-drilled-hole (CIDH) pile foundations, with reinforced concrete piles installed to depths of 4 to 10 feet, depending on soil conditions and pole size. If a post is installed over a subsidewalk basement, its foundation would be secured to the basement wall, with excavation extending up to 15 feet below the basement floor.

#### *Cable Car Stop and Loading Zone Modifications*

The project will relocate existing mid-block loading zones to the near-side and far-side of each block.

The project will consolidate the cable car stops at O'Farrell Street and Geary Street into two mid-block stops located between O'Farrell Street and Geary Street with one serving the northbound route and one serving the southbound route.

#### **Construction Scope and Phasing**

Construction will be dependent on funding availability and may be executed in either a full build-out or a phased approach:

- Full Build-Out (\$50 million) – Implementation of the complete design vision, contingent upon private fundraising efforts and grants.
- Phase 1 Implementation (\$30-335 million) – Based on available funding, project will focus on delivery of the following scope:
  - Golden Lantern + Catenary Lighting Focus – Prioritizing installation of the Golden Lantern at Market Street to establish a visual gateway.
  - Sidewalk Focus – Prioritizing upgrade of the sidewalk area of Powell Street
- Phase 2 Implementation will prioritize upgrade of the roadway and cable car trackway.

#### **Project Timeline**

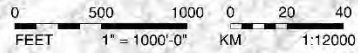
Pending funding approval and permitting, construction is expected to begin in late 2026. Construction duration is estimated at 545 calendar days. The implementation schedule will be determined in coordination with local businesses, property owners, and City departments to minimize disruptions.

#### **City Review and Approvals**

The project will require review and approval by multiple City agencies, including:

- San Francisco Planning Department (CEQA review and streetscape design compliance)
- Department of Public Works (permitting and construction oversight)
- San Francisco Municipal Transportation Agency (coordination with transit operations)
- San Francisco Fire Department (emergency access requirements)

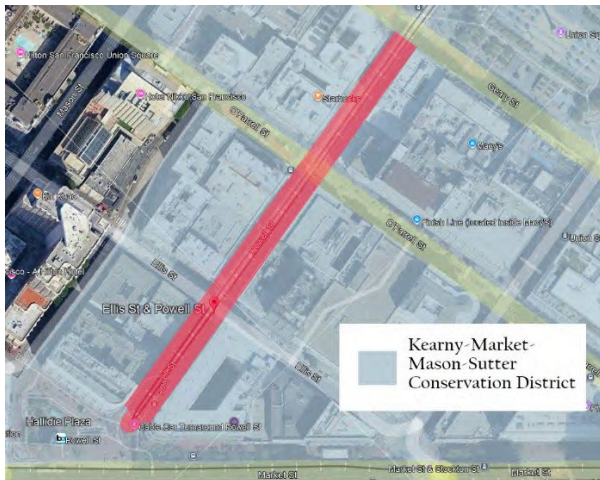
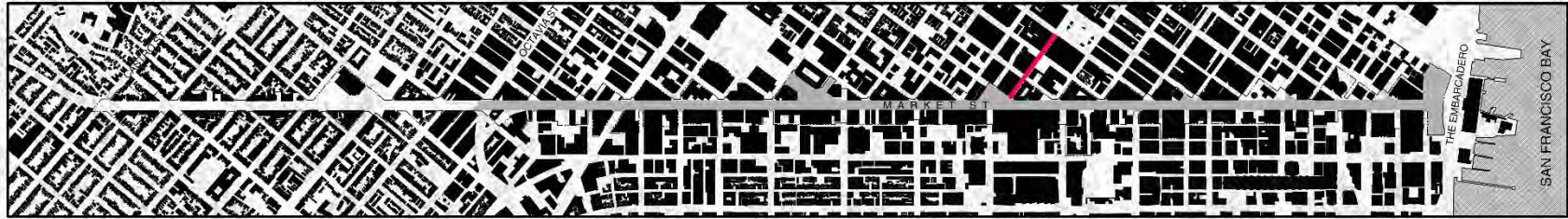
# MARKET STREET CULTURAL LANDSCAPE DISTRICT



MSCLD Boundary  
HALS Documentation Area

Notes:  
The HALS Documentation Area is within the Market Street Cultural Landscape District (MSCLD). It includes the Market Street public right-of-way between Octavia Street and The Embarcadero and the District's plazas east of Octavia Street. Character defining features within the MSCLD that are outside of, but directly adjacent to, the HALS Documentation Area, are also included; typically these features occur where the sidewalks turn the corner from Market Street onto adjacent streets.

Project Location in relation to Market Street Cultural Landscape District



Project limits in relation to Kearny-Market-Mason-Sutter Conservation District



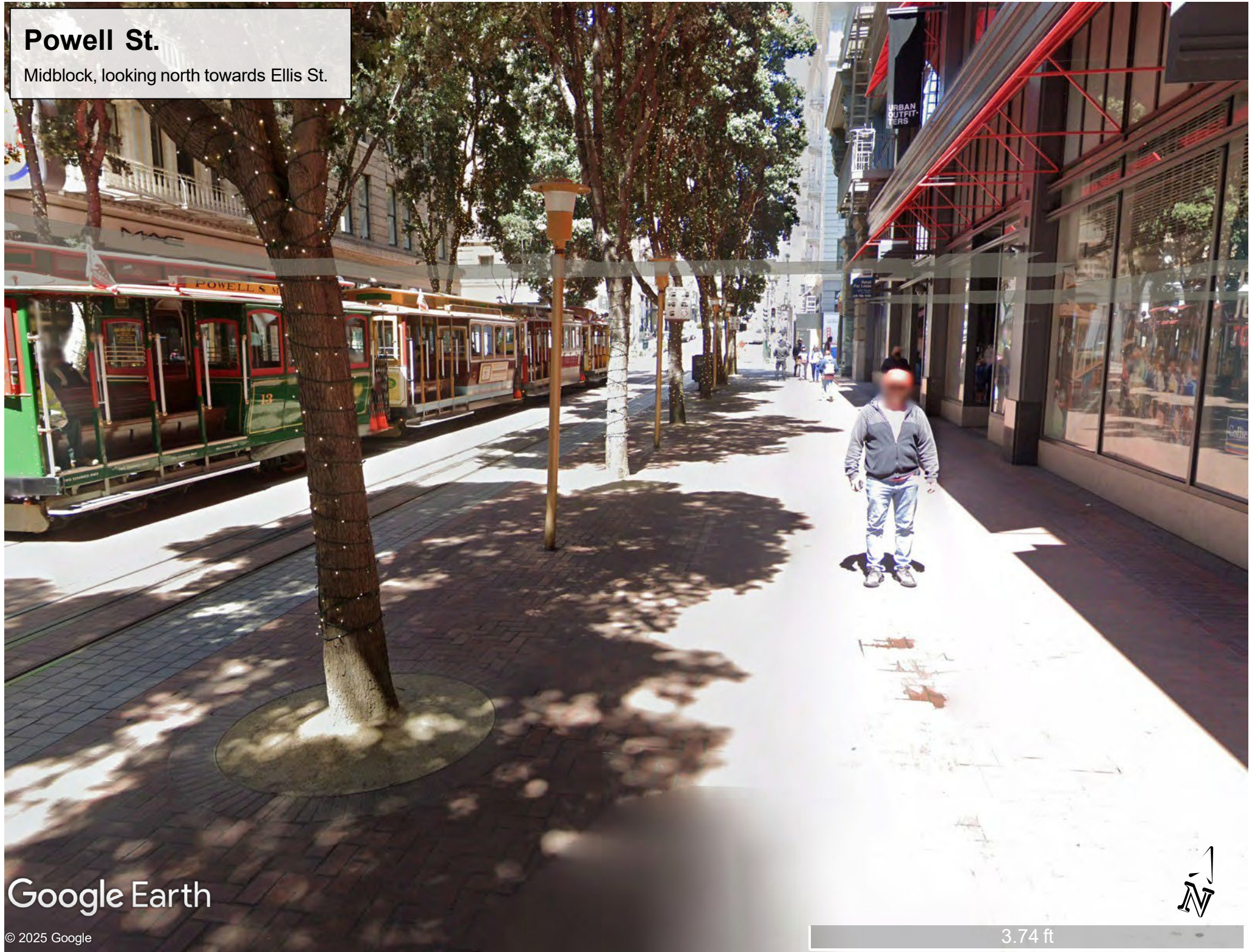
Project limits (black line) in relation to Cable Car Historic Landmark (red)

Golden Lantern Installation Concept



# Powell St.

Midblock, looking north towards Ellis St.



Google Earth

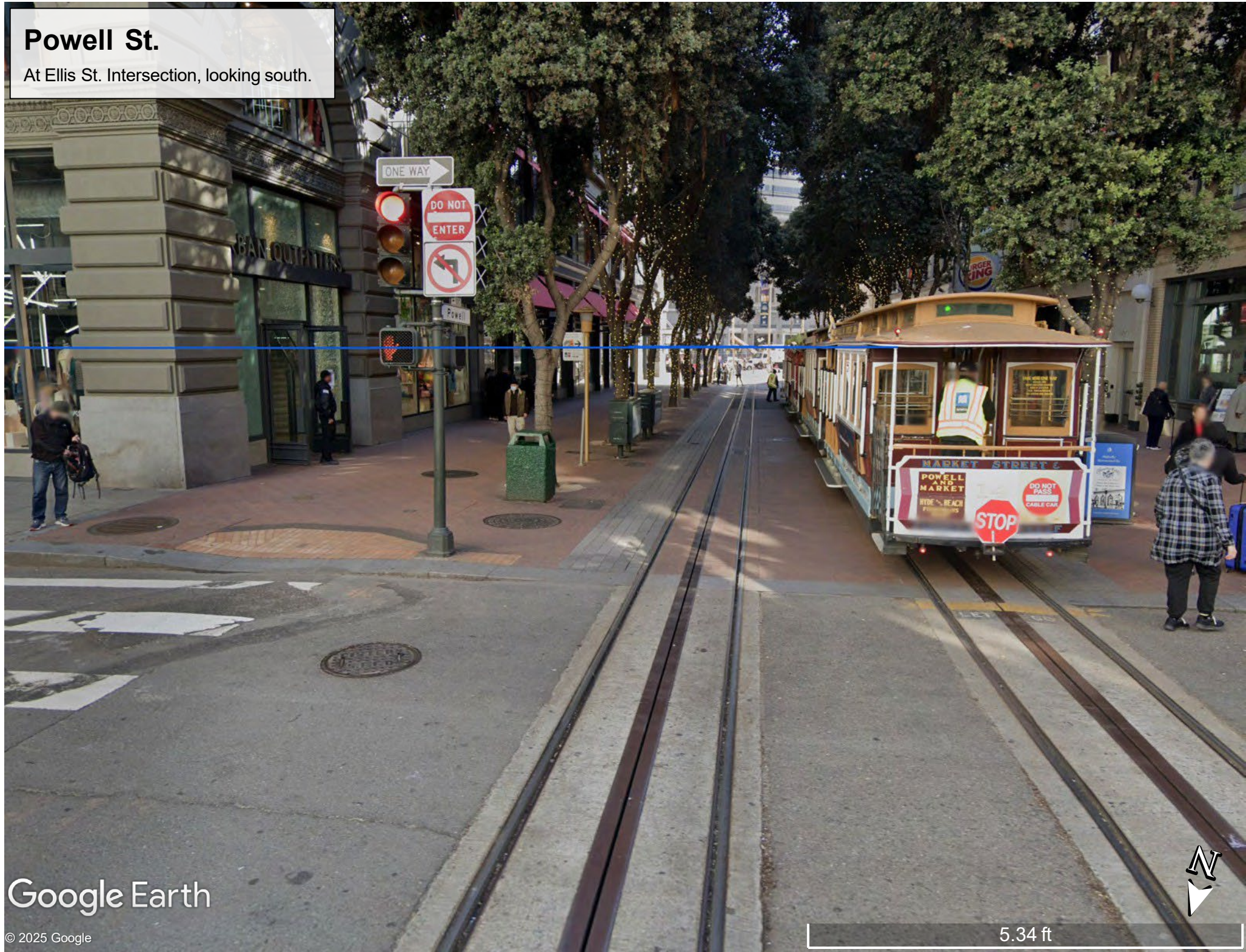
© 2025 Google

3.74 ft



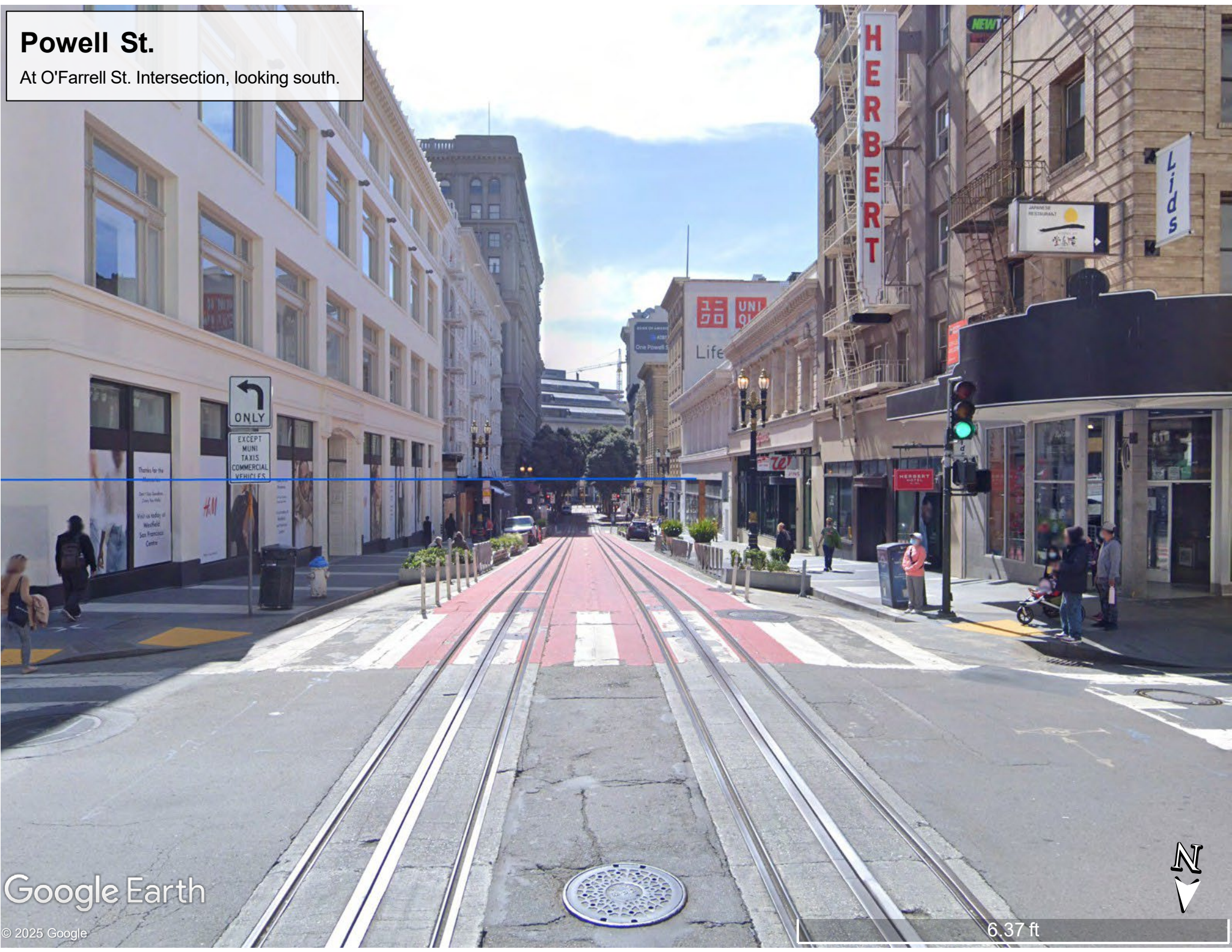
# Powell St.

At Ellis St. Intersection, looking south.



# Powell St.

At O'Farrell St. Intersection, looking south.



# Powell St.

At O'Farrell St. Intersection, looking North.

