San Francisco
County Transportation
Authority

BD051220 RESOLUTION NO. 20-54

RESOLUTION APPROVING THE TRANSPORTATION AUTHORITY'S PROJECT PRIORITIES FOR THE SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM COMPETITIVE GRANT PROGRAM AND AMENDING THE PROP K 5-YEAR PRIORITIZATION PROGRAM FOR THE PEDESTRIAN CIRCULATION AND SAFETY CATEGORY

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1; and

WHEREAS, Among other things, Senate Bill 1 created the Local Partnership Program (LPP) and appropriates $200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On March 25, 2020, the CTC adopted LPP program guidelines that allocate 40% of the program ($72 million annually after $20 million is set aside for formulaic incentive funding) through a Competitive Program to local or regional transportation agencies that sought and received voter approval of transportation sales taxes, tolls, or that have imposed fees; and

WHEREAS, On March 25, 2020, the CTC released the LPP call for projects for the Competitive Program, covering Fiscal Year (FY) 2020/21 through FY 2022/23, with applications due on June 22, 2020 and up to $187 million available statewide; and

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) is an eligible applicant as it administers the Proposition K half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional $10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated

solely to transportation; and

WHEREAS, LPP Competitive Program funds are available for construction only, require a dollar-for-dollar match, and in the case of jurisdictions with a population between 700,000 and 1,499,999 people such as San Francisco, have a minimum grant request of $3 million; and

WHEREAS, The CTC will give higher priority to projects that are more cost-effective, can commence construction earlier, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals as identified in the region's Regional Transportation Plan; and

WHEREAS, The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC; and

WHEREAS, The Transportation Authority received requests to support the nomination of two projects from the San Francisco Municipal Transportation Agency (SFMTA) and the Port of San Francisco (SF Port) as detailed in Attachments 1 and 2; and

WHEREAS, Transportation Authority staff, working in coordination with staff from the Mayor's Office, considered the LPP Competitive Program guidelines, and assessed each project's potential to be competitive in this funding cycle; and

WHEREAS, Transportation Authority staff recommend submitting project applications to the CTC for the LPP Competitive Program in the following priority order: (1) SFMTA's Mission / Geneva Safety Project and (2) SF Port's Mission Bay Ferry

Landing; and

WHEREAS, As requested by the SFMTA, Transportation Authority staff recommend amending the Prop K Pedestrian Circulation and Safety 5-Year Prioritization Program (5YPP) to reprogram $1,391,000 in Prop K funds from the Grove Street/Civic Center Improvements to the Mission/Geneva Safety to fully fund the required 1:1 local match to the LPP funds, and

WHEREAS, Future allocation of the aforementioned Prop K funds for the Mission/Geneva Safety project would be conditioned upon receipt of the requested LPP funds or SFMTA's securing other funds to fully fund a usable segment of the project; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the agency's project priorities for the LPP Competitive Program as shown in Attachment 1; and be it further

RESOLVED, That as a condition of submitting project applications for the approved project priorities to the LPP Competitive Program, the Executive Director shall impose such terms and conditions as are necessary for SFMTA and SF Port, the implementing agencies, to comply with LPP guidelines including, but not limited to timely use of funds and reporting requirements; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Pedestrian Circulation and Safety 5YPP, as detailed in the attached 5YPP and Project Information Form.

Attachments (3):

1. Project Nominations for LPP Competitive Program
2. Project Information Forms
3. Prop K Pedestrian Circulation and Safety 5YPP

San Francisco
County Transportation
Authority

BD051220 RESOLUTION NO. 20-54

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 19th day of May, 2020, by the following votes:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Nays: (0)

Absent: (0)

5-22-20

Aaron Peskin Date
Chair

ATTEST: 5/25/20

Tilly Chang Date
Executive Director

Attachment 1
San Francisco County Transportation Authority
SB 1 - Local Partnership Program (LPP) Competitive Program Project Priorities

PROJECT NOMINATIONS FOR LPP COMPETITIVE PROGRAM						
Priority	**Sponsor**[1]	**Project Description**	**District(s)**	**Fiscal Year of Request**	**LPP Request**	**Total Project Cost**
1	SFMTA	**Mission / Geneva Safety Project** - Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will: provide safer, more comfortable walking and biking environments on Mission and Geneva; improve transit reliability on Mission and Geneva; and, provide safer, more predictable driving environment on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.	11	2021/22	$8,700,000	$20,548,000
2	SF Port	**Mission Bay Ferry Landing** - Construction of a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area and surrounding neighborhoods. The facility would include piles, pier, connecting ramp, gangway, and float. For vessel navigation, the project requires dredging and the installation of erosion protection from vessel propulsion scour. Construction will be done in two phases. Phase 1, which is fully funded, includes dredging and will begin in the summer of 2020. Phase 2, the subject of this request, includes Marine Mattress Cap and Float Construction and will begin construction in the summer of 2022.	6	2021/22	$7,000,000	$60,400,000
				Totals:	**$15,700,000**	**$80,948,000**

Notes:
[1] SFMTA stands for San Francisco Municipal Transportation Agency.

Attachment 2

San Francisco County Transportation Authority

SB1 Local Partnership Program - Competitive
Project Information Form

Project Name:	Mission / Geneva Safety Project
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	Mission Street between Geneva Avenue and Trumbull Street; Geneva Avenue between Mission Street and Prague Street
Supervisorial District(s):	District 11
Project Manager and Contact Information (phone and email)**:**	Mark Dreger (mark.dreger@sfmta.com 415-646-2719)
Brief Project Description (50 words max)**:**	Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will 1) provide safer, more comfortable walking and biking environments on Mission and Geneva; 2) improve transit reliability on Mission and Geneva; and 3) provide safer, more predictable driving environment on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area.	See attachment for detailed scope.
Community Engagement/ Support (may attach Word doc): Please reference any community outreach that has occurred and whether the project is included in any plans.	See attachment for detailed community engagement activities.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Project website: sfmta.com/MissionGeneva
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works – Paul Barradas (paul.barradas@sfdpw.org, 415-554-8249)
Type of Environmental Clearance Required/Date Received: (must complete final draft document by Dec 2, 2020 with clearance by June 2, 2021)	The environmental for this project was via the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR), certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. On August 6, 2019, the San Francisco Planning Department determined that the Mission Street - Excelsior Safety Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project. Based on the funding plan for the project, the need for NEPA clearance is not anticipated.

Project Delivery Milestones

	Status	Work	Start Date		End Date	
Phase*	**% Complete**	**In-house, Contracted, or Both**	**Month**	**Calendar Year**	**Month**	**Calendar Year**
Planning/Conceptual Engineering	100%	In-house	Jan-Mar	2017	Jul-Sep	2019
Environmental Studies (PA&ED)	100%	In-house	Jan-Mar	2017	Jul-Sep	2019
Design Engineering (PS&E)	30%	In-house	Oct-Dec	2019	Apr-Jun	2021
Right-of-way	N/A	N/A				
Advertise Construction	0%	N/A	Jul-Sep	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2022

*Only construction phase is eligible for Local Partnership Program Competitive Funds.

Comments

SFMTA expects to be at 30% design complete by the end of June, when applications are due to the California Transportation Commission.

Mission / Geneva Safety Project

Detailed Scope of Work

Mission Street and Geneva Avenue are part of San Francisco's Vision Zero High Injury Network – the 13% of city streets where 75% of the severe and fatal collisions occur. Over the last seven years, five community members were killed and at least 323 people were injured in collisions in the project area. Additionally, on some blocks of the project corridor, the eight Muni lines that serve the area have average speeds below 5 mph. The project will seek to address these issues, while making loading improvements to support the over 300 existing storefronts along Mission and Geneva streets.

The project's goals are to:

- Increase safety for all users of the corridor, especially people who walk, bike, and take transit
- Improve transit reliability on the most used bus routes in the neighborhood
- Enhance the business district through loading improvements

Project scope:

- 4 new traffic signals
- 2 signal modifications and timing changes along corridor
- Up to 35 corner bulb-outs, 4 transit bulbs, and 1 transit island
- Visibility daylighting along corridor
- 3 raised crosswalks
- Adjusted transit stops
- Curb management to support businesses
- Bikeway improvements (on Geneva)

Subject to funding availability, the full scope (safety, transit, signal upgrades) would be jointly delivered with a re-paving contract by Public Works starting in late 2021. Without full funding, implementation would be phased in a manner to be determined during the design phase. If phased, transit improvements (e.g., bus bulbs), safety improvements at high-collision locations, and signal upgrades will be prioritized.

This project will increase pedestrian comfort and the reliability of transit, which together incentivize less use of automobiles and reduce vehicle miles travelled (VMT), improving air quality. This project directly increases safety for all modes and is particularly focused on people walking. Further, by improving transit reliability and pedestrian safety along two principle transit corridors with new housing planned, the project will help San Francisco to achieve its housing goals without increasing traffic congestion.

The project was prioritized given strong community support, including a multi-year engagement process. It advances San Francisco's Vision Zero goals in pursuit of eliminating severe traffic injuries and deaths. Mission Street and Geneva Avenue are both on the Vision Zero High Injury Network, as well as designated Muni Forward corridors. Further, the project provides improvements in a Community of Concern.

Mission / Geneva Safety Project

Detailed Community Engagement

Mission / Geneva Safety Project used a suite of stakeholder engagement tools to develop and refine project designs, and to keep the public engaged and informed. In addition to a project website and e-mails between staff and interested stakeholders, this included:

1. Stakeholder Interviews

Between August 2017 and February 2018, project staff met with representatives from 14 community groups and organizations including:

- Cayuga Improvement Association
- New Mission Terrace Improvement Association
- Chinese Affirmative Action
- Communities United for Health and Justice
- Excelsior and Outer Mission Merchants
- Cayuga Connectors
- Excelsior Collaborative
- Monroe Elementary School PTA
- Excelsior Works!
- Ney Street Neighbors
- Excelsior District Improvement Association
- Excelsior Task Force
- PODER
- Outer Mission Merchants and Residents Association

Initial stakeholder meetings were held at the beginning of the planning phase in summer 2017 to introduce the project and collect feedback on community members' personal experiences using Mission Street and Geneva Avenue, the problems and issues they saw, and potential ideas for addressing those issues. Feedback from these meetings was used to refine and reaffirm the initial project goals and develop initial concept plans.

2. Community Events and Walk-throughs

Throughout the planning phase, project staff attended or participated in a number of community events and walk-throughs to inform the community of the project and collect feedback. These included Sunday Streets in both 2017 and 2019, a SPUR-organized neighborhood walk-through with Supervisor Safai in October 2017, a Mission Geneva Public Safety community meeting in

August 2018, and the WalkSF/San Francisco Transit Riders Union (SFTRU) Mission and Geneva Walk & Ride Audit in September 2018.

3. Excelsior & Outer Mission Neighborhood Strategy Outreach Process

The Excelsior & Outer Mission Neighborhood Strategy is a vision developed by community members, the Planning Department, Office of Economic and Workforce Development (OEWD), the Excelsior Action Group (EAG), and Supervisor Safai's office to improve and enhance the Excelsior, Outer Mission, Mission Terrace, Crocker Amazon, and Cayuga neighborhoods. From August through November 2017, project staff attended the Mobility Subgroup meetings to listen to community member's mobility-related concerns and ideas. That feedback and the final mobility recommendations from the strategy document were used to develop and refine the conceptual design.

4. Door-to-door Merchant Surveys and Outreach

Between November 2017 and January 2018, project staff surveyed more than 175 merchants and businesses along the corridors to collect data on when they received deliveries, what size vehicles were used, how well the existing curb management met their needs, and their preferences for future curb use. This feedback was used to develop a preliminary curb management plan. Between February and March 2019, staff conducted a second round of outreach in the project area to present the preliminary curb management plan, as well as the conceptual design for the larger project. Feedback was used to further refine the curb management plan.

5. Multilingual Muni Rider Surveys

In the fall of 2018, with the assistance of a consultant, project staff conducted multilingual surveying of more than 400 Muni riders on the 14 Mission and 8 Bayshore Muni routes to better understand rider demographics, travel patterns, and priorities for service improvements.

6. Stakeholder Workshops

Project staff hosted a series of three workshops with community stakeholders and advocates between October 2018 and January 2019. At these workshops, staff listened to the group's personal experiences of using the corridors, and helped the group create a collective challenge statement to define the problems the project needed to address:

How do we increase safety for pedestrians and other fragile modes of transportation, while ensuring access for the commercial sector and improving the quality of Muni service for local trips, commuters, and special needs?

The group used this challenge statement to evaluate the conceptual project plan. Over the three workshops, the group reviewed the plan by intersection; this feedback was used to develop a refined project plan. The following groups participated in the workshops:

- Excelsior Action Group
- Excelsior District Improvement Association
- Excelsior and Outer Mission Merchants
- Excelsior Works!
- New Mission Terrace Improvement Association
- Outer Mission Merchants and Residents Association
- PODER
- San Francisco Bicycle Coalition
- San Francisco Transit Riders Union
- Senior and Disability Action
- WalkSF

7. Community Open Houses

On April 10 and 13, 2019, project staff hosted community open houses presenting the refined design to the wider community. The goal of the open houses was to showcase the work that had been done by their representatives at the stakeholder workshops, collect feedback on the overall plan, and present design options at the few locations where stakeholders could not agree.

SB1 Local Partnership Program - Competitive
Project Information Form

Project Name:	Mission / Geneva Safety Project

COST ESTIMATE AND FUNDING PLAN

		Funding Source by Phase			
Phase	**Cost**	**LPP**	**Prop K**	**Other**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$347,000	N/A		$347,000	SFMTA - actual cost
Environmental Studies (PA&ED)	$0	N/A			
Design Engineering (PS&E)	$2,734,000	N/A	$1,000,000	$1,734,000	SFMTA - based on prior similar work
Right-of-way	$0	N/A			
Construction	$17,467,000	$8,700,000	$1,391,000	$7,376,000	SFMTA - based on prior similar work
TOTAL PROJECT COST	$20,548,000	$8,700,000	$2,391,000	$9,457,000	
Percent of Total		42%	12%	46%	

FUNDING PLAN FOR CONSTRUCTION PHASE - ALL SOURCES

Funding Source	**Planned**	**Programmed**	**Allocated**	**TOTAL**	**Desired FY of Programming for LPP**
LPP Competitive	$8,700,000	N/A	N/A	$8,700,000	Fiscal Year 2021/22
Prop B General Fund Pop Based Streets		$5,341,000		$5,341,000	
Prop K (see below)	$1,391,000			$1,391,000	
Transportation Sustainability Fund		$2,035,000		$2,035,000	
TOTAL	**$10,091,000**	**$7,376,000**	**$0**	**$17,467,000**	

Comments/Concerns

SFMTA has requested an amendment to the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety category to reprogram funds from Grove Street/Civic Center Improvements to the subject project. See 5YPP amendment for details.

Attachment 2

PROJECT TITLE

PORT OF SAN FRANCISCO
MISSION BAY FERRY LANDING
AND WATER TAXI LANDING

16TH STREET AND TERRY A. FRANCOIS BOULEVARD
SAN FRANCISCO, CA 94158

PROJECT TEAM

OWNER
PORT OF SAN FRANCISCO
PIER 1 THE EMBARCADERO
SAN FRANCISCO, CA 94111
PHONE: (415) 274-0619
CONTACT: JONATHAN ROMAN
EMAIL: JONATHAN.ROMAN@SFPORT.COM

STRUCTURAL/DREDGING/COASTAL
COWI NORTH AMERICA INC
1300 CLAY STREET, 7TH FLOOR
OAKLAND, CA 94612
PHONE: (510) 267-7164
CONTACT: JAMES CONNOLLY
EMAIL: JMC@COWI.COM

STRUCTURAL
OLMM CONSULTING ENGINEERS
156 ELLIS STREET, 4TH FLOOR
SAN FRANCISCO, CA 94102
PHONE: (415) 882-9449 EXT. 15
CONTACT: SUNIL GUPTA
EMAIL: SUNIL@OLMM.COM

ELECTRICAL
HRA CONSULTING ENGINEERS
582 MARKET STREET #1113
SAN FRANCISCO, CA 94104
PHONE: (415) 773-0455 EXT. 201
CONTACT: HAMID R. ARBABARAGHI
EMAIL: HAMID.ARBABARAGHI@HRAENG.COM

CIVIL
LOTUS WATER
215 KEARNY STREET, SUITE B.
SAN FRANCISCO, CA 94108
PHONE: (415) 800-6805
CONTACT: SHAUNA DUNTON
EMAIL: SDUNTON@LOTUSWATER.COM

MECHANICAL
MHC ENGINEERS INC.
150 8TH STREET
SAN FRANCISCO, CA 94103
PHONE: (415) 512-7141 EXT.14
CONTACT: TOBY LEE
EMAIL: TOBYLEE@MHCENGR.COM

GEOTECHNICAL
GEOTECHNICAL CONSULTANT INC.
500 SANSOME STREET #204
SAN FRANCISCO, CA 94111
PHONE: (415) 981-9950
CONTACT: NEEL NEELAKANTAN
EMAIL: NEEL@GTCGEOTECH.COM

ENVIRONMENTAL/PERMITTING
ESA, INC.
550 KEARNY STREET
SAN FRANCISCO, CA 94108
PHONE: (415) 896-5900
CONTACT: GARY OATES
EMAIL: GOATES@ESASSOC.COM

ARCHITECT
ROBIN CHIANG & COMPANY
381 TEHAMA STREET
SAN FRANCISCO, CA 94103
PHONE: (415) 995-9870
CONTACT: ROBIN CHIANG
EMAIL: RCHIANG@DESIGNBYTHEBAY.COM

LANDSCAPE ARCHITECT
SURFACEDESIGN, INC.
PIER 33 NORTH, SUITE 200
SAN FRANCISCO, CA 94111
PHONE: (415) 914-7463
CONTACT: MICHAL KAPITULNIK
EMAIL: MICHAL@SDISF.COM

PROJECT DESCRIPTION

PROJECT DESCRIPTION

THE PROJECT INCLUDES:

- THE CONSTRUCTION OF A NEW FERRY LANDING FACILITY INCLUDING COVERED PIER, GANGWAY, MOORING FLOAT, AND DONUT FENDERS.
- DREDGING OF BERTH AND APPROACH TO FERRY LANDING.
- CONSTRUCTION OF A NEW WATER TAXI FACILITY INCLUDING PLATFORM, GANGWAY, AND FLOAT.
- UTILITY WORKS. INCLUDING POWER, SITE LIGHTING, DOMESTIC WATER, IRRIGATION, AND FIRE PROTECTION.

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JMC	HMDF

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

COWI·OLMM
CONSULTANT
COWI NORTH AMERICA INC
1300 CLAY STREET, 7TH FLOOR,
OAKLAND, CA 94612

	DESIGNED:	DATE:
	JRVS	10-26-18
	DRAWN:	DATE:
	ADLR	10-26-18
	CHECKED:	DATE:
	JMC	10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS SHOWN
SHEET OF SHEETS -

MISSION BAY FERRY LANDING
AND WATER TAXI LANDING

COVER SHEET

CONTRACT NO. A085311
SHEET NO. G001
FILE NO.
REV. NO. 0

VIEW: PLOT1

Attachment 2

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	VF	RB

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

PORT OF SAN FRANCISCO

COWI·OLMM

CONSULTANT
Robin Chiang & Company
381 Tehama Street
San Francisco, CA 94103

DESIGNED:	DATE:
RB	10-26-18
DRAWN:	DATE:
VF	10-26-18
CHECKED:	DATE:
RB	10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____

_____
CHIEF HARBOR ENGINEER

SCALE: AS SHOWN

SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

COVER PAGE

CONTRACT NO. A085311
SHEET NO. A000
FILE NO.
REV. NO. D

VIEW: PLOT1

Attachment 2

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	VF	RB

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

PORT OF SAN FRANCISCO

COWI·OLMM

CONSULTANT
Robin Chiang & Company
381 Tehama Street
San Francisco, CA 94103

DESIGNED:	RB	DATE: 10-26-18
DRAWN:	VF	DATE: 10-26-18
CHECKED:	RB	DATE: 10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____

_____
CHIEF HARBOR ENGINEER

SCALE: AS SHOWN

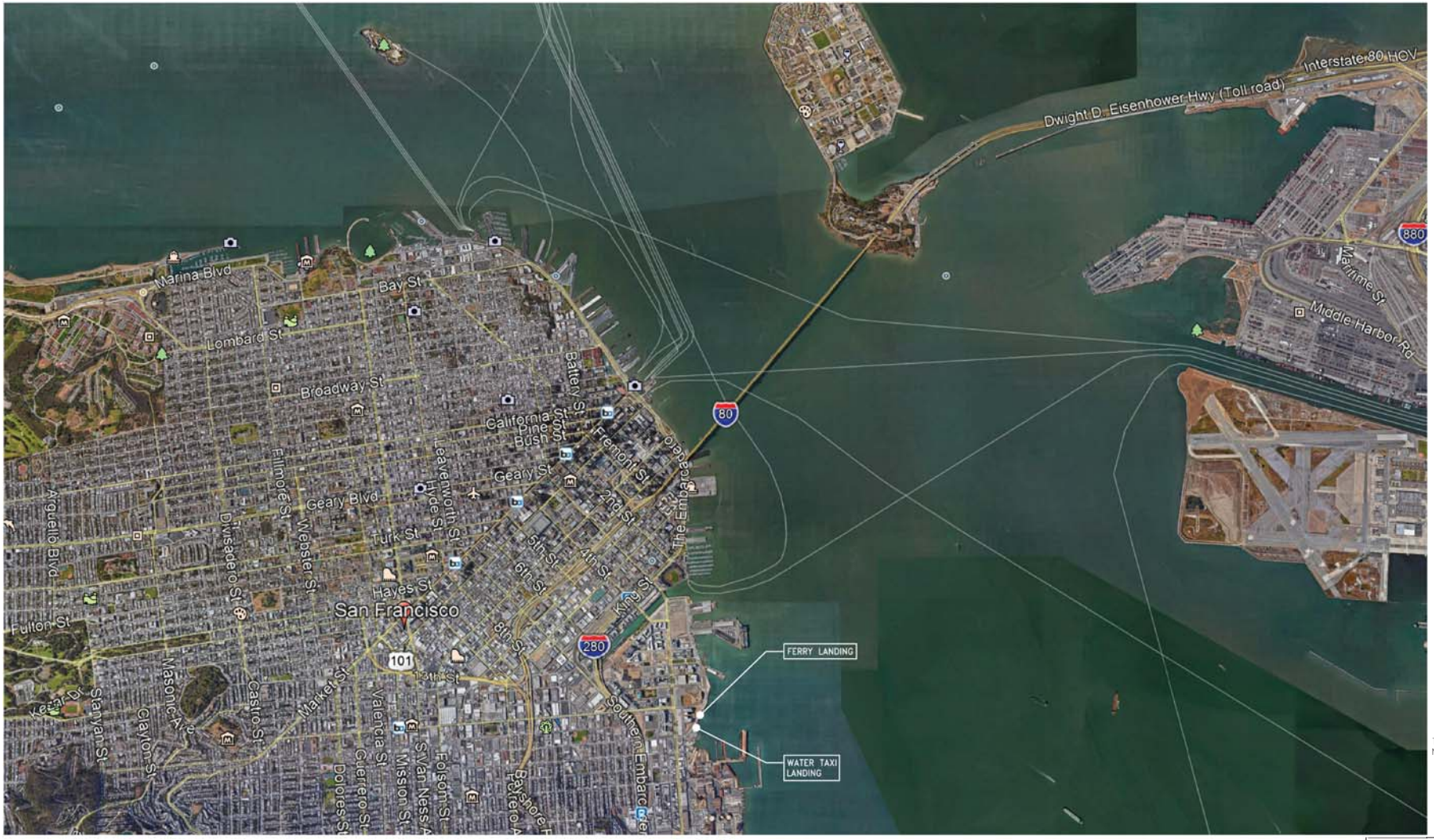
SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

PERSPECTIVE VIEW

CONTRACT NO. A085311
SHEET NO. A001
FILE NO.
REV. NO. D

VIEW: PLOT1



1 LOCATION MAP
G010 G010 SCALE: NOT TO SCALE

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JMC	HMDF

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING
PORT OF SAN FRANCISCO

CONSULTANT
COWI-OLMM
COWI NORTH AMERICA INC
1300 CLAY STREET, 7TH FLOOR,
OAKLAND, CA 94612

REGISTERED PROFESSIONAL ENGINEER JAMES R. CONNELLY 55037 STRUCTURAL STATE OF CALIFORNIA

DESIGNED: JRVS	DATE: 10-26-18
DRAWN: ADLR	DATE: 10-26-18
CHECKED: JMC	DATE: 10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS SHOWN
SHEET OF SHEETS -

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

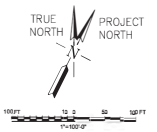
LOCATION MAP

CONTRACT NO. A085311
SHEET NO. G010
FILE NO.
REV. NO. 0

VIEW: PLOT1

Attachment 2

1 GENERAL SITE PLAN
G011 G011 SCALE: 1"=100'-0"



100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JMC	HMDF

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING
PORT OF SAN FRANCISCO

COWI-OLMM
CONSULTANT
COWI NORTH AMERICA INC
1300 CLAY STREET, 7TH FLOOR,
OAKLAND, CA 94612

REGISTERED PROFESSIONAL ENGINEER JAMES R. CONNELLY 55037 STRUCTURAL STATE OF CALIFORNIA

DESIGNED:	JRVS	DATE: 10-26-18
DRAWN:	ADLR	DATE: 10-26-18
CHECKED:	JMC	DATE: 10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: 1"=100'-0"
SHEET OF SHEETS -

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

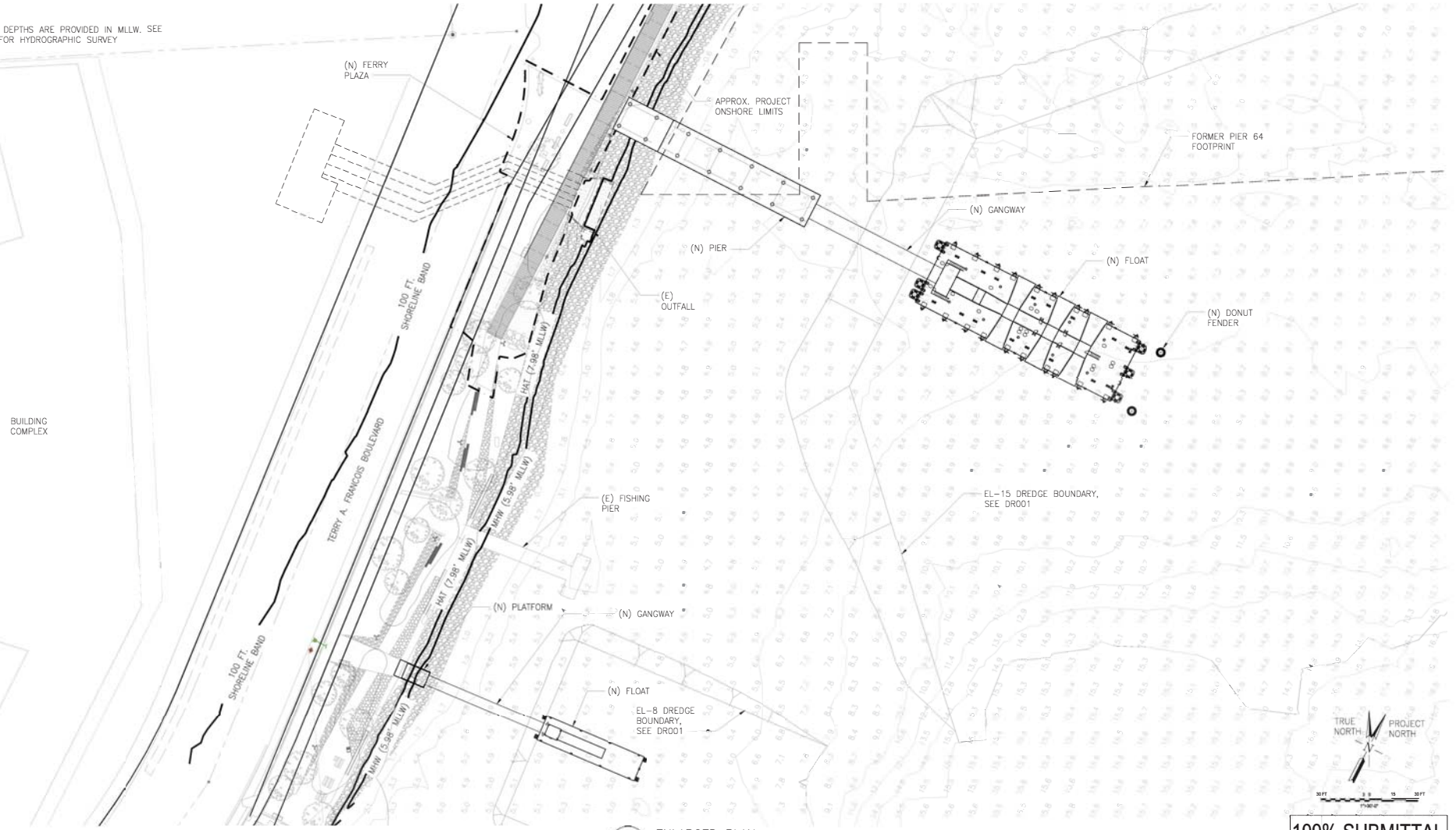
GENERAL SITE PLAN

CONTRACT NO. A085311
SHEET NO. G011
FILE NO.
REV. NO. 0

VIEW: PLOT1

NOTE:

1. WATER DEPTHS ARE PROVIDED IN MLLW. SEE G200 FOR HYDROGRAPHIC SURVEY



1 ENLARGED PLAN
G011 G012 SCALE: 1"=30'-0"

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JMC	HMDF

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

PORT OF SAN FRANCISCO

COWI-OLMM

CONSULTANT
COWI NORTH AMERICA INC
1300 CLAY STREET, 7TH FLOOR,
OAKLAND, CA 94612

DESIGNED:	JRVS	DATE: 10-26-18
DRAWN:	ADLR	DATE: 10-26-18
CHECKED:	JMC	DATE: 10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: 1"=30'-0"
SHEET OF SHEETS -

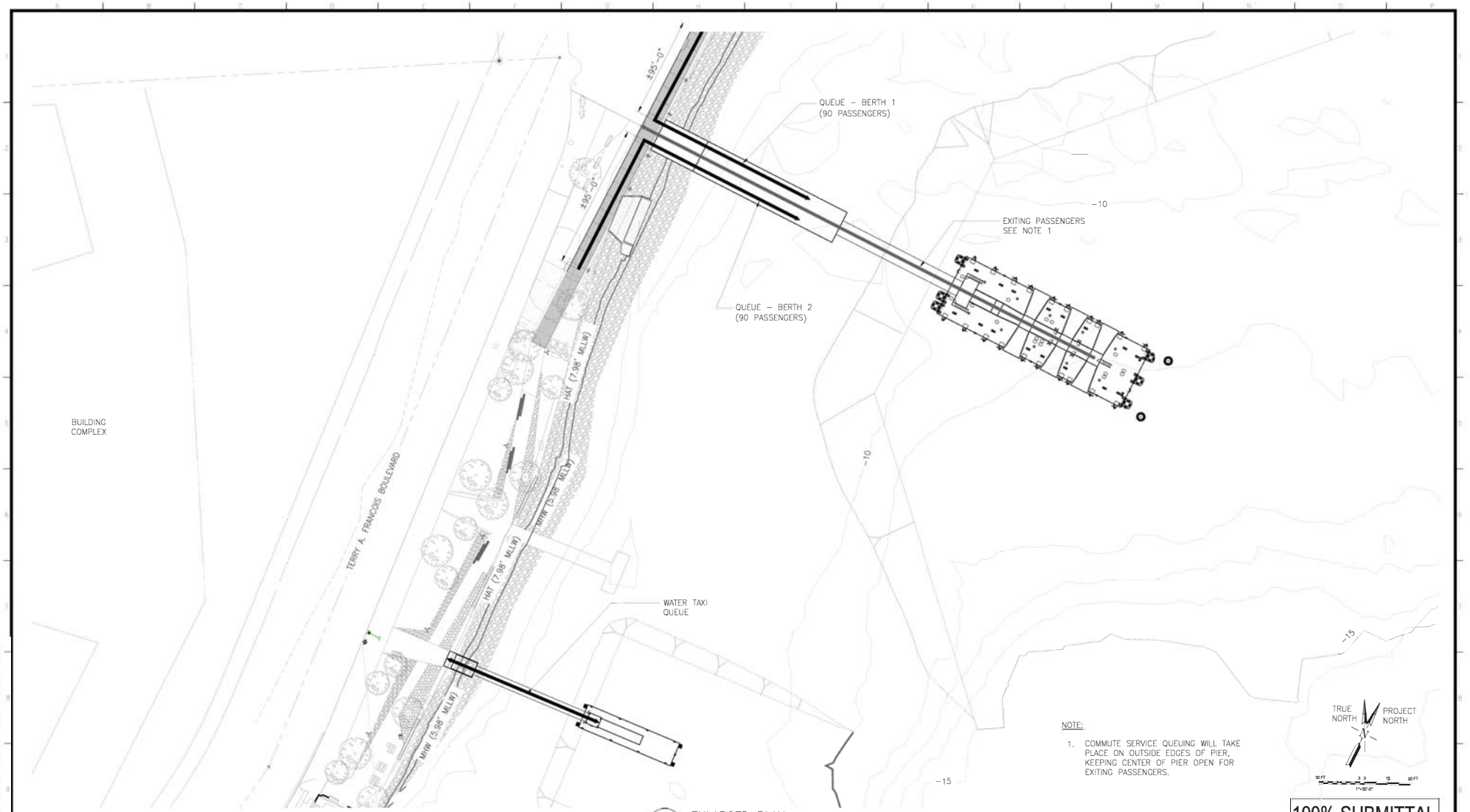
MISSION BAY FERRY LANDING AND WATER TAXI LANDING

ENLARGED PLAN AT FERRY AND WATER TAXI LANDINGS

CONTRACT NO. A085311
SHEET NO. G012
FILE NO.
REV. NO. D

VIEW: PLOT1

Attachment 2



1 ENLARGED PLAN
G011 G012 SCALE: 1"=30'-0"

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JMC	HMDF

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

PORT OF SAN FRANCISCO

COWI-OLMM

CONSULTANT
COWI NORTH AMERICA INC
1300 CLAY STREET, 7TH FLOOR,
OAKLAND, CA 94612

DESIGNED:	JRVS	DATE: 10-26-18
DRAWN:	ADLR	DATE: 10-26-18
CHECKED:	JMC	DATE: 10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: 1"=30'-0"
SHEET OF SHEETS -

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

COMMUTER QUEUE FERRY AND WATER TAXI LANDINGS

CONTRACT NO. A085311
SHEET NO. G013
FILE NO.
REV. NO. 0

VIEW: PLOT1

Attachment 2

LANDSIDE DEMOLITION NOTES

1. CONTRACTOR SHALL OBTAIN A COPIES OF THE GEOTECHNICAL REPORTS PREPARED BY TREADWELL & ROLLO, AND GTC, INC. AND FOLLOW ALL RECOMMENDATIONS CONTAINED THEREIN.
2. CONTRACTOR SHALL OBTAIN A COPY OF THE TERRY A. FRANCOIS BOULEVARD (TFB) IMPROVEMENT PLANS PRIOR TO REMOVAL OF PROPOSED INFRASTRUCTURE TO REMAIN OR TO BE UPGRADED. NOTE THAT THE NEW TFB STREET IMPROVEMENTS ARE BEING CONSTRUCTED AT THE TIME OF THIS SUBMITTAL, AND ARE ANTICIPATED TO BE COMPLETE BY THE START OF CONSTRUCTION OF THIS PROJECT. THEREFORE THE TFB IMPROVEMENTS ARE ASSUMED TO BE THE "EXISTING CONDITION."
3. SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF DEMOLITION.
4. UPON REQUEST, OWNER'S REPRESENTATIVE WILL MAKE AVAILABLE TO CONTRACTOR ANY SITE SPECIFIC REPORTS PRIOR TO DEMOLITION. SEE SHEETS C-111 AND C-112 FOR EROSION CONTROL PLAN AND DETAILS.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ROUTING EXISTING UTILITIES TO MAINTAIN SERVICES TO ADJACENT BUILDINGS. CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTING AND CAPPING OF EXISTING UTILITIES AND SHALL COORDINATE WITH THE PORT OF SAN FRANCISCO, SFPUC AND/OR OTHER UTILITY COMPANIES, AS APPLICABLE, FOR UTILITY SHUT OFF AND DISCONNECTION PRIOR TO DEMOLITION.
6. CONTRACTOR SHALL CONFIRM THAT ANY REMOVAL OF ELECTRICAL LINES, LIGHT POLES, AND BOXES WILL NOT AFFECT OR DISRUPT THE POWER TO THE ADJACENT BUILDINGS, STREET LIGHTS, OR TRAFFIC LIGHTS.
7. CONTRACTOR SHALL REMOVE AND RECYCLE/SALVAGE/DISPOSE OF ALL EXISTING SITE FEATURES AND FACILITIES SUCH AS BUILDING FOOTINGS, WALLS, AND PAVEMENTS IN ACCORDANCE WITH KEYNOTES ON THIS SHEET AND SPECIFICATIONS. ITEMS TO BE DISPOSED OF SHALL BE DONE SO IN A LEGAL MATTER AS THE CONTRACTOR'S PROPERTY.
8. CONTRACTOR SHALL PROTECT ALL ADJACENT BUILDINGS, FOUNDATIONS, SHORELINE REVETMENTS, SIDEWALKS, ROADWAYS, TREES, UTILITIES, OR OTHER INFRASTRUCTURE DURING DEMOLITION. CONTRACTOR IS RESPONSIBLE FOR REPAIRS TO AND/OR REPLACEMENT OF ANY DAMAGE RELATED TO DEMOLITION ACTIVITIES.
9. DISCONNECT, CAP, AND PLUG EXISTING STORM DRAIN AND SANITARY SEWER PIPE WITHIN THE LIMITS OF WORK PER PORT STANDARDS.
10. DISCONNECT AND REMOVE EXISTING WATER, GAS, ELECTRIC, AND DATA UTILITIES WITHIN THE LIMITS OF WORK PER APPROVED METHODS OF RELEVANT UTILITY PROVIDER.
11. AREAS TO BE IMPROVED SHALL BE STRIPPED OF CONCRETE, LOOSE SURFACE SOIL, ROCKS, BOULDERS, VEGETATION, AND TOPSOIL. WHERE THEY CONFLICT WITH NEW FOUNDATIONS OR OTHER IMPROVEMENTS, EXISTING SLABS, COLUMNS, GRADE BEAMS, FOUNDATIONS AND OTHER BELOW-GRADE STRUCTURES SHALL BE REMOVED DURING SITE DEMOLITION. ANY RESULTING EXCAVATIONS, WHICH EXTEND BELOW FINISHED SUBGRADE AND ARE NOT BENEATH NEW FOUNDATIONS, SHALL BE BACKFILLED WITH GEOTECHNICAL ENGINEER APPROVED SOILS PER SPECIFICATIONS.
12. ALL EXISTING FOUNDATIONS, WHICH WILL NOT BE REUSED, SHOULD BE REMOVED. SPECIFICALLY, WHERE ENCOUNTERED, ALL PILE CAPS AND FOOTINGS SHOULD BE COMPLETELY REMOVED BENEATH NEW UTILITIES, PAVEMENTS, SIDEWALKS, AND LANDSCAPED AREAS. PILES SHOULD BE REMOVED SUFFICIENTLY DEEP TO PREVENT "HARD SPOTS". IN GENERAL, SINGLE PILES SHOULD BE REMOVED TO A DEPTH OF AT LEAST FOUR FEET BELOW NEW IMPROVEMENTS AND/OR UTILITIES AND PILE GROUPS SHOULD BE REMOVED AT LEAST EIGHT FEET BELOW NEW IMPROVEMENTS AND/OR UTILITIES, OR TO THE BAY MUD, WHICHEVER IS SHALLOWER. THE GEOTECHNICAL ENGINEER MAY VARY THE DEPTH OF PILE REMOVAL BASED UPON SITE SPECIFIC CONDITIONS.
13. ALL HAZARDOUS WASTES, TRANSFORMERS, AND WIRING SHALL BE PROPERLY DISPOSED PER STATE LAW AND/OR PORT STANDARDS, WHICHEVER IS MORE STRINGENT.
14. REMOVE NOTED UNDERGROUND UTILITIES & STRUCTURES ON PROPERTY WITHIN SPECIFIED DEPTH REQUIRED BY GEOTECHNICAL ENGINEER.
15. ALL EXISTING STREET CURBS, PAVEMENT, SIGNS, PARKING METERS, ETC. WITHIN LIMITS OF WORK TO REMAIN SHALL BE PROTECTED THROUGHOUT COURSE OF CONSTRUCTION UNLESS SPECIFICALLY DESIGNATED FOR REMOVAL.
16. CONTRACTOR SHALL NOTIFY ARCHEOLOGIST FOR INSPECTION OF EARTHWORK AS APPLICABLE.
17. ALL ASPHALT PAVING WITHIN LIMITS OF WORK TO BE REMOVED AND DELIVERED TO RECYCLING FACILITY.
18. REMOVED CONCRETE CURBS, SLABS, WALLS AND OTHER CONCRETE STRUCTURES SHALL BE RECYCLED INTO REUSABLE AGGREGATES.
19. OTHER SITE HARDSCAPE MATERIALS TO BE RECYCLED TO THE EXTENT POSSIBLE. SEE SPECIFICATIONS.
20. PLANT MATERIAL TO BE REMOVED SHALL BE SHIPPED FOR DELIVERY TO A COMPOSTING FACILITY OR SALVAGED FOR REUSE ON PROJECT OR AS DIRECTED BY THE PORT OF SAN FRANCISCO.
21. CONTRACTOR SHALL TAKE EXTREME CARE TO PROTECT ALL EXISTING SURVEY MONUMENTS IN PLACE.
22. REFER TO WATERSIDE DEMOLITION PLANS FOR REMOVAL OF ALL INFRASTRUCTURE BEYOND THE TOP OF BANK.

TREE PROTECTION NOTES

1. SEE EROSION CONTROL PLAN SHEETS C-111 AND C-112 FOR TREE REMOVAL AND PROTECTION PROCEDURES.
2. CONTRACTOR SHALL COORDINATE WITH LANDSCAPE PLANS FOR TREES TO BE REMOVED AND/OR PROTECTED. FOR PROTECTION OF TREES DURING CONSTRUCTION, CONTRACTOR SHALL FOLLOW THE CITY OF SAN FRANCISCO TREE PROTECTION STANDARDS.

DEMOLITION LEGEND

LANDSIDE DEMOLITION LIMITS OF WORK (OFFSET 2' FOR CLARITY)

PAVEMENT SAWCUT LINE

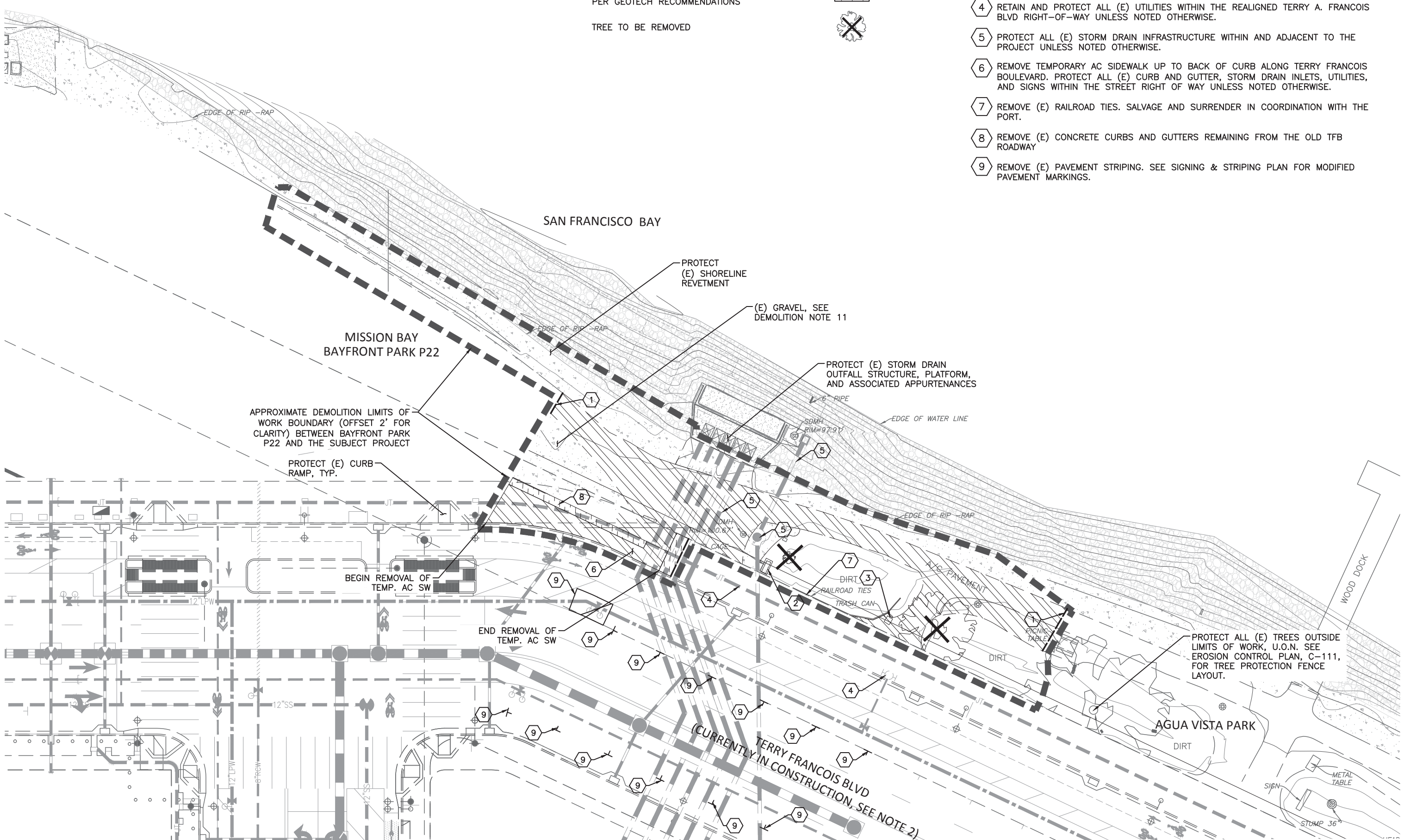
REMOVE (E) AC PAVING TO SUBBASE PER GEOTECH RECOMMENDATIONS

REMOVE (E) CONC. PAVING TO SUBBASE PER GEOTECH RECOMMENDATIONS

TREE TO BE REMOVED

DEMOLITION KEY NOTES

1. CLEANLY SAWCUT EX. AC PAVING/CONCRETE PAVEMENT AND CURBS WHERE INDICATED.
2. RELOCATE (E) IRRIGATION BACKFLOW PREVENTER. REFER TO THE SITE UTILITY PLAN FOR THE NEW LOCATION.
3. REMOVE (E) TRASH CANS. SALVAGE AND SURRENDER IN COORDINATION WITH THE PORT.
4. RETAIN AND PROTECT ALL (E) UTILITIES WITHIN THE REALIGNED TERRY A. FRANCOIS BLVD RIGHT-OF-WAY UNLESS NOTED OTHERWISE.
5. PROTECT ALL (E) STORM DRAIN INFRASTRUCTURE WITHIN AND ADJACENT TO THE PROJECT UNLESS NOTED OTHERWISE.
6. REMOVE TEMPORARY AC SIDEWALK UP TO BACK OF CURB ALONG TERRY FRANCOIS BOULEVARD. PROTECT ALL (E) CURB AND GUTTER, STORM DRAIN INLETS, UTILITIES, AND SIGNS WITHIN THE STREET RIGHT OF WAY UNLESS NOTED OTHERWISE.
7. REMOVE (E) RAILROAD TIES. SALVAGE AND SURRENDER IN COORDINATION WITH THE PORT.
8. REMOVE (E) CONCRETE CURBS AND GUTTERS REMAINING FROM THE OLD TFB ROADWAY
9. REMOVE (E) PAVEMENT STRIPING. SEE SIGNING & STRIPING PLAN FOR MODIFIED PAVEMENT MARKINGS.



100% SUBMITTAL
OCTOBER 26, 2018

0 10' 20' 40'

N

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JS	SD

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

COWI-OLMM

CONSULTANT
LOTUS WATER, INC.
660 Mission Street, Suite 200
San Francisco, CA 94105

DESIGNED: JS DATE: 2/14/18
DRAWN: TS DATE: 2/14/18
CHECKED: SDD DATE: 2/16/18

APPROVED BY SAN FRANCISCO PORT COMMISSION
DATE: __________
CHIEF HARBOR ENGINEER

SCALE: 1"=20'
SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

LANDSIDE SITE DEMOLITION PLAN

CONTRACT NO. A085311
SHEET NO. C110
FILE NO.
REV. NO. C

VIEW: PLOT1

EROSION CONTROL NOTES:

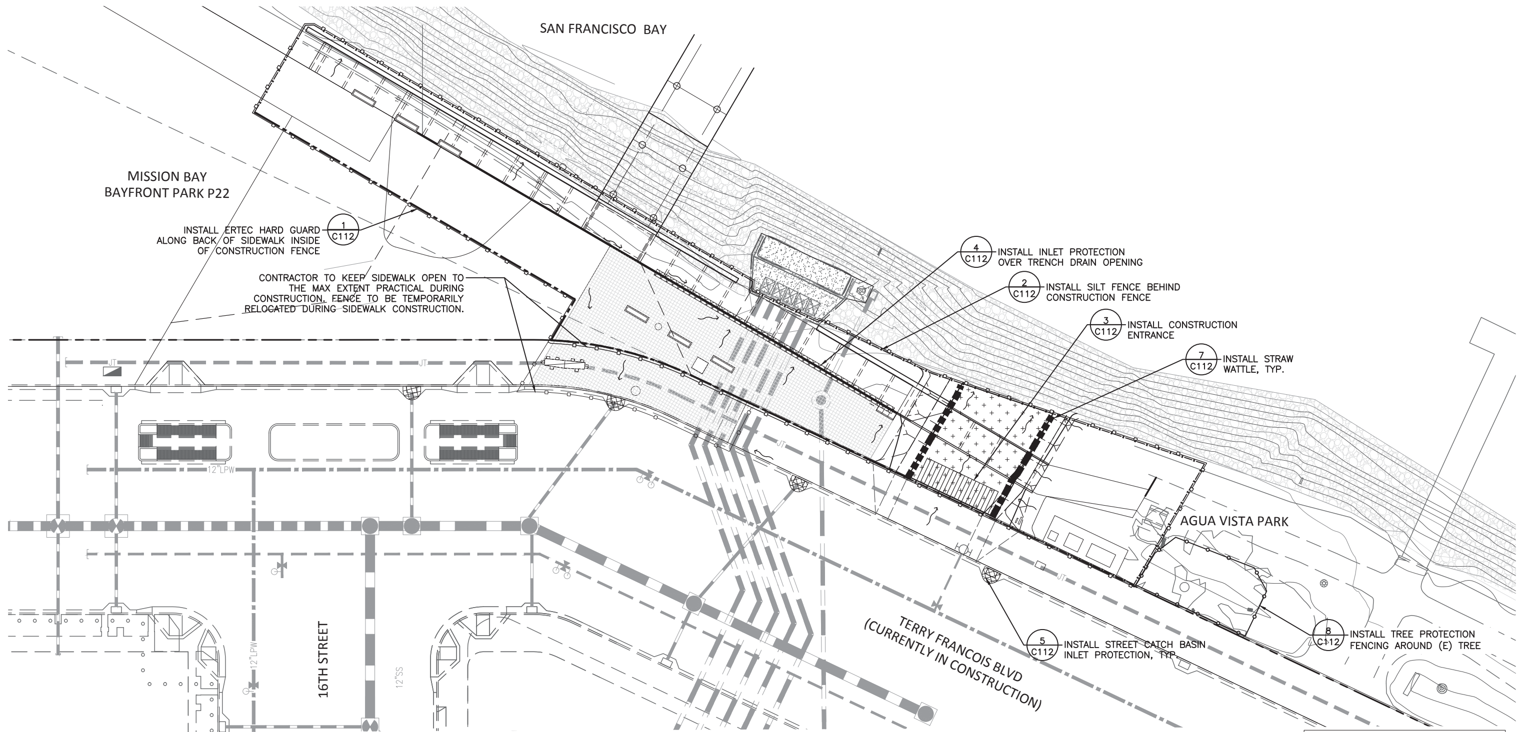
1. THIS EROSION CONTROL PLAN WILL SUPPLEMENT THE PROJECT STORM WATER POLLUTION PREVENTION PLAN PROVIDED BY OTHERS, IF REQUIRED.
2. THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. IN GENERAL, THE CONTRACTOR IS RESPONSIBLE FOR KEEPING SEDIMENT STORM RUNOFF FROM LEAVING THE SITE. SEDIMENT ROLLS AND SILT FENCES SHALL BE USED BY THE CONTRACTOR ON AN AS-NEEDED BASIS TO INHIBIT SILT FROM LEAVING THE SITE AND ENTERING THE STORM DRAIN SYSTEM. TEMPORARY EROSION CONTROL DEVICES WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE OPERABLE YEAR AROUND OR UNTIL VEGETATION IS ESTABLISHED ON SLOPED SURFACES.
3. AFTER OCTOBER 1ST TO APRIL 15TH, ALL EROSION CONTROL MEASURES SHALL BE INSPECTED AND MAINTAINED DAILY, WHENEVER RAIN IS IN THE FORECAST AND AFTER EACH STORM. BREACHES IN DIKES AND TEMPORARY SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST. THE NAME OF THE PERSON RESPONSIBLE FOR THE DAILY MAINTENANCE OF THESE FACILITIES SHALL BE ON RECORD WITH THE CITY ALONG WITH A PHONE NUMBER WHERE THEY CAN BE REACHED 24 HOURS A DAY. THESE FACILITIES SHALL CONTROL AND CONTAIN EROSION-CAUSED SILT DEPOSITS AND PROVIDE FOR THE SAFE DISCHARGE OF SILT FREE STORM WATER INTO EXISTING AND PROPOSED STORM DRAIN FACILITIES AND PRE-EXISTING DRAINAGE PATTERNS. DESIGN OF THESE FACILITIES MUST BE APPROVED AND UPDATED EACH YEAR BY THE CIVIL ENGINEER.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE SAN FRANCISCO PUBLIC UTILITIES COMMISSION AND THE PORT OF SAN FRANCISCO. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE CITY OF SAN FRANCISCO AND THE PORT OF SAN FRANCISCO.
5. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUB-CONTRACTORS AND SUPPLIERS ARE AWARE OF ALL STORM WATER QUALITY MEASURES AND CORRECTLY IMPLEMENT SUCH MEASURES. FAILURE TO COMPLY WITH THE APPROVED CONSTRUCTION WILL RESULT IN THE ISSUANCE OF CORRECTION NOTICES, CITATIONS, AND/OR A PROJECT STOP ORDER.
6. ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM THE STREET AREAS UPON STARTING OPERATIONS AND PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
7. IF EXISTING DRIVEWAY IS REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE AGES MUD MAT FOR THE FULL WIDTH AND LENGTH SHOWN IN THESE PLANS AT ENTRANCE TO THE SITE. LOCATION TO BE APPROVED BY CITY ENGINEER IN THE FIELD. CONSTRUCTION EGRESS SHALL BE EQUIPPED WITH A TRUCK WASHING STATION. ALL TRUCKS SHALL WASH TIRES AND UNDERSIDE OF VEHICLES AS APPROPRIATE WHEN LEAVING THE ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THE SAME DAY AS REQUIRED BY THE CITY ENGINEER.
8. DURING THE RAINY SEASON (OCTOBER 1 TO APRIL 15), ALL PAVED AREAS ARE TO BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE IS TO BE MAINTAINED SO AS TO MINIMIZE SEDIMENT RUNOFF TO ANY STORM DRAIN SYSTEM OR ADJACENT LANDSCAPE.
9. DURING PERIODS WHEN STORMS ARE FORECAST –
   - EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
   - ANY EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY.
   - WHERE STOCKPILING IS NECESSARY, USE A TARPAULIN
   - AND SURROUND THE STOCKPILED MATERIAL WITH SEDIMENT ROLLS, GRAVEL SEDIMENT BARRIER, SILT FENCE, OR OTHER RUNOFF CONTROLS.
   - USE INLET CONTROLS AS NEEDED (E.G. ERTEC DRAIN INLET PROTECTION) FOR STORM DRAINS IMMEDIATELY DOWNSTREAM FROM THE PROJECT SITE OR STOCKPILED SOIL.
10. THOROUGHLY SWEEP ALL PAVED AREAS EXPOSED TO SOIL EXCAVATION AND PLACEMENT.
11. STAND-BY CREWS SHALL BE ALERTED BY THE PERMITEE OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
12. AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES AND CONCRETE SHALL BE INSTALLED COMPLETE AS SHOWN ON THE IMPROVEMENT PLANS AS APPROPRIATE FOR THE CURRENT DRAINAGE INLET PROTECTION. SEDIMENT BARRIERS SHALL BE INSTALLED AS SOON AS THE STORM DRAINAGE SYSTEM IS INSTALLED.
13. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
14. SANDBAGS SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS, WHEN THE RAIN FORECAST IS 40% OR GREATER, OR WHEN DIRECTED BY THE INSPECTOR. APPROVED SANDBAG FILL MATERIALS ARE SAND, DECOMPOSED GRANITE AND/ OR GRAVEL, OR OTHER MATERIALS APPROVED BY THE INSPECTOR.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING SAFETY OF VEHICLES OPERATING IN ROADWAY ADJACENT TO EROSION CONTROL FACILITIES. CONTRACTOR SHALL ENSURE THAT PONDING/FLOODING IN STREETS DOES NOT INTERFERE WITH TRAFFIC LANES AT ANY TIME.
16. DUST CONTROL SHOULD BE PRACTICED ON ALL CONSTRUCTION SITES WITH EXPOSED SOILS AS NEEDED. IT IS IMPORTANT IN WINDY OR WIND-PRONE AREAS. DUST CONTROL IS CONSIDERED A TEMPORARY MEASURE AND AS AN INTERMEDIATE TREATMENT BETWEEN SITE DISTURBANCE AND CONSTRUCTION, PAVING, OR RE-VEGETATION. REFER TO EROSION CONTROL AND SEDIMENT CONTROL FIELD MANUAL, 3RD EDITION, PREPARED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, SAN FRANCISCO BAY REGION.
17. WHEN POSSIBLE WORK SHOULD BE CONDUCTED DURING PERIODS OF NO OR LOW SURFACE RUNOFF FLOW.

TREE PROTECTION NOTES:

1. PROTECT ALL EXISTING TREES WHOSE DRIP LINE IS WITHIN 25 FEET OF EXCAVATION, TRENCHING, GRADING, OR PATHWAY WORK, AGAINST INJURY OR DAMAGE FROM CONSTRUCTION OPERATIONS.
2. EXISTING TREES AND SHRUBS OUTSIDE THE LIMITS OF WORK SHALL BE REMOVED ONLY UPON PRIOR APPROVAL.
3. TREES TO BE SAVED SHALL BE FLAGGED AND MARKED BY THE LANDSCAPE ARCHITECT PRIOR TO ANY CLEARING OR STRIPPING WORK AND, AFTER PAVEMENT AND/OR WALL REMOVAL, PROTECTIVE FENCING SHALL BE INSTALLED TO ENCOMPASS ALL AREAS BENEATH THE CANOPY.
4. REFER TO LANDSCAPE ARCHITECT BEFORE COMMENCING WITH ANY DEMOLITION WORK OR GRADING FOR PROPER PROCEDURES IN VICINITY OF EXISTING TREES.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL THE TREES AND PLANTING DESIGNATED TO REMAIN RECEIVE ALL REASONABLE PROTECTION, CARE AND MAINTENANCE REQUIRED FOR THEIR SURVIVAL DURING AND AFTER CONSTRUCTION.
6. TREE PROTECTION AREAS SHALL BE PROTECTED FROM STOCKPILING OF MATERIALS, VEHICLE PARKING AND TRAFFIC, DUMPING OF REFUSE, GARBAGE AND WASTE, AND CONTINUOUS PUDDLING OR RUNNING WATER.
7. IF TREE PROTECTION FENCING IS MOVED DURING THIS WORK WITHIN THE ROOT ZONE, THE CONTRACTOR SHALL REPLACE THE FENCING FOLLOWING THE WORK.
8. WHERE IT IS NECESSARY TO TRENCH, EXCAVATE OR GRADE WITHIN THE DRIP LINES AND ROOT ZONES OF EXISTING TREES, THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO TREE AND TREE ROOTS. EXCAVATION IN THESE AREAS SHALL BE DONE BY HAND. WHERE TWO (2) INCH AND LARGER ROOTS OCCUR AT THE TREE, NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO PROCEEDING. ROOTS SHALL BE CUT AT THE TIME OF EARTHWORK WITH CLEAN VERTICAL CUT. CLOSE ALL TRENCHES WITHIN ROOT ZONE WITHIN 24 HOURS. WHERE THIS IS NOT POSSIBLE, ANY ROOTS EXPOSED FOR MORE THAN 24 HOURS SHALL BE COVERED WITH BURLAP AND KEPT MOIST ON THE SIDE OF THE TRENCH ADJACENT TO THE TREE. WHENEVER POSSIBLE, COMBINE UTILITIES, LIGHTING AND IRRIGATION IN COMMON TRENCHES.

EROSION CONTROL LEGEND

- HYDRO STRAW
- TREE PROTECTION FENCING
- SILT FENCE
- CONSTRUCTION PERIMETER FENCE
- HARDSCAPE INLET PROTECTION
- STREET DRAIN INLET PROTECTION
- STRAW WATTLE
- ERTEC HARDGUARD
- STABILIZED CONSTRUCTION ENTRANCE



100% SUBMITTAL
OCTOBER 26, 2018

0 10' 20' 40'
N

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JS	SD

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

PORT OF SAN FRANCISCO

COWI·OLMM

CONSULTANT
LOTUS WATER, INC.
660 Mission Street, Suite 200
San Francisco, CA 94105

		DATE:
DESIGNED:	JS	2/14/18
DRAWN:	TS	2/14/18
CHECKED:	SDD	2/16/18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: ________
CHIEF HARBOR ENGINEER

SCALE: 1"=20'
SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

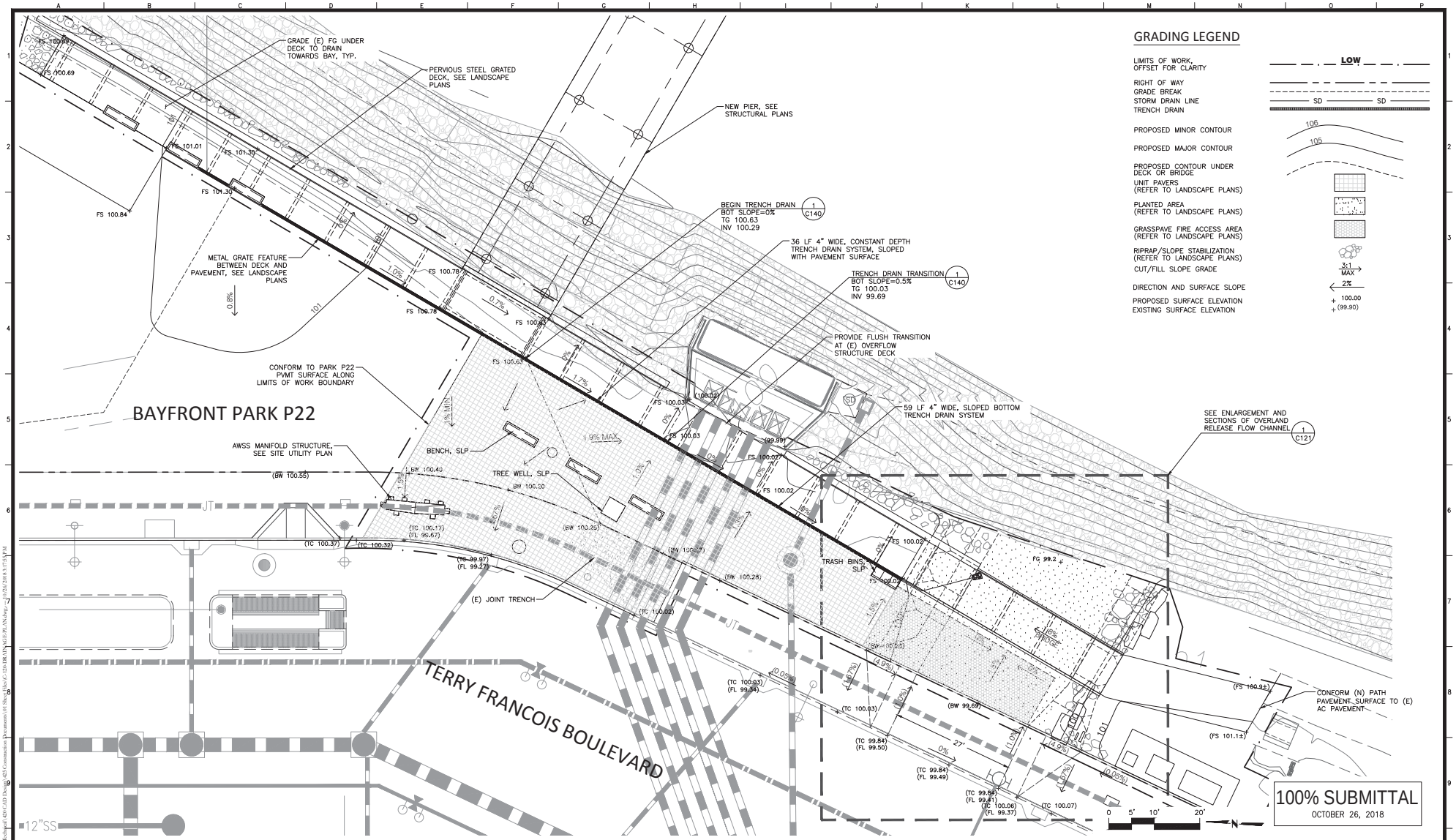
EROSION AND SEDIMENT CONTROL PLAN

CONTRACT NO. A085311
SHEET NO. C111
FILE NO.
REV. NO. C

VIEW: PLOT1

\\192.168.215.52\projects\1103 Mission Bay Ferry Landing Plans\400 Technical\420 CAD Design\425 Construction Documents\01 Sheet Files\C-111-EROSION CONTROL.dwg—10/26/2018 2:17:15 PM

Attachment 2



NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JS	SD

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

PORT OF SAN FRANCISCO

COWI·OLMM

CONSULTANT
LOTUS WATER, INC.
660 Mission Street, Suite 200
San Francisco, CA 94105

DESIGNED:	JS	DATE: 2/14/18
DRAWN:	TS	DATE: 2/14/18
CHECKED:	SDD	DATE: 2/16/18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: 1"=10'
SHEET OF SHEETS

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

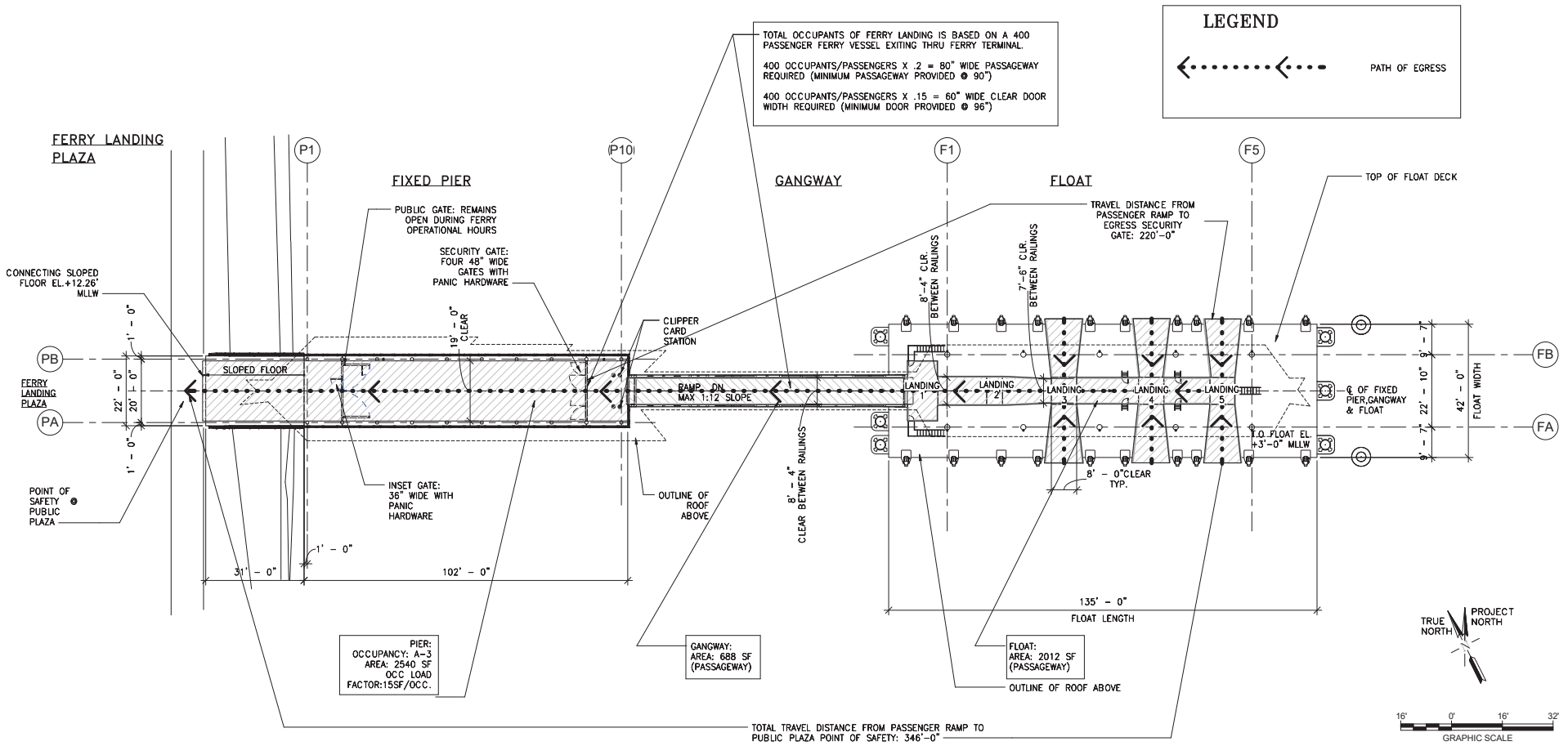
GRADING AND DRAINAGE PLAN

CONTRACT NO. A085311
SHEET NO. C120
FILE NO.
REV. NO. C

VIEW: PLOT1

P:\1105 Mission Bay Ferry Landing Phase\400 Technical\420 CAD Design\423 Construction Documents\01 Sheet Files\C120 DRAINAGE PLAN.dwg — 10/26/2018 3:17:15 PM

Attachment 2



1 A003 | A003 OVERALL FERRY LANDING FLOOR PLAN EXIT DIAGRAM

SCALE: 1/16" = 1'-0"

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	VF	RB

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

COWI·OLMM

CONSULTANT
Robin Chiang & Company
381 Tehama Street
San Francisco, CA 94103

DESIGNED:	RB	DATE: 10-26-18
DRAWN:	VF	DATE: 10-26-18
CHECKED:	RB	DATE: 10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS SHOWN
SHEET OF SHEETS

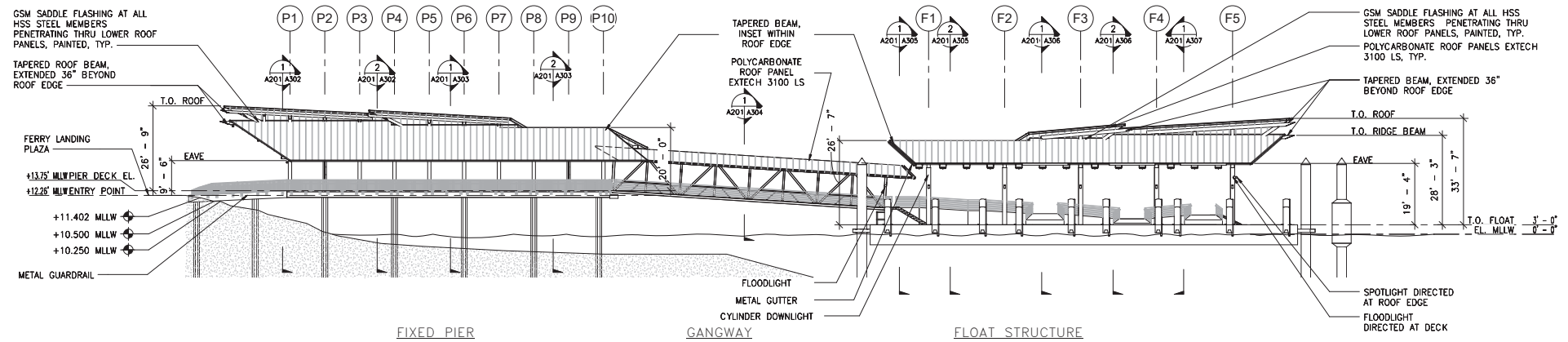
MISSION BAY FERRY LANDING AND WATER TAXI LANDING

EXIT DIAGRAM

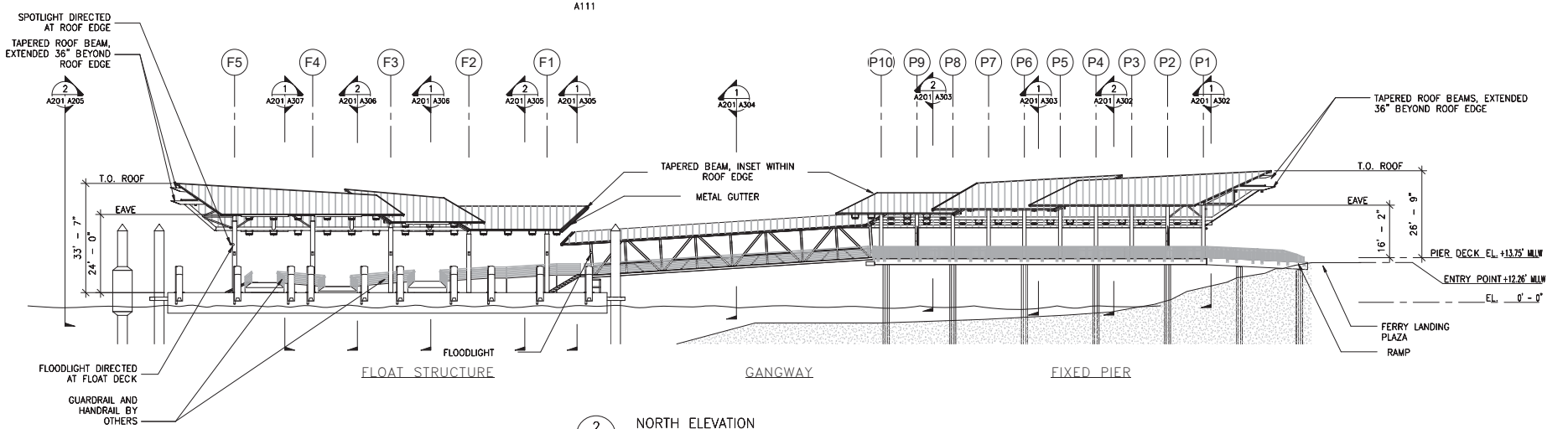
CONTRACT NO. A085311
SHEET NO. A003
FILE NO.
REV. NO. D

VIEW: PLOT1

Attachment 2



1 SOUTH ELEVATION
A100 A201 A110 A111
SCALE: 1/16" = 1'-0"



2 NORTH ELEVATION
A100 A201 A110 A111
SCALE: 1/16" = 1'-0"

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	VF	RB

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

COWI·OLMM

CONSULTANT
Robin Chiang & Company
381 Tehama Street
San Francisco, CA 94103

DESIGNED:	DATE:
RB	10-26-18
DRAWN:	DATE:
VF	10-26-18
CHECKED:	DATE:
RB	10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS SHOWN
SHEET OF SHEETS

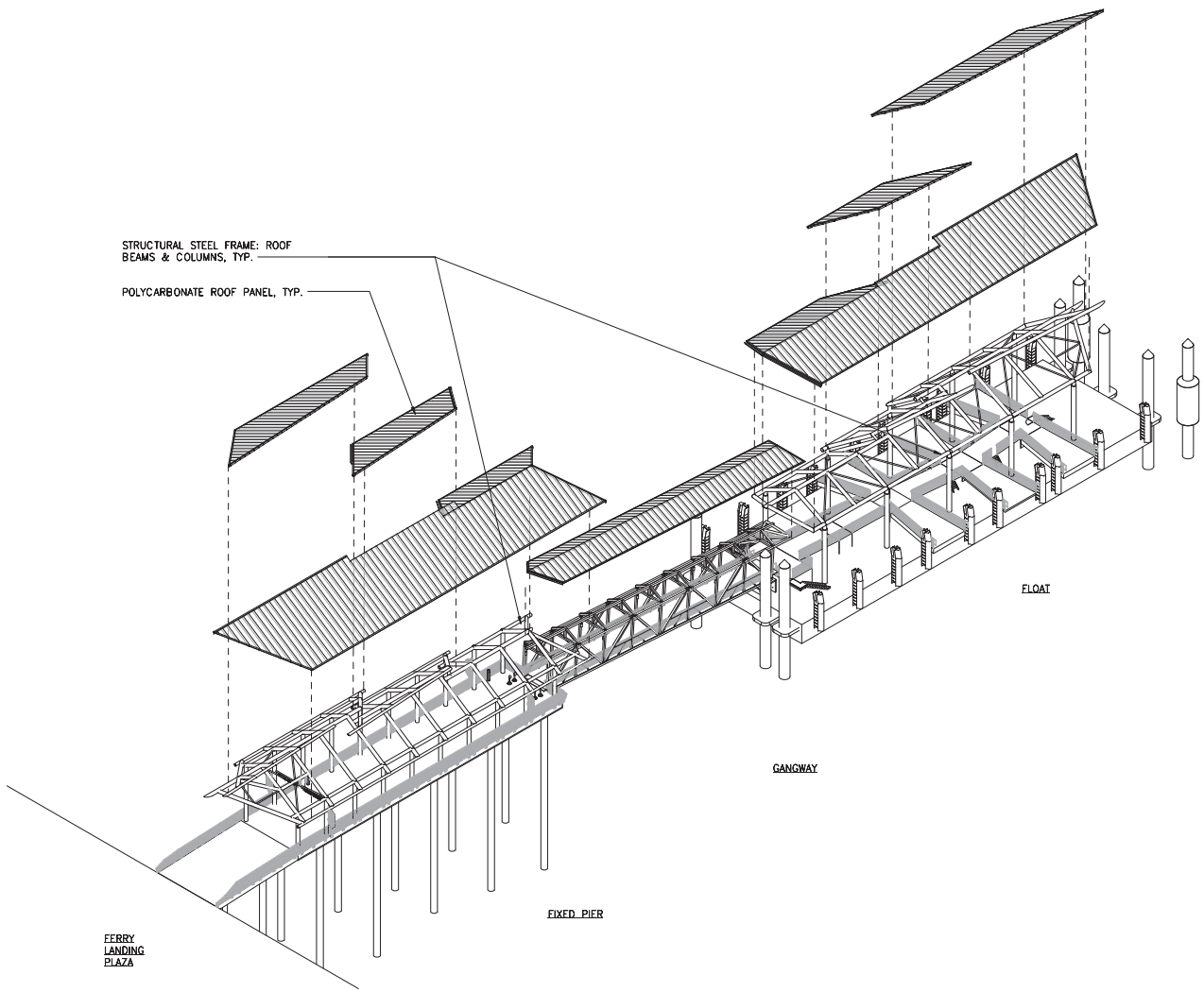
MISSION BAY FERRY LANDING AND WATER TAXI LANDING

FERRY LANDING ELEVATIONS

CONTRACT NO. A085311
SHEET NO. A201
FILE NO.
REV. NO. D

VIEW: PLOT1

Attachment 2



100% SUBMITTAL
AUGUST 03, 2018

NO.	DATE	DESCRIPTION	BY	APP.
D	08/03/18	100% SUBMITTAL	VF	RB
C	06/08/18	90% SUBMITTAL	VF	RB
B	02/16/18	60% SUBMITTAL	TM	RB
A	09/07/17	30% SUBMITTAL	TM	RB

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

CONSULTANT
COWI·OLMM
Robin Chiang & Company
381 Tehama Street
San Francisco, CA 94103

EXPLODED AXON
SCALE:

DESIGNED: DATE: 01-26-18
DRAWN: DATE: 01-26-18
CHECKED: DATE: 01-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS SHOWN
SHEET OF SHEETS

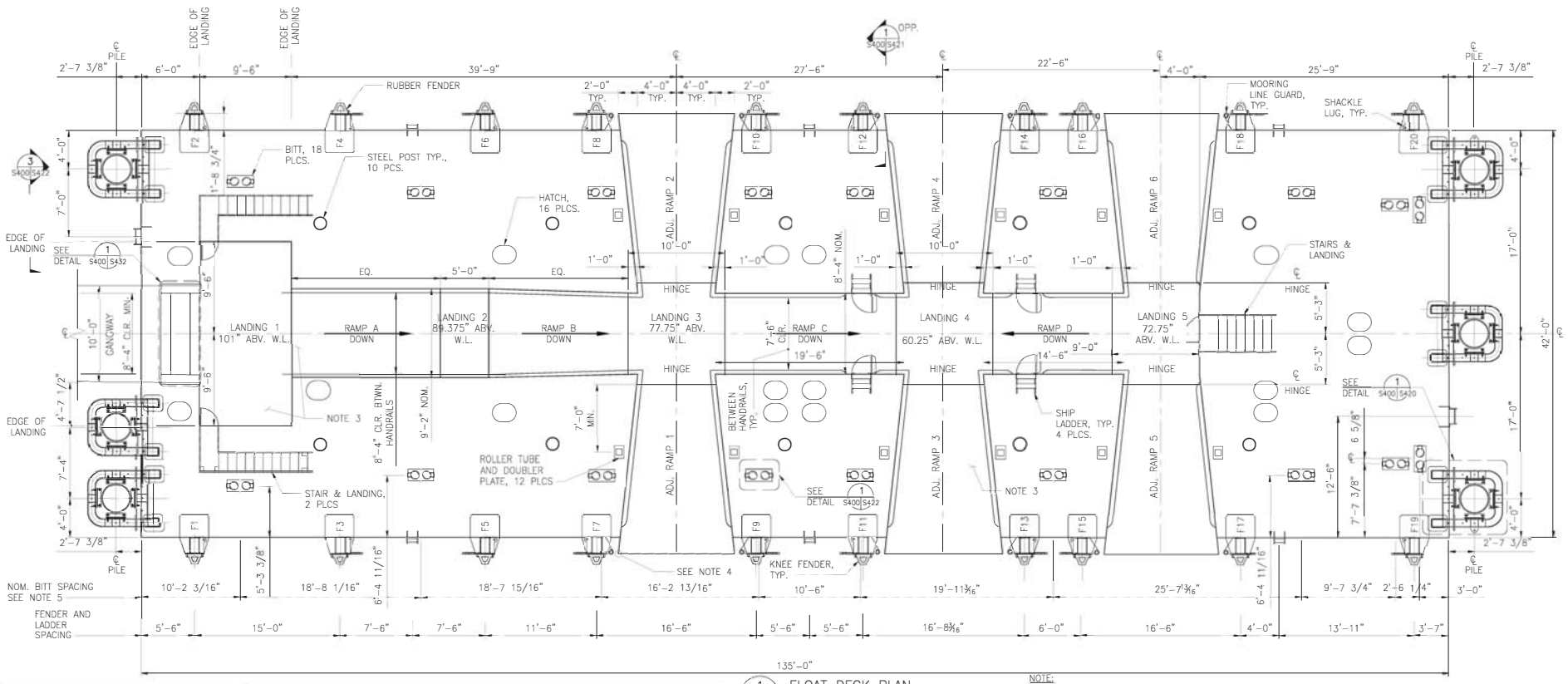
MISSION BAY FERRY LANDING
AND WATER TAXI LANDING

EXPLODED AXONOMETRIC VIEW LOOKING NORTHEAST

CONTRACT NO. A085311
SHEET NO. A830
FILE NO.
REV. NO. D

VIEW: PLOT1

Attachment 2



1 FLOAT DECK PLAN
S100 S400 SCALE: 3/16"=1'-0"

SCHEDULE 1 – FENDERS				
FENDER MARK	MOORING LINE GUARD	NAV. LIGHT	MOORING LINE RACKS	SHACKLE LUG
F1, F2	–	–	–	O
F3, F4	–	–	O	O
F5, F6	–	–	S	O
F7, F8	O	–	S	S
F9, F10	S	–	O	O
F11, F12	O	–	S	S
F13, F14	S	–	O	O
F15, F16	O	–	S	S
F17, F18	S	–	O	–
F19, F20	–	X	S	S

SCHEDULE 2 – ADJUSTABLE RAMPS		
RANGE OF END-OF-RAMP ELEVATIONS ABOVE WATER LEVEL W/ 3'-0" FLOAT FREEBOARD.		
ADJ. RAMP	NORMAL USE RANGE	ULTIMATE RANGE
1, 2	60 1/4" TO 95 1/4"	58" TO 102"
3, 4	42 3/4" TO 77 3/4"	CONTACT WITH FLOAT EDGE. GOAL IS TO HAVE AS CLOSE TO FLOAT DECK AS FEASIBLE (RAMP END 41" NOM.) TO 80"
5, 6	55 1/4" TO 90 1/4"	50" TO 95"

THE NORMAL USE RANGE ENTAILS RAMP SLOPES NOT STEEPER THAN 1:12

THE ULTIMATE RANGE ASSUMES A 19" STROKE LIFT LEG, 7'-0" FROM RAMP HINGE.

O= ITEM ON OFFSHORE END OF KNEE FENDER
S= ITEM ON SHORESIDE END OF KNEE FENDER

NOTE:

1. FOR FEATURES AND DIMENSIONS NOT IDENTIFIED, SEE S405 AND S410.
2. MAXIMUM ALLOWED SLOPE OF FIXED RAMPS, A, B, C AND D IS 1:12.
3. ALUMINUM DECKING WITH NON-SLIP SURFACE AND WITH RIVETS FOR FUTURE REPLACEMENT.
4. VERTICAL POST MUST SLOPE AWAY FROM VESSEL 1:12 OR MORE SO THAT TOP OF POST DOES NOT PROJECT TOWARD VESSEL WHEN ADJ. RAMP IS IN LOW POSITION.
5. WHERE ONE EDGE OF THE MOORING BITT IS SUPPORTED BY A BHD OR FRM, DESIGN INTENT IS FOR THE BITT TO BE POSITIONED SUCH THAT THE EDGE OF THE BASE PLATE REACHES PAST THE BHD PLATE OF FRM WEB, FOR FULL SUPPORT. FIELD VERIFY AND ADJUST FINAL DIMENSION ACCORDINGLY.

TRUE NORTH
PROJECT NORTH

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	JMC	HMDF

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

PORT OF SAN FRANCISCO

COWI·OLMM

CONSULTANT
COWI NORTH AMERICA INC
1300 CLAY STREET, 7TH FLOOR
OAKLAND, CA 94612

MICHAEL SCOTT WILSON S5043 STRUCTURAL

	DATE:
DESIGNED: MSW	10-26-18
DRAWN: ADLR	10-26-18
CHECKED: MJG	10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: 3/16"=1'-0"
SHEET OF SHEETS -

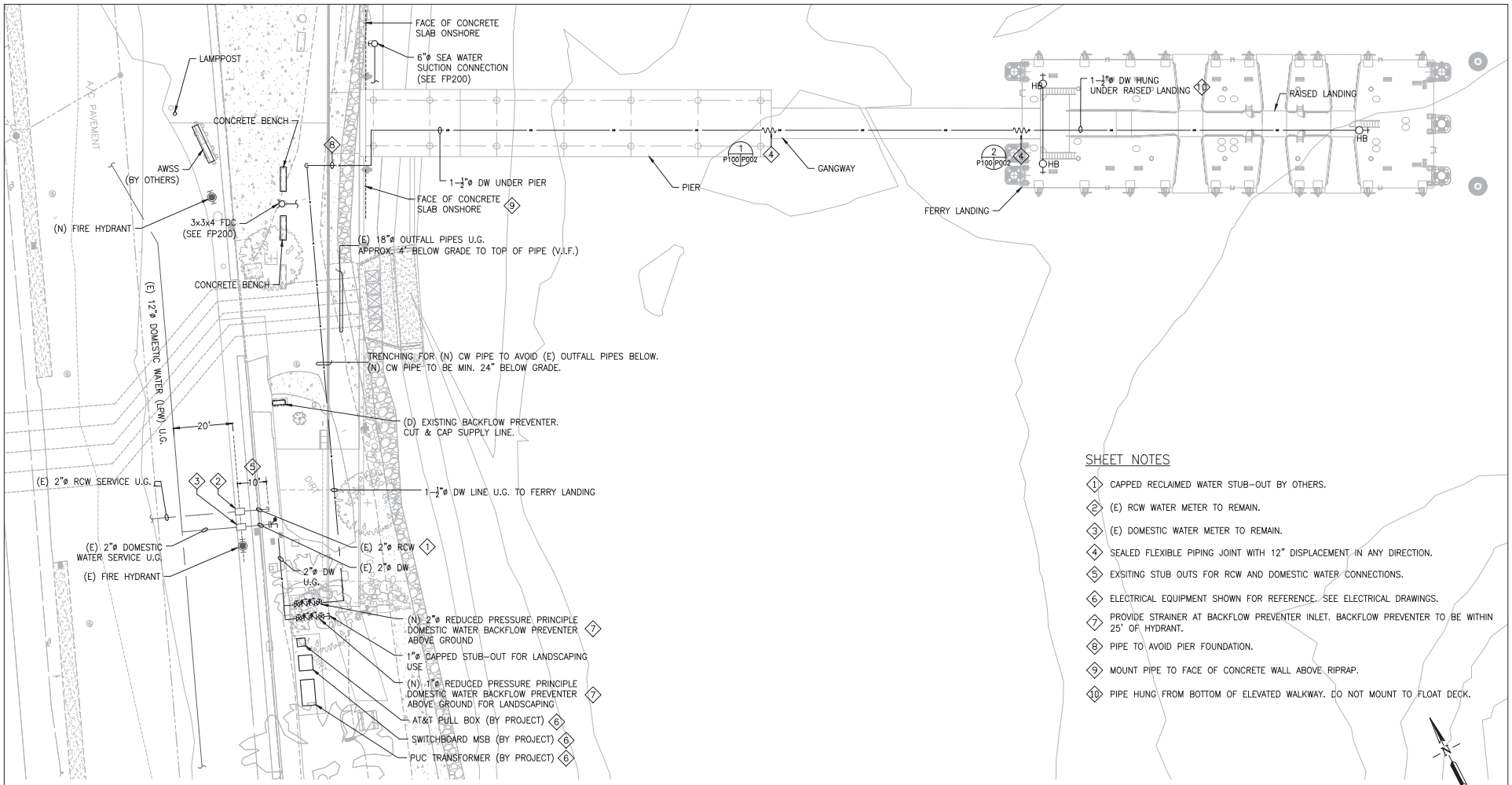
MISSION BAY FERRY LANDING AND WATER TAXI LANDING

FLOAT DECK PLAN

CONTRACT NO. A085311
SHEET NO. S400
FILE NO.
REV. NO. 0

VIEW: PLOT1

Attachment 2



SHEET NOTES

1. CAPPED RECLAIMED WATER STUB-OUT BY OTHERS.
2. (E) RCW WATER METER TO REMAIN.
3. (E) DOMESTIC WATER METER TO REMAIN.
4. SEALED FLEXIBLE PIPING JOINT WITH 12" DISPLACEMENT IN ANY DIRECTION.
5. EXSITING STUB OUTS FOR RCW AND DOMESTIC WATER CONNECTIONS.
6. ELECTRICAL EQUIPMENT SHOWN FOR REFERENCE. SEE ELECTRICAL DRAWINGS.
7. PROVIDE STRAINER AT BACKFLOW PREVENTER INLET. BACKFLOW PREVENTER TO BE WITHIN 25' OF HYDRANT.
8. PIPE TO AVOID PIER FOUNDATION.
9. MOUNT PIPE TO FACE OF CONCRETE WALL ABOVE RIPRAP.
10. PIPE HUNG FROM BOTTOM OF ELEVATED WALKWAY. DO NOT MOUNT TO FLOAT DECK.

1 P100 P100 PLUMBING PLAN – FERRY LANDING
SCALE: 1/16" = 1'

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	MHC	MHC

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING
PORT OF SAN FRANCISCO

COWI-OLMM
CONSULTANT
MHC ENGINEERS
350 8TH STREET
SAN FRANCISCO, CA 94103
PH. (415) 512-7141
FAX (415) 512-7120

REGISTERED PROFESSIONAL ENGINEER
MENG-HSIU CHEN
M19582
EXP. 9/30/19
MECHANICAL
STATE OF CALIFORNIA

DESIGNED:	SW	DATE: 10/26/18
DRAWN:	SW	DATE: 10/26/18
CHECKED:	SW	DATE: 10/26/18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS SHOWN
SHEET OF SHEETS –

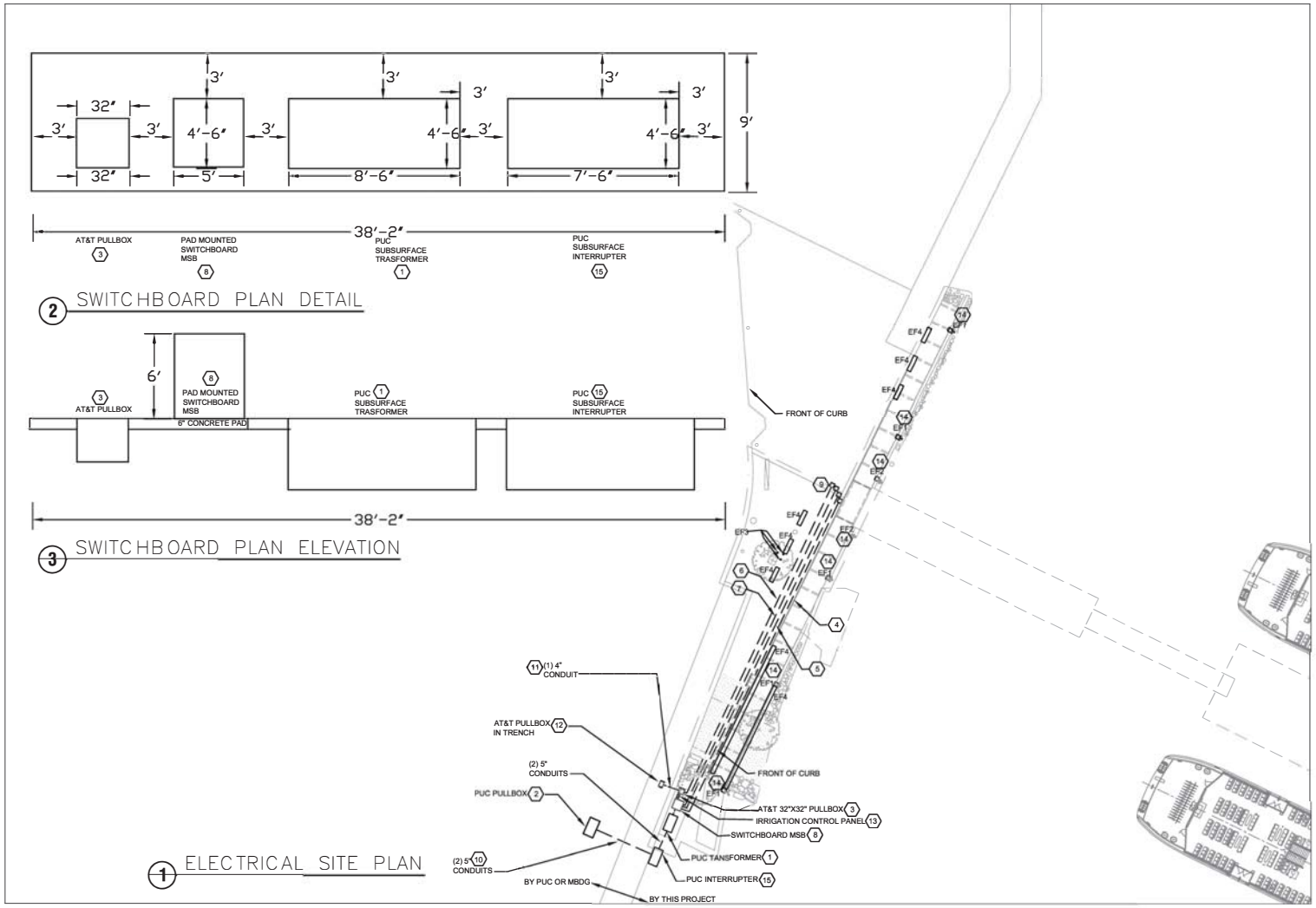
MISSION BAY FERRY LANDING AND WATER TAXI LANDING

PLUMBING PLAN – FERRY LANDING

CONTRACT NO. A085311
SHEET NO. P100
FILE NO.
REV. NO. 0

VIEW: PLOT1

Attachment 2



2 SWITCHBOARD PLAN DETAIL

3 SWITCHBOARD PLAN ELEVATION

1 ELECTRICAL SITE PLAN

SHEET GENERAL NOTES

1. ALL CONDUIT SHALL BE PVC COATED RIGID STEEL, 3/4" MINIMUM UNLESS OTHERWISE NOTED.
2. CONNECT ALL LIGHTING AND POWER DEVICES TO MSB1 UNLESS OTHERWISE NOTED .
3. COORDINATE WITH LANDSCAPE ARCHITECT AND CIVIL ENGINEER FOR LOCATION OF ALL ELECTRICAL EQUIPMENT.
4. COORDINATE WITH LANDSCAPE ARCHITECT AND CIVIL ENGINEER FOR LOCATION OF ALL ELECTRICAL TRENCHES.

SHEET KEYNOTES

1. PROVIDE SUBSURFACE TRANSFORMER, DUAL VOLTAGE 34.5 KV/12KV-208/120V WITH PRIMARY AND SECONDARY PROTECTIONS PER SFPUC SPECIFICATIONS. PROVIDE 8' WORKING CLEARANCE IN FRONT OF TRANSFORMER PER PG&E GREEN BOOK. COORDINATE WITH SFPUC. SEE DETAILS 2 & 3.
2. SFPUC TO FURNISH AND INSTALL PULLBOX, COODINATE WITH PUC.
3. PROVIDE AT&T PULLBOX, COORDINATE WITH AT&T.
4. PROVIDE (2) 2" SPARE AND (2) 4" CONDUIT WITH (4) #500 MCM AWG WITH (1) #1/0 GROUND.
5. PROVIDE (2) 2" SPARE CONDUIT.
6. PROVIDE (3) 2" CONDUITS FOR AT&T + (1) 2" CONDUIT SPARE.
7. PROVIDE (1) 2" CONDUIT FOR PUBLIC ART AND (2) 2" CONDUITS FOR EVENT POWER.. COORDINATE EXACT LOCATION WITH PORT.
8. PROVIDE PAD MOUNTED SWITCHBOARD MSB, 400A, 208/120V, 3-PHASE, 4-WIRE.SEE DETAILS 2 & 3. SWITCHBOARD MSB SHALL BE FRONT ACCESSIBLE. PROVIDE 3' WORKING CLEARANCE IN FRONT OF SWITCHBOARD MSB.
9. SEE SHEET E301 FOR CONTINUATION.
10. FURNISH AND INSTALL UNDERGROUND CONDUITS TO SFPUC PULLBOX. COORDINATE AND FIELD VERIFY TRENCH LOCATION WITH PORT AND (E) AS-BUILTS.
11. FURNISH AND ISTALL UNDERGROUND CONDUIT TO AT&T PULLBOX. COORDINATE AND FILED VERIFY TRENCH LOCATION WITH PORT AND (E) AS-BUILTS.
12. MISSION BAY DEVELOPMENT TO FURNISH AND INSTALL AT&T PULL BOX.
13. COORDINATE EXACT LOCATION OF IRRIGATION CONTROL PANEL WITH SURFACEDESIGN.
14. COORDINATE LIGHT FIXTURE SPECIFICATION AND MOUNTING DETAIL WITH SURFACEDESIGN.
15. FURNISH AND INSTALL PUC INTERRUPTER PER SFPUC SPECIFICATIONS.

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	HRA	HRA

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING
PORT OF SAN FRANCISCO

COWI-OLMM
CONSULTANT HRA
Consulting Engineers
582 Market Street, Suite 1113
San Francisco, CA 94104
(415) 772-0455
Fax: (415) 773-0456
www.hrasng.com

DESIGNED:	DATE:
HRA	10-26-18
DRAWN:	DATE:
HRA	10-26-18
CHECKED:	DATE:
HRA	10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

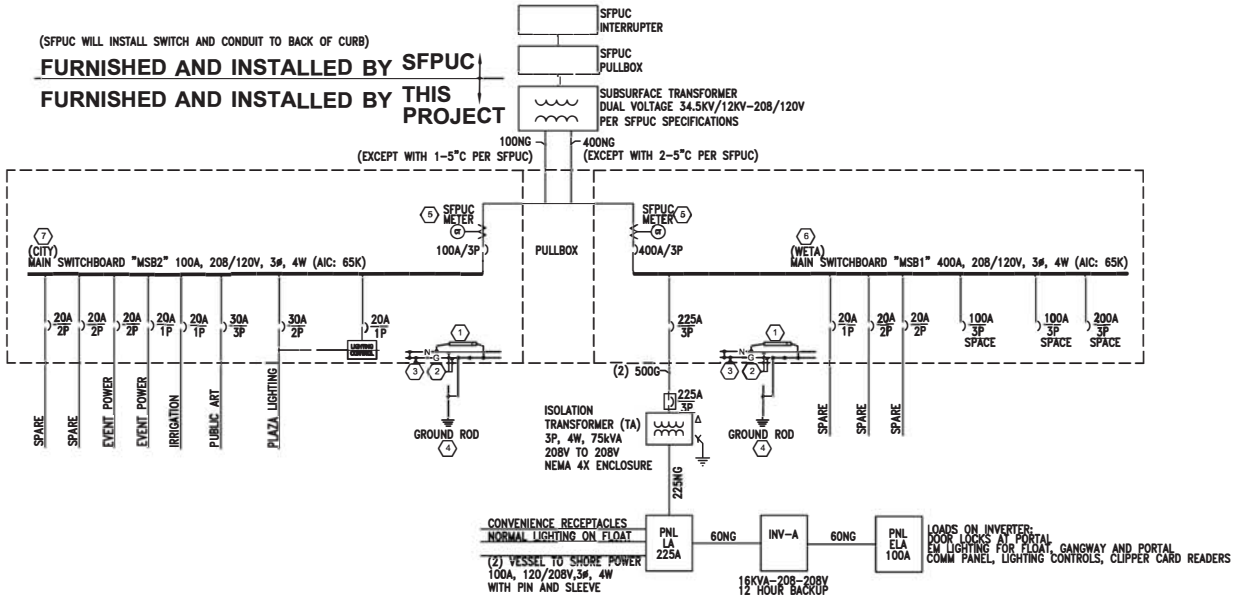
SCALE:
SHEET OF SHEETS

MISSION BAY FERRY LANDING
AND WATER TAXI LANDING

ELECTRICAL SITE PLAN

CONTRACT NO. A085311
SHEET NO. E101
FILE NO.
REV. NO. 0

VIEW: PLOT1



1 SINGLE LINE RISER DIAGRAM

SCALE: NONE

KEYNOTES

1. MAIN SWITCHBOARD NEUTRAL DISCONNECTING LINK.
2. MAIN BONDING JUMPERS TO BE PROVIDED BY SWITCHBOARD MANUFACTURER.
3. 1#250K GROUND, BONDED TO EQUIPMENT FRAME PER N.E.C.
4. INSTALL (2) 10'-0" X 5/8" DIA. COPPER CLAD GROUND ROD. PROVIDE 1#250K GROUND, BOND AT SWITCHBOARD MAIN GROUND BUS "MSB" OR MAIN ELECTRICAL ROOM GROUND BUS "GB1" AND GROUND RODS AS SHOWN PER N.E.C.
5. EUSERC RATED METER SOCKET. COORDINATE WITH SFPUC TO INSTALL METER.
6. SEE E602 FOR MSB1 (WETA) ELECTRICAL CONNECTED LOADS.
7. SEE E602 FOR MSB2 (CITY) ELECTRICAL ESTIMATED LOADS.

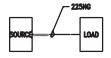
CIRCUIT RATING	CONDUIT SIZE (INCHES) NONE	G	N	NG	NGI	NNG	NNGI	CONDUCTOR SIZE PHASE/NEUTRAL	GND/
15	0.5	0.5	0.5	0.5	0.5	0.5	0.5	12	12
20	0.5	0.5	0.5	0.5	0.5	0.5	0.5	12	12
30	0.5	0.5	0.5	0.5	0.75	0.75	0.75	10	10
40	0.75	0.75	0.75	1	1	1	1	8	10
50	1	1	1	1.25	1.25	1.25	1.25	6	10
60	1	1.25	1.25	1.25	1.5	1.5	1.5	4	10
70	1	1.25	1.25	1.25	1.5	1.5	1.5	4	8
80	1.25	1.25	1.25	1.5	2	2	2	2	8
90	1.25	1.25	1.25	1.5	2	2	2	2	8
100	1.25	1.5	1.5	2	2	2	2.5	1	8
110	1.25	1.5	1.5	2	2	2	2.5	1	6
125	1.25	1.5	1.5	2	2	2	2.5	1	6
150	1.5	2	2	2	2.5	2.5	2.5	1/0	6
175	1.5	2	2	2	2.5	2.5	2.5	2/0	6
200	2	2	2	2.5	2.5	2.5	3	3/0	6
225	2	2.5	2.5	2.5	3	3	3	4/0	4
250	2.5	2.5	2.5	3	3	3	3.5	250	4
300	2.5	3	3	3.5	3.5	3.5	4	350	4
350	3	3.5	3.5	4	4	4	5	500	2
400	2@2	2@2	2@2	2@2.5	2@2.5	2@2.5	2@3	3/0	2
450	2@2	2@2.5	2@2.5	2@2.5	2@3	2@3	2@3	4/0	2
500	2@2.5	2@2.5	2@2.5	2@3	2@3	2@3	2@3.5	250	1
600	2@2.5	2@3	2@3	2@3.5	2@3.5	2@3.5	2@4	350	1
700	2@3	2@3.5	2@3.5	2@4	2@4	2@4	2@5	500	1/0
800	3@2.5	3@3	3@3	3@3	3@3.5	3@3.5	3@3.5	300	1/0
1000	3@3	3@3	3@3	3@3.5	3@4	3@4	3@4	400	2/0
1200	4@2.5	4@3	4@3	4@3.5	4@3.5	4@3.5	4@4	350	3/0
1600	5@3	5@3	5@3	5@3.5	5@4	5@4	5@4	400	4/0
2000	6@3.5	6@3.5	6@3.5	6@4	6@4	6@4	6@5	500	250
2500	7@3.5	7@3.5	7@3.5	7@4	7@4	7@4	7@4	500	350
3000	8@3.5	8@3.5	8@3.5	8@4	8@4	8@4	8@4	500	400

SUBSCRIPT	CONDUCTORS PER CONDUIT
NONE	3 PHASE CONDUCTORS, CONDUIT GROUND
G	3 PHASE CONDUCTORS, 1 GROUNDING CONDUCTOR
N	3 PHASE CONDUCTORS, 1 NEUTRAL CONDUCTOR, CONDUIT GROUND
NG	3 PHASE CONDUCTORS, 1 NEUTRAL CONDUCTOR, 1 GROUNDING CONDUCTOR
NGI	3 PHASE CONDUCTORS, 1 NEUTRAL CONDUCTOR, 1 GROUNDING CONDUCTOR, 1 ISOLATED GROUNDING CONDUCTOR
NNG	3 PHASE CONDUCTORS, 2 NEUTRAL CONDUCTORS*, 1 GROUNDING CONDUCTOR
NNGI	3 PHASE CONDUCTORS, 2 NEUTRAL CONDUCTORS*, 1 GROUNDING CONDUCTOR, 1 ISOLATED GROUNDING CONDUCTOR

* SINGLE NEUTRAL CONDUCTOR SIZES FOR CIRCUIT RATING 125 AND LESS

CIRCUIT RATING	15	20	30	40	50	60
SINGLE NEUTRAL CONDUCTOR SIZE	10	8	4	2	1	1/0
CIRCUIT RATING	70	80	90	100	125	
SINGLE NEUTRAL CONDUCTOR SIZE	2/0	3/0	4/0	250	250	

EXAMPLES



CIRCUIT RATING — 225 NG — SUBSCRIPT

2 FEEDER SCHEDULE

SCALE: NONE

100% SUBMITTAL
OCTOBER 26, 2018

NO.	DATE	DESCRIPTION	BY	APP.
0	10/26/18	100% SUBMITTAL	HRA	HRA

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING
PORT OF SAN FRANCISCO

COWI-OLMM
CONSULTANT
HRA
Consulting Engineers
582 Market Street, Suite 1113
San Francisco, CA 94104
(415) 772-0455
Fax: (415) 772-0456
www.hraeng.com

DESIGNED: HRA 10-26-18
DRAWN: HRA 10-26-18
CHECKED: HRA 10-26-18

APPROVED BY
SAN FRANCISCO PORT COMMISSION
DATE: _____
CHIEF HARBOR ENGINEER

SCALE: AS NOTED
SHEET OF SHEETS

MISSION BAY FERRY LANDING
AND WATER TAXI LANDING

ELECTRICAL SINGLE LINE DIAGRAM

CONTRACT NO. A085311
SHEET NO. E501
FILE NO.
REV. NO. 0

VIEW: PLOT1

Attachment 3

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Pedestrian Circulation and Safety Category (EP 40)
Programming and Allocations to Date
Pending May 19, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Corridor Projects									
SFMTA	Grove Street/Civic Center Improvements	PS&E	Programmed	$200,000					$200,000
SFMTA	Grove Street/Civic Center Improvements [4]	CON	Programmed			$0			$0
SFMTA	Folsom-Howard Streetscape	CON	Programmed		$900,963				$900,963
SFMTA	Lake Merced Pedestrian Safety	PS&E	Programmed	$80,000					$80,000
SFMTA	Lake Merced Pedestrian Safety	CON	Programmed			$400,000			$400,000
SFMTA	Leavenworth Livable Street	PLAN/ CER	Programmed		$750,000				$750,000
SFMTA	Mission Street Excelsior Safety	PS&E	Allocated	$1,000,000					$1,000,000
SFMTA	Mission / Geneva Safety Project [4]	CON	Planned			$1,391,000			
SFMTA	Monterey Street Safety Improvements	PS&E	Programmed	$245,000					$245,000
SFMTA	Vision Zero Quick-Build Program Implementation [2]	PS&E, CON	Programmed		$1,250,000				$1,250,000
SFMTA	Vision Zero Quick-Build Program Implementation [2]	PS&E, CON	Programmed			$1,250,000			$1,250,000
Citywide Pedestrian Safety & Circulation Improvements									
SFMTA	Vision Zero Improvements Placeholder [2]	CON	Programmed				$0		$0
SFMTA	Vision Zero Improvements Placeholder [2]	CON	Programmed					$0	$0
SFMTA	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital] [1]	PS&E	Allocated	$38,680					$38,680
SFMTA	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital] [1]	CON	Allocated	$121,320					$121,320
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital] [3]	CON	Allocated	$279,200					$279,200
Any Eligible	NTIP Placeholder [1,3]	Any	Programmed	$688,238					$688,238
	Total Programmed in 2019 5YPP			$2,652,438	$2,900,963	$3,041,000	$0	$0	$8,594,401
	Total Allocated and Pending			$1,439,200	$0	$0	$0	$0	$1,439,200
	Total Unallocated			$1,213,238	$2,900,963	$3,041,000	$0	$0	$7,155,201

Total Programmed in 2019 Strategic Plan	$2,652,438	$2,900,963	$3,041,000	$0	$0	$8,594,401
Deobligated Funds	$0	$0	$0	$0	$0	$0
Cumulative Remaining Programming Capacity	$0	$0	$0	$0	$0	$0

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation

FOOTNOTES:

[1] 5YPP amendment to fund 7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]] (Resolution 2019-062, 6/25/2019).
NTIP Placeholder: Reduced from $1,100,000 to $967,438
7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]: Added project with $160,000 in Fiscal Year 2019/20 for design

[2] Strategic Plan and 5YPP amendment to program $2,500,000 for [Vision Zero Quick-Build Program Implementation] (Resolution 20-002, 7/23/2019)
[Vision Zero Improvements Placeholder]: Reduced from $1,000,000 FY2022/23 to $0 and from $1,000,000 in FY2023/24 to $0
Funds advanced from outside of current 5YPP period: $250,000 advanced to FY2020/21, and $250,000 advanced to FY2021/22.
[Vision Zero Quick-Build Program Implementation]: Added project with $1,250,000 in FY2020/21, and $1,250,000 in FY2021/22.

[3] 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).
NTIP Placeholder: Reduced from $967,438 to $688,238
District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with $279,200 in Fiscal Year 2019/20 for construction.

[4] 5YPP amendment to fund Mission/Geneva Safety Project (formerly known as Mission Street Excelsior Safety Project) (Resolution 2020-xx, 05/19/2020).
Grove Street/Civic Center Improvements: Reduced from $1,391,000 to $0 in Fiscal Year 2021/22 for construction. Project will advance with non-Prop K fu
Mission/Geneva Safety Project: Increased from $0 to $1,391,000 in Fiscal Year 2021/22 for construction.