



Meeting Date: October 8, 2026

To: Public Works Commission

Through: Carla Short, Public Works Director
Scott Anderson, Deputy Director for Project Delivery

From: Michelle Woo, Streetscape Project Manager

Subject: Powell Street Improvement Project - Contract ID No. 1000038033 - Contract Modification

Director's Recommendation: Approve a contract modification to increase the CM/GC pre-construction contingency by \$800,000 and 60 calendar days, and approve the construction phase for the Powell Street Improvement Project, for a total project budget of \$34,153,810 and a contract duration of 630 calendar days.

Contract Background: 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.

Powell Street Improvements Project (the "Project") includes improvements to sidewalk replacement, pedestrian improvements, roadway resurfacing, landscaping, lighting, traffic control, and all related work on Powell Street from Market Street to Geary Street in San Francisco, California (the "Project"); and

Proposed improvements along Powell Street fall into the following categories:

1. Pedestrian – Parking and traffic modifications to provide full sidewalk replacement and pedestrian bulbouts, resulting in shorter pedestrian crossing distances, and to establish no parking areas for improving visibility at intersections for all road users.
2. Transit – Updated loading zones and cable car service stops to improve safety and cable car access along project alignment.
3. Lighting – Improved lighting at Powell and Market to allow for improved safety and visibility of public right-of-way.
4. Landscaping – Upgrades and new planter features to improve public space usability.
5. Utility Work – Drainage improvements, such as catch basin installation and culvert relocation/installation as required for the roadway improvements will be completed within the project limit. Some water facilities will be relocated for the construction of concrete bulbouts.

Solicitation Process: In accordance with Section 6.68 of the San Francisco Administrative Code, Public Works conducted a Request for Qualifications and Proposals (RFQP) process to solicit proposals from interested firms to serve as the Construction Manager/ General Contractor (CM/GC) with design-assist core trade subcontractors. Public Works received proposals from four CM/GC companies. Public Works then prequalified three firms as part of the RFQP phase of the procurement. These firms were then invited to attend oral interviews and to submit cost proposals. Proposals were evaluated on both cost and non-cost criteria. Cost made up 40% of the final scores, with the non-cost criteria making up 60% of the total score. The highest-ranked responsible proposer was Clark Construction, California – LP.

Contract Details:

Contract Title:	Powell Street Improvement Project
Contract Award Amount:	\$34,153,810.00
Cost Estimate:	\$35,000,000
Contract Funding Sources:	Prop B, Prop L and Private Funds
Anticipated Project Schedule (Construction Phase):	Notice-to-Proceed: 11/5/2026 Construction Start: 12/15/2026 Construction End: 11/30/2027
Contract Duration:	240 Calendar Days (Pre-construction phase) 390 Calendar Days (Construction Phase) 570 Calendar Days (Total)
Contractor Name:	Clark Construction, California – LP.
Compliance with Chapter 14B Local Business Enterprise Ordinance:	The Contract Monitoring Division (CMD) established a Local Business Enterprise (LBE) subcontracting requirement of 20% for this contract. The contractor committed to LBE participation of 33.15% in its bid submittal, and San Francisco Public Works received CMD’s recommendation to award.
Environmental Determination (if applicable):	Better Streets Plan Mitigated Negative Declaration (Case No. 2007.1238E)
Other Compliance:	N/A
Additional Information:	N/A

Attachments:	Attachment 1: Resolution Attachment 2: CEQA Checklist for Better Streets Plan Improvements Project
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**PUBLIC WORKS COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. _____

WHEREAS, The work performed under the Powell Street Improvements Project consists of sidewalk replacement, pedestrian improvements, roadway resurfacing, landscaping, lighting, traffic control, and all related work on Powell Street from Market Street to Geary Street in San Francisco, California (the “Project”); and

WHEREAS, On November 3, 2025, San Francisco Public Works (“Public Works”) advertised a Request for Qualifications and Proposals (RFQ/P) for Construction Manager/General Contractors (“CM/GCs”) to provide CM/GC services contract for bids, and on December 19, 2025, Public Works received four proposals; and

WHEREAS, on January 23, 2026, Public Works invited three prequalified firms to partake in oral interviews, a component of the non-cost scoring determination in the procurement process for the CM/GC Project;

WHEREAS, through a competitive process, Clark Construction Group – California, LP received the highest combined cost and non-cost criteria scores;

WHEREAS, The anticipated final contract amount will be \$34,153,810;

WHEREAS, The contract duration is 570 consecutive calendar days;

WHEREAS, Contract Monitoring Division (“CMD”) established a Local Business Enterprise (LBE) subcontracting participation requirement of 20% for this contract;

WHEREAS, on February 26, 2006, the Commission previously approved the selection and award of Clark Construction Group – California, LP, and authorized the Director to negotiate and execute a CM/GC Contract with Clark Construction Group – California, LP, for an amount not to exceed \$1,047,819 for pre-construction services and a contract duration of 180 consecutive calendar days to perform pre-construction services for the Project; and

WHEREAS, on August 6, 2026, the Planning Department issued concurrence that the Project qualifies for streamlined California Environmental Quality Act (CEQA) review under the Better Streets Plan, confirming consistency with the Better Streets Plan Mitigated Negative Declaration (Case No. 2007.1238E) and programmatic CEQA coverage for streetscape and roadway improvements and is included in the Commission’s files for this contract; now, therefore, be it

RESOLVED, That this Commission accepts the SF Planning Department determination that there is no additional documentation required for CEQA documentation for this contract; and be it

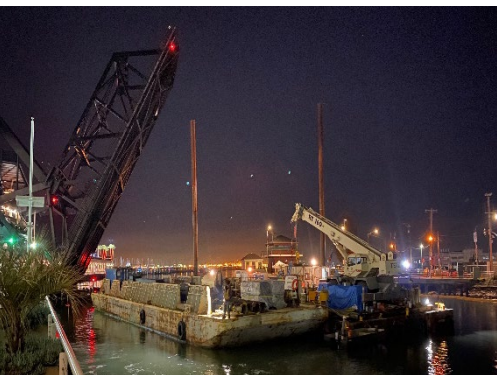
RESOLVED, That this Commission approves an increase of up to \$800,000 and 60 calendar days to the pre-construction services phase of the Project for a total pre-construction phase amount of \$1,847,819 and 240 calendar days, with Clark Construction Group – California, LP, and be it

FURTHER RESOLVED, That this Commission hereby approves the construction phase of the CM/GC Contract with Clark Construction Group – California, LP, and authorizes the Director to negotiate and execute a for an amount not to exceed \$32,305,991 for construction services and a contract duration of 390 consecutive calendar days to perform construction services for the Project and be it

FURTHER RESOLVED, That the Commission approves the Project for an amount not to exceed \$34,153,810 for the total CM/GC Contract and a total contract duration of 630 calendar days to perform preconstruction services and construction services for the Project.

I hereby certify that the foregoing resolution was adopted by the Public Works Commission at its meeting of _____.

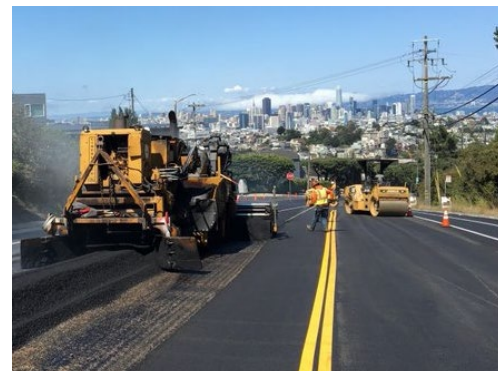
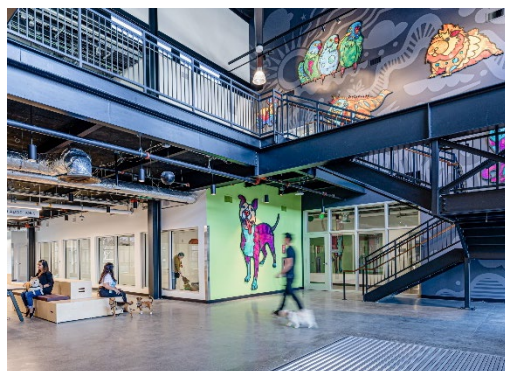
Commission Affairs Manager
Public Works Commission



October 8, 2026

Powell Street Improvement Project

Michelle Woo
Project Manager



Commission Action Request

Recommend Commission:

Approve a Contract Modification to Increase the Pre-Construction Contingency by \$800,000 and 60 calendar days

And Recommend Commission:

**Approve Construction Phase of San Francisco Public Works Construction Contract:
Construction Manager/General Contractor (CM/GC) - Powell Street Improvement Project**

Amount:

Contract Total : \$34,153,810*

(including \$1,847,819 for Preconstruction Services and \$32,305,991 for Construction Services)

****Previously Approved at Feb. 26, 2026, Commission Meeting***

Construction Duration:

Total Contract Duration : 630 calendar days

(Including 240 calendar days for Preconstruction Services and 390 calendar days for Construction Services)

Contractor:

Clark Construction Group – California, LP

Reason:

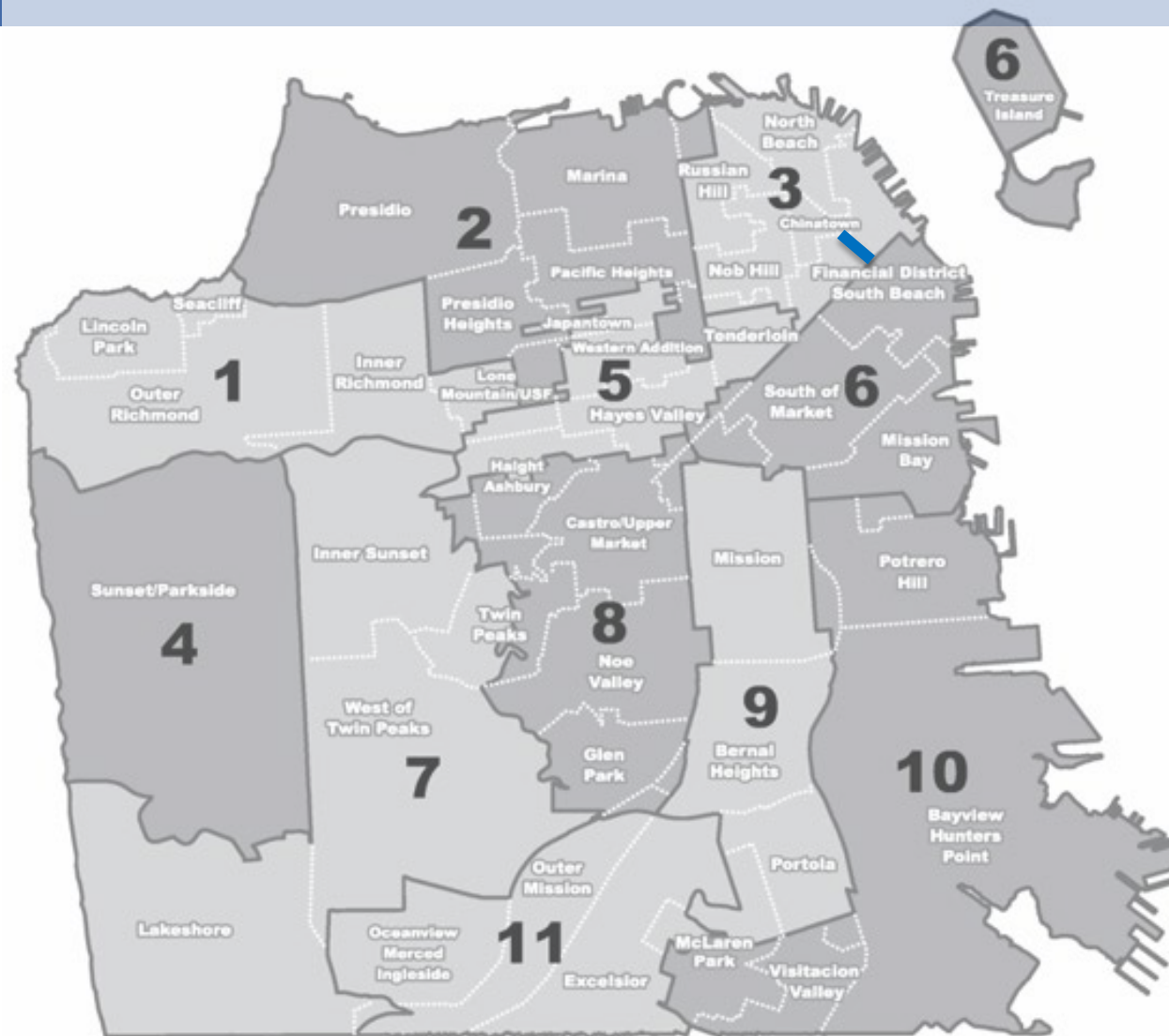
CM/GC to perform Construction Services

Project Location

Project Limits

Powell Street from Market to Geary streets

District 3



Project Timeline



- 2023 - 2024: Planning Phase
- 2024 - 2026: Design Phase
- 2026 - 2027: Construction Phase



Project Safety Improvements

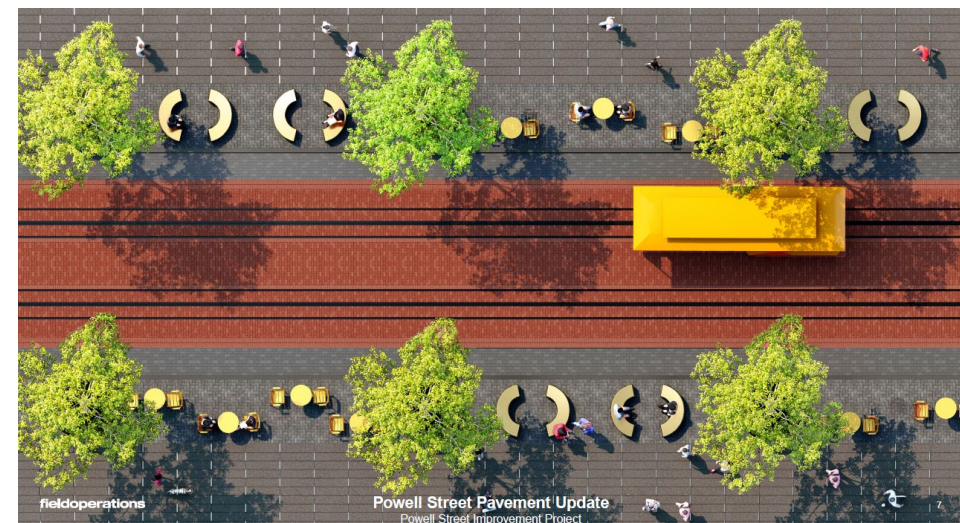
SIDEWALK REPLACEMENT – Full sidewalk and curb replacement

BULB-OUTS – Sidewalk extensions to minimize pedestrian crossing distances

LIGHTING – New Golden Lantern lighting feature with new service connections

LANDSCAPING / SITE FURNISHINGS – Improved pedestrian and public spaces

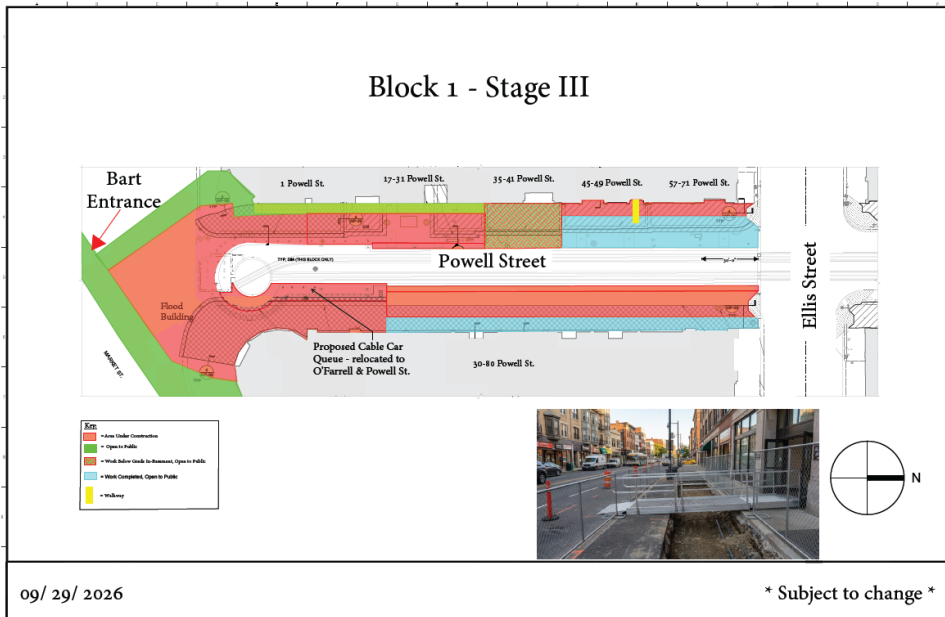
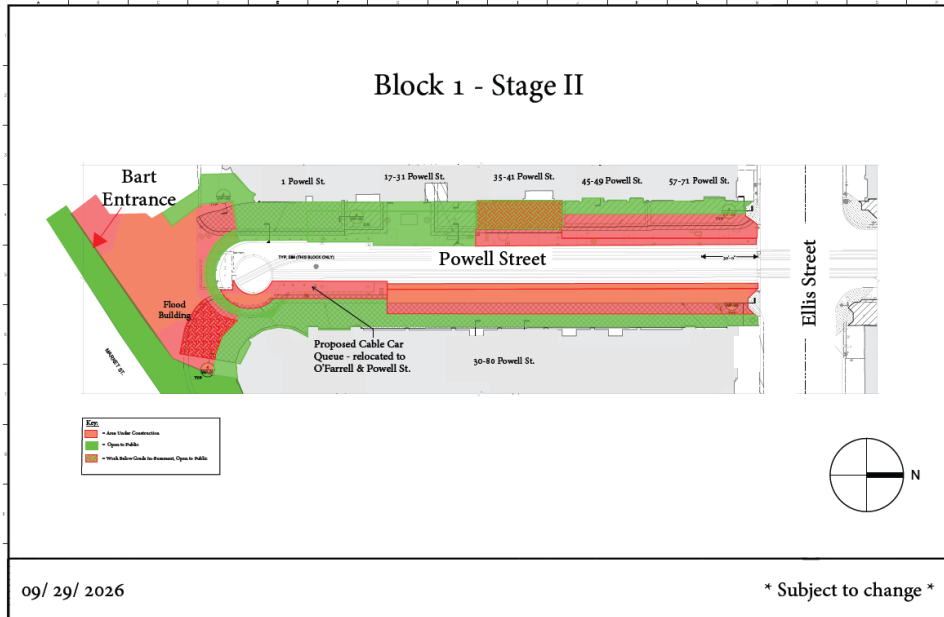
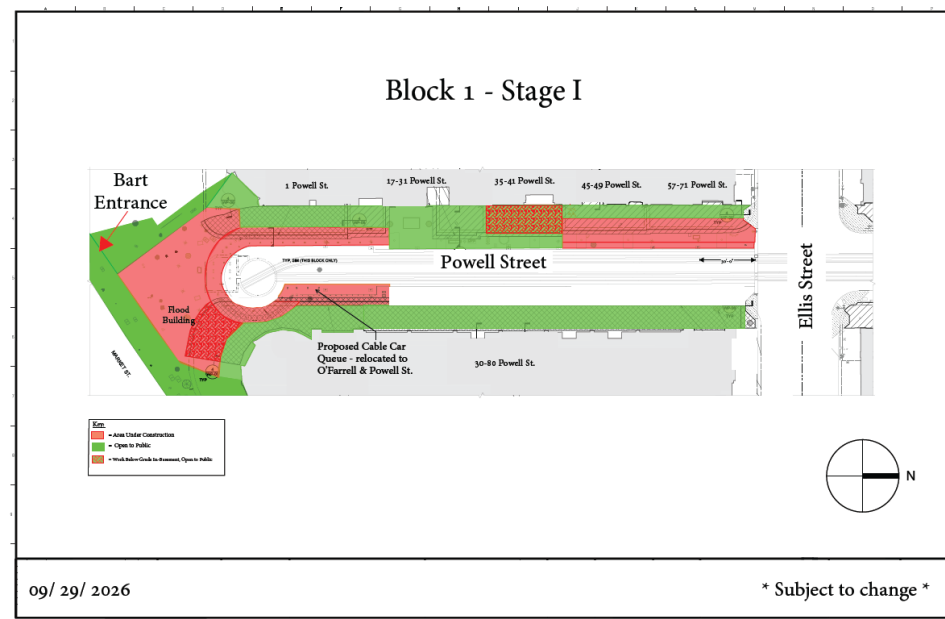
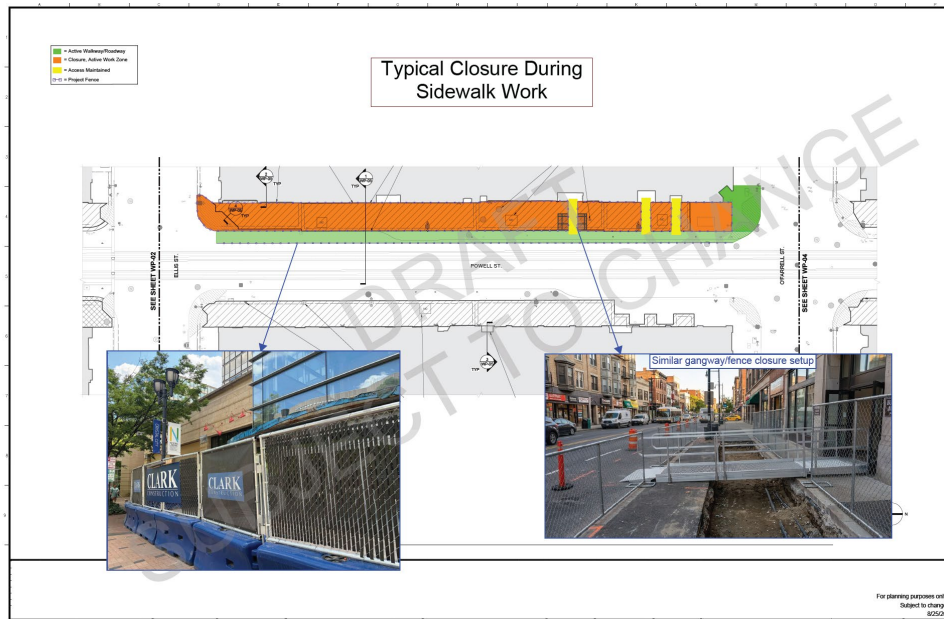
LOADING / CABLE CAR SERVICE STOPS – Updated colored curb management





POWELL STREET IMPROVEMENT PROJECT INITIAL PHASING PLAN







Commission Action Request

Recommend Commission:

Approve a Contract Modification to Increase the Pre-Construction Contingency by \$800,000 and 60 calendar days

And Recommend Commission:

**Approve Construction Phase of San Francisco Public Works Construction Contract:
Construction Manager/General Contractor (CM/GC) - Powell Street Improvement Project**

Amount:

Contract Total : \$34,153,810*

(including \$1,847,819 for Preconstruction Services and \$32,305,991 for Construction Services)

****Previously Approved at Feb. 26, 2026, Commission Meeting***

Construction Duration:

Total Contract Duration : 630 calendar days

(Including 240 calendar days for Preconstruction Services and 390 calendar days for Construction Services)

Contractor:

Clark Construction Group – California, LP

Reason:

CM/GC to perform Construction Services



QUESTIONS



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)¹
- ☐ Green House Gas Emission Checklist² (if applicable)

I - PROJECT INFORMATION	
DATE	August 6, 2026
PROJECT NAME	Powell Street Improvement Project
LOCATION/ NEIGHBORHOOD	Downtown Commercial: In PROW on Powell St btwn Geary Blvd. & Market St.
CONSTRUCTION DURATION	545 days
II - PROJECT CONTACT	
RESPONSIBLE AGENCY	San Francisco Public Works
NAME	Michelle Woo
ADDRESS	49 S. Van Ness, 7th Flr; San Francisco, CA 94103
PHONE	628-271-2155
EMAIL	michelle.woo@sfdpw.org
III - PROJECT CHARACTERISTICS	
STREET TYPE ³	☐ Varies (See attachment _____) OR Provide a description: Downtown Commercial
STREET NAME	Powell St
⁴ FROM (CROSS-STREET 1) TO (CROSS-STREET 2)	Geary Blvd to Market St

¹ 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].

² 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].

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

⁴ 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 SCREENING PART I		
<i>(On the table below, please identify BSP's design elements that are part of the proposed project)</i>		
DETAILED DESIGNED ELEMENTS		
STANDARD IMPROVEMENTS		
BSP NUMBER/ NAME	PROJECT ELEMENT	Requires Subsequent Environmental Review ⁵ (EP PLANNER DETERMINATION ONLY)
SI-1 Accessible curb ramps	☒	☐
SI-2 Marked crosswalks	☒	☐
SI-3 Pedestrian signal timing	☐	☐
SI-4 Curb radii guidelines	☐	☐
SI-5 Corner curb extensions	☒	☐
SI-6 Street trees	☒	☐
SI-7 Tree basin furnishing	☒	☐
SI-8 Sidewalk planters	☒	☐
SI-9 Stormwater management tools	☐	☐
SI-10 Street lighting	☒	☐
SI-11 Special paving	☒	☐
SI-12 Site furnishings	☒	☐
CASE-BY-CASE IMPROVEMENTS		
CBC-1 High-visibility crosswalk	☐	☐
CBC-2 Special crosswalk	☒	☐
CBC-3 Vehicle turning movements	☐	☐
CBC-4 Removal or reduction of permanent crosswalk closures	☐	☐

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

⁶ 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: Powell Street Improvement Project

PROJECT SCREENING PART I CONT.

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

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

DESIGN ELEMENT NAME	BSP PAGE NUMBER	
		☐

(EP PLANNER COMMENTS):

⁷ 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 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 Review⁸ (FOR EP PLANNER DETERMINATION ONLY)
Permeable Paving	☐	☐
Bioretention Facilities	☐	☐
Swales	☐	☐
Infiltration Boardwalks	☐	☐
Infiltration and Soakage Trench	☐	☐
Channels and Runnels	☐	☐
Vegetated Buffer Strip	☐	☐
Vegetated Gutter	☐	☐
Other (describe stormwater improvements)	☐	☐

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

☐

(EP PLANNER COMMENTS):

⁸ 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 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? ⁹	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:¹⁰

(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? Please state the name of the historic district or historic landmark: Kearny- Market-Mason-Sutter Conservation District; SF Ntnl. Landmark; Market St. Cultural Landscape	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? Please identify the historic elements that are part of the proposed project: See Attachment A	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 ☐

⁹ 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.

¹⁰ EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

PROJECT SCREENING PART III					
Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.					
CEQA Topic	Sub-topic	Meet criteria/threshold: ¹¹ Yes/No or N/A	Requires mitigation measure: Yes/No	Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.	Project Sponsor Agrees to Implement Mitigation Measures
Aesthetics					
Does the proposed project involve removal of significant trees? Yes ☐ No ☒	Significant trees	N/A			☐
Does the project involve tree root trimming? Yes ☐ No ☒ If so, is tree root trimming greater than two inches? Yes ☐ No ☒		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).		☐
☐ None of the above CEQA topics apply to the project					
Historical/Archeological Resources					
Does the project require excavation depth greater than two (2) feet? Yes ☒ No ☐	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).		☒
Does the project occur in an area within the Hispanic Period Archeological District? ¹² Yes ☐ No ☒	Hispanic Period District	N/A	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		☐
☐ None of the above CEQA topics apply to the project					
Transportation and Circulation					
Does the project include removal of loading spaces? Yes ☒ No ☐	Loading	YES	Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		☐

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

¹² **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 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).		
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Biological Resources

Does the project include tree removal? Yes ☐ No ☒	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
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Biological Resources (Cont.)

What is the expected duration period of construction? 545 days	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Which months would construction occur? All year	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? ¹³ Yes ☒ No ☐	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).		
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(EP PLANNER COMMENTS):

SCM 2 - Archeological Monitoring applies. Spot monitoring of deeper work is required; Planning will coordinate with Public Works on developing a monitoring plan.

¹³ www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp

PROJECT NAME: Powell Street Improvement Project

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:

SCM 2 - Archeological Monitoring applies. Spot monitoring of deeper work is required; Planning will coordinate with Public Works on developing a monitoring plan.

Planner Signature

Signee (print name): Ryan Shum

Date:
August 6, 2026

ATTACHMENT A – HISTORIC PRESERVATION ANALYSIS

All portions of the Project are located entirely within at least one of the following three historic districts: the Listed San Francisco Cable Cars National Historic Landmark district, the Eligible Market Street Cultural Landscape District, and the locally listed Article 11 Kearny-Market-Mason-Sutter Conservation District. In addition, several Golden Triangle Light Standards are located within the Project area, and are jointly designated as Article 10 Landmark No. 233.

The Project includes the installation of suspended catenary lights to 23 buildings located within the Kearny-Market-Mason-Sutter Conservation District along three blocks of Powell Street. Because this work will involve alterations to properties within the conservation district, a Minor Permit to Alter entitlement will be required in addition to any necessary building permits, and the work will be required to conform to the Secretary of the Interior's Standards for Rehabilitation. As such, the proposed lighting installation will not damage, obscure, or alter any features or spaces that characterize the properties and the district as a whole, will not create a false sense of historic development, and will be installed in a manner that if removed in the future, the essential form and integrity of the properties and their environment would not be impaired.

The Project also includes modifications to streetscape elements along Powell Street, including the replacement of granite curbs with concrete curbs. The Standard Construction Measures for Public Works Projects (SCMs) state that within mapped or designated historic districts, all sidewalk and streetscape elements 45 years or older must be identified on construction drawings and preserved unless these elements are identified as non-contributing features of the district. The Planning Department has determined that the granite curbs within the Project Area are non-contributing features of the three historic districts that this Project is located within and that no significant impact to a historic resource would occur if they were not retained or replaced with new granite curbs, for the following reasons:

- None of the designation reports for the three historic districts call out granite curbs in the Project area as being character-defining features of the district.
- The historic significance of the three districts that the Project is located within are not tied to streetscape conditions along Powell Street. While the Listed San Francisco Cable Cars National Historic Landmark district is located along the length of Powell Street, the only elements called out as character-defining features

that exist along Powell Street are the cable cars themselves, the tracks they run on, and the moving cable located belowground. The Eligible Market Street Cultural Landscape District includes both buildings and streetscape features as character-defining features, but almost all of these elements are along Market Street and do not include any streetscape features located on Powell Street. The Article 11 Kearny-Market-Mason-Sutter Conservation District is designated as a collection of architecturally significant historic buildings, and no streetscape elements are called out as character-defining features of the district.

- Much of the curb area within the Project area will need to be painted, and as such the underlying material of the curb is less consequential since the final appearance will be of a painted curb.
- The Project retains and protects many other historic features within the Project Area, including features called out as character-defining features in the designation reports. The character-defining features being retained include but are not limited to the historic Golden Triangle Light Standards along Powell Street, the rails on which the cable cars run as well as the moving cable between the tracks and below ground, and the massing and composition, scale, materials and colors, and detailing and ornamentation of historic buildings fronting on Powell Street.

Therefore, the project would not materially impair any historic districts, and no significant impact to a historic resource would occur.

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 curbline 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.

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. It is acknowledged that this work will require a Minor Permit to Alter to be approved by the planning department. Additionally, this permit will require that the work is done in a way that it will comply with the Secretary of the Interior Standards for work on historic buildings. 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 (\$30-35 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)

POWELL STREET IMPROVEMENTS

50% CONSTRUCTION DOCUMENTATION

PREPARED FOR:
SAN FRANCISCO PUBLIC WORKS

June 15, 2026

FIELD OPERATIONS

649 FRONT STREET, SUITE 300
SAN FRANCISCO, CA 94111
415.943.9197



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				

REFERENCE INFORMATION & FILE NO. OF SURVEYS
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BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

BUREAU MGR:	Date:
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DESIGNED:	DATE:
DRAWN:	DATE:
CHECKED:	DATE:

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SCALE:
SHEET OF SHEETS
1/184

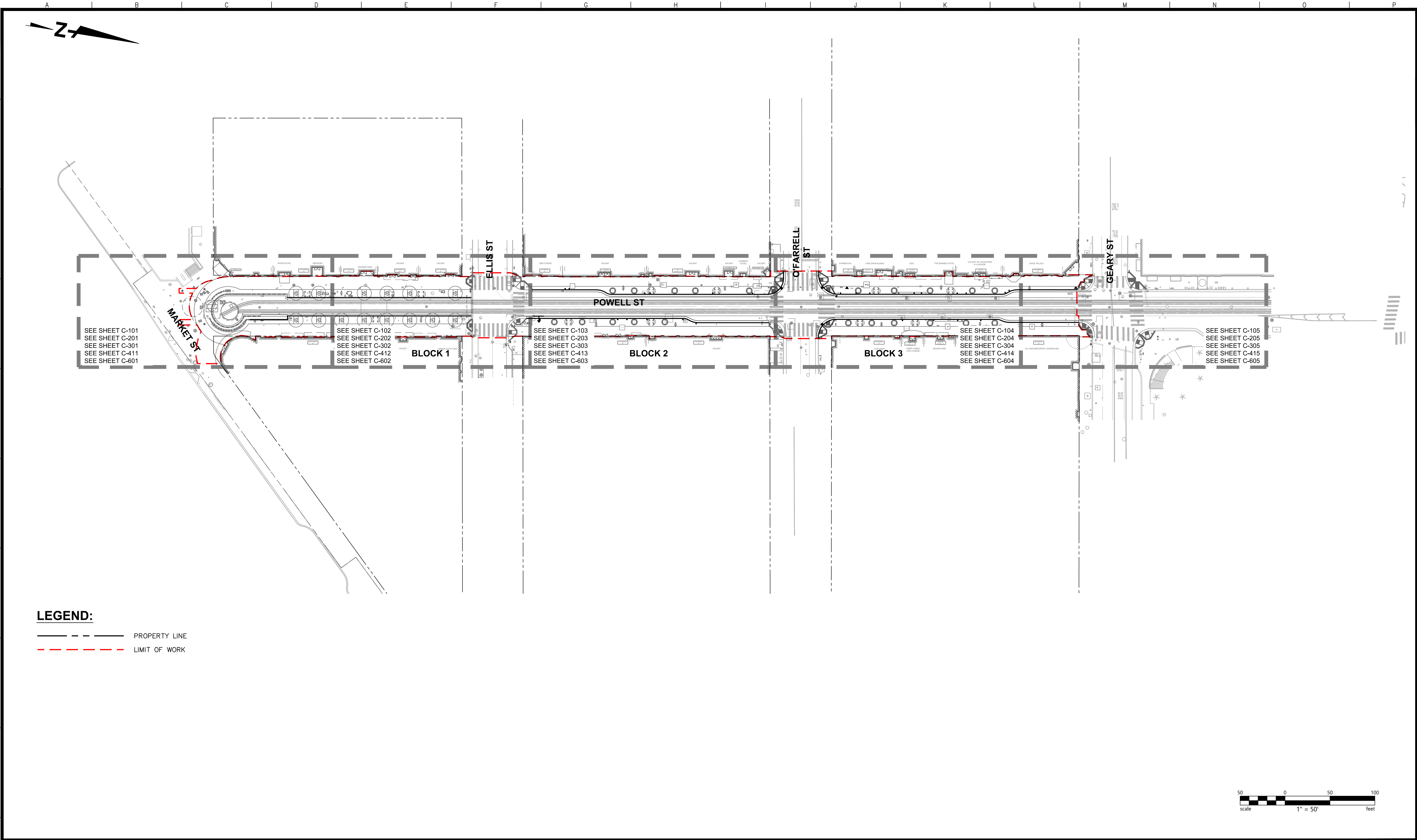
POWELL STREETSCAPE
IMPROVEMENTS PROJECT

COVER SHEET



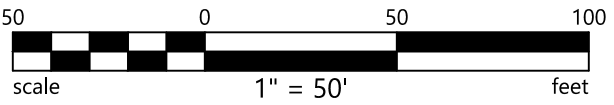
Field Operations
649 Front Street, San Francisco, CA 94111

SOURCING EVENT ID. 000000XXXX
DRAWING NO. G-000
FILE NO.
REV. NO.



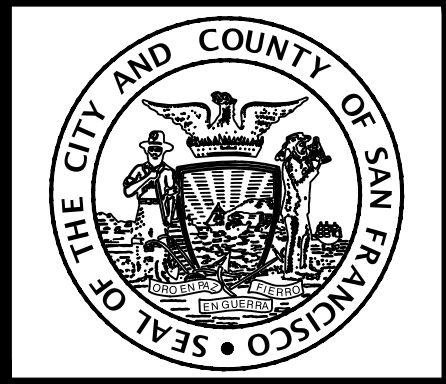
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- — — — — PROPERTY LINE
- - - - - LIMIT OF WORK



NO.	DATE	DESCRIPTION	BY	APP.
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BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

	Date:
BUREAU MGR:	PATRICK RIVERA

DESIGNED:	DATE:
J.JADKOWSKI	6/26
DRAWN:	DATE:
W.HONG S.NGUYEN	6/26
CHECKED:	DATE:
E.GIROD	6/26

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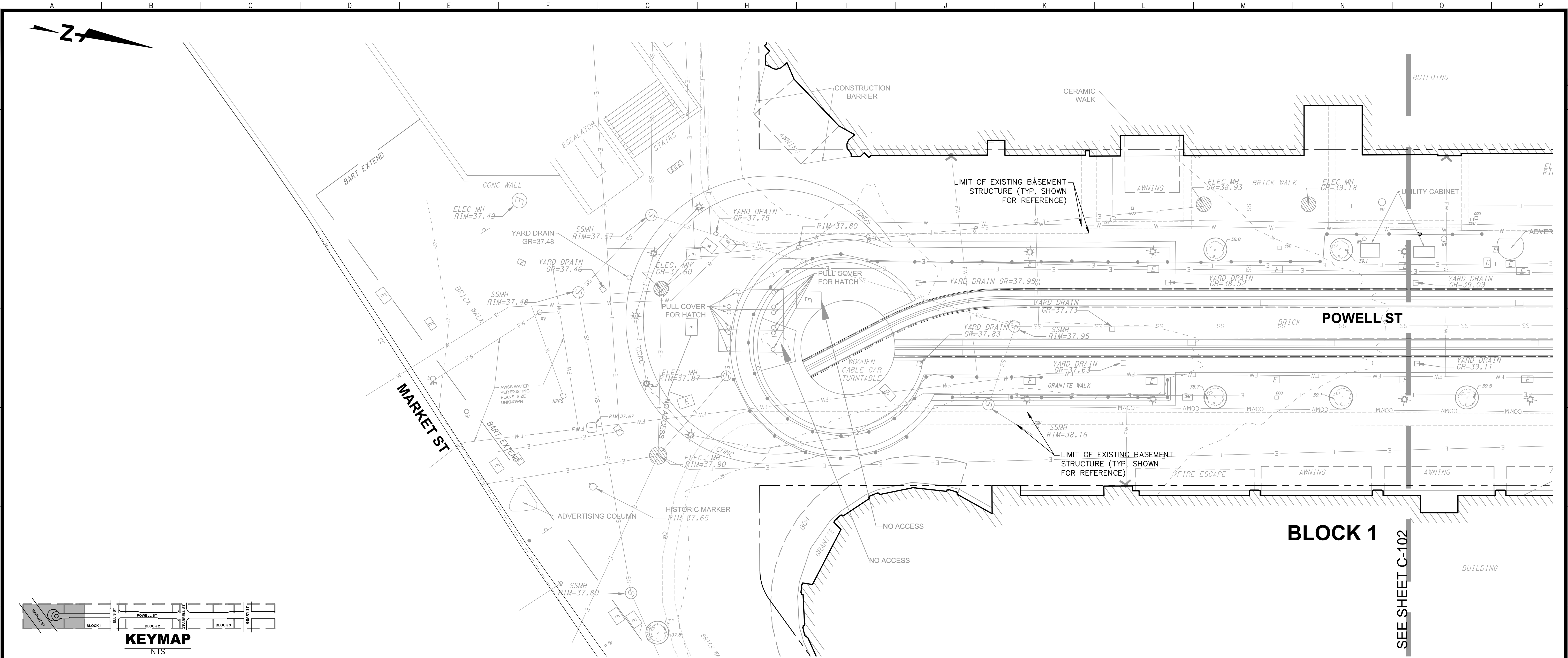
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6/184

POWELL STREETSCAPE
IMPROVEMENT PROJECT

SHEET KEY MAP



SOURCING EVENT ID: 2760J
DRAWING NO. C-100
FILE NO.
REV. NO.



LEGEND:

	PROPERTY LINE		TREE
	CONTOUR LINE		PALM TREE
	SEWER LINE		SHRUB
	WATER LINE		SIGN
	FIRE WATER LINE		BOLLARD
	GAS LINE		CATCH BASIN
	COMMUNICATION LINE		HISTORICAL MARKER
	ELECTRICAL LINE		HYDRANT
	ELECTRICAL BOX		MANHOLE (TYPE AS LABELED)
	LIGHT POLE		STANDPIPE
	LIMIT OF BASEMENT STRUCTURE		YARD DRAIN

TOPOGRAPHIC SURVEY NOTES:

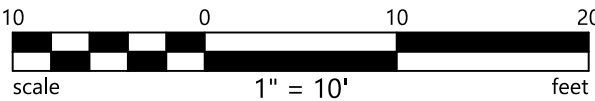
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MERIDIAN:

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BENCHMARK:

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NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				

REFERENCE INFORMATION
& FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

	Date:
BUREAU MGR:	PATRICK RIVERA

DESIGNED:	DATE:
J.JADKOWSKI	6/26
DRAWN:	DATE:
W.HONG S.NGUYEN	6/26
CHECKED:	DATE:
E.GIROD	6/26

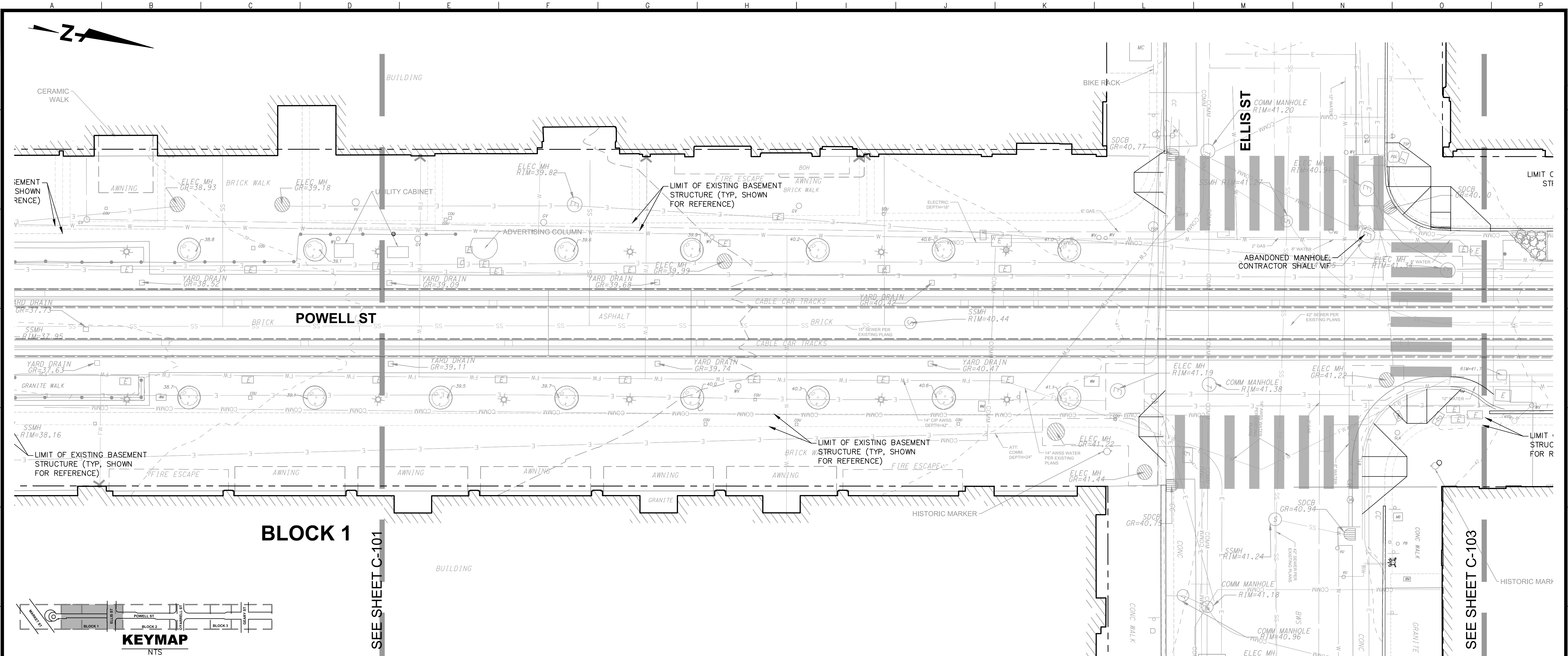
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SHEET OF SHEETS
7/184

POWELL STREETSCAPE
IMPROVEMENT PROJECT

EXISTING CONDITIONS PLAN



SOURCING EVENT ID.
2760J
DRAWING NO.
C-101
FILE NO.
REV. NO.



LEGEND:

	PROPERTY LINE		TREE
	CONTOUR LINE		PALM TREE
	SEWER LINE		SHRUB
	WATER LINE		SIGN
	FIRE WATER LINE		BOLLARD
	GAS LINE		CATCH BASIN
	COMMUNICATION LINE		HISTORICAL MARKER
	ELECTRICAL LINE		HYDRANT
	ELECTRICAL BOX		MANHOLE (TYPE AS LABELED)
	LIGHT POLE		STANDPIPE
	LIMIT OF BASEMENT STRUCTURE		YARD DRAIN

TOPOGRAPHIC SURVEY NOTES:

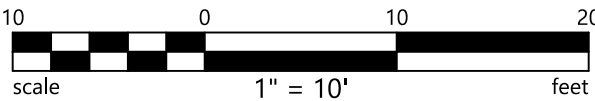
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NO.	DATE	DESCRIPTION	BY	APP.
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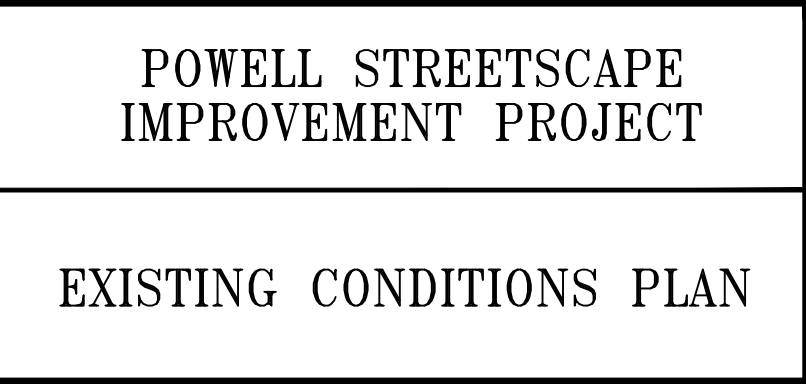


BUREAU OF ENGINEERING
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SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

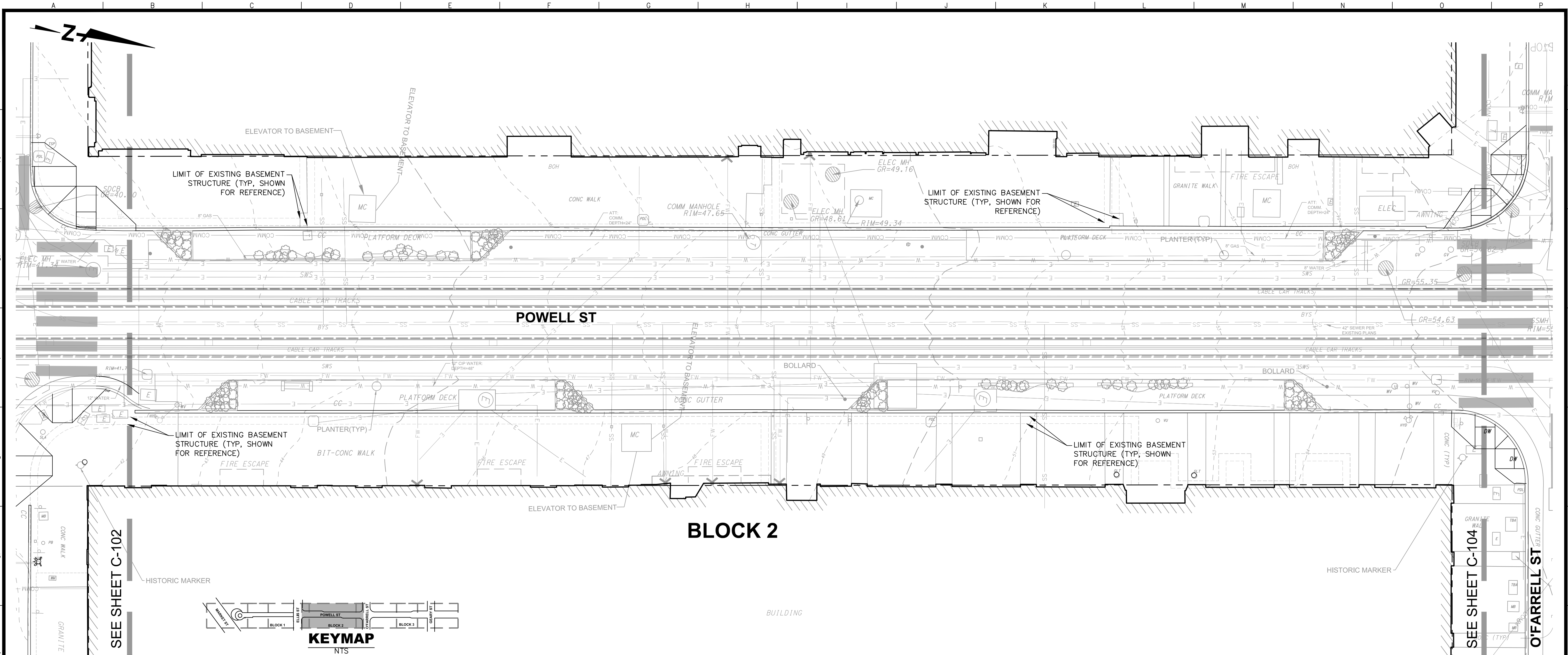
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BUREAU MGR: PATRICK RIVERA	DRAWN: DATE: W.HONG 6/26 S.NGUYEN
	CHECKED: DATE: E.GIROD 6/26

SCALE: 1"=10'
SHEET OF SHEETS 8/184

POWELL STREETSCAPE IMPROVEMENT PROJECT
EXISTING CONDITIONS PLAN



SOURCING EVENT ID. 2760J
DRAWING NO. C-102
FILE NO.
REV. NO.



BLOCK 2

LEGEND:

	PROPERTY LINE		TREE
	CONTOUR LINE		PALM TREE
	SEWER LINE		SHRUB
	WATER LINE		SIGN
	FIRE WATER LINE		BOLLARD
	GAS LINE		CATCH BASIN
	COMMUNICATION LINE		HISTORICAL MARKER
	ELECTRICAL LINE		HYDRANT
	ELECTRICAL BOX		MANHOLE (TYPE AS LABELED)
	LIGHT POLE		STANDPIPE
	LIMIT OF BASEMENT STRUCTURE		YARD DRAIN

TOPOGRAPHIC SURVEY NOTES:

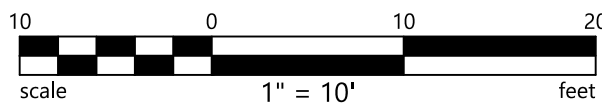
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CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

BUREAU MGR:	PATRICK RIVERA
-------------	----------------

DESIGNED:	DATE:
J.JADKOWSKI	6/26
DRAWN:	DATE:
W.HONG S.NUYEN	6/26
CHECKED:	DATE:
E.GIROD	6/26

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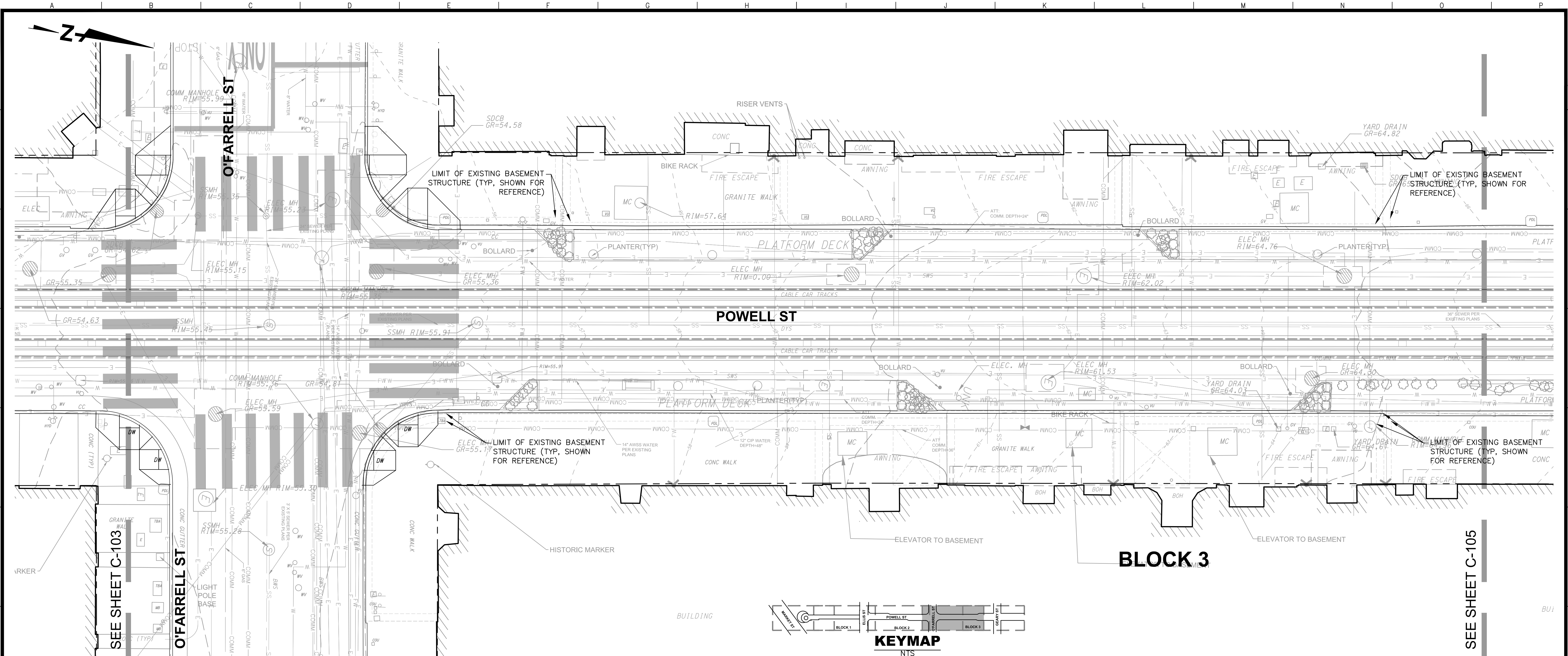
SCALE:
1"=10'
SHEET OF SHEETS
9/184

POWELL STREETSCAPE
IMPROVEMENT PROJECT

EXISTING CONDITIONS PLAN



SOURCING EVENT ID.
2760J
DRAWING NO.
C-103
FILE NO.
REV. NO.



LEGEND:

	PROPERTY LINE		TREE
	CONTOUR LINE		PALM TREE
	SEWER LINE		SHRUB
	WATER LINE		SIGN
	FIRE WATER LINE		BOLLARD
	GAS LINE		CATCH BASIN
	COMMUNICATION LINE		HISTORICAL MARKER
	ELECTRICAL LINE		HYDRANT
	ELECTRICAL BOX		MANHOLE (TYPE AS LABELED)
	LIGHT POLE		STANDPIPE
	LIMIT OF BASEMENT STRUCTURE		YARD DRAIN

TOPOGRAPHIC SURVEY NOTES:

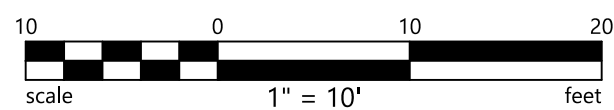
- PLANIMETRIC AND TOPOGRAPHIC INFORMATION SHOWN HEREON HAS BEEN OBTAINED FROM GROUND SURVEYS BY LANGAN CA, INC. FIELD WORK COMPLETED IN JULY OF 2025.
- THE LOCATIONS OF EXISTING UNDERGROUND FACILITIES SHOWN ON THESE DRAWINGS ARE APPROXIMATE AND ARE BASED ON OBSERVED TOPOGRAPHIC SURFACE FEATURES AND AVAILABLE INFORMATION. THE PROFESSIONAL PREPARING THIS MAP ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THESE FACILITIES OR FOR THE INADVERTENT OMISSION OF RELATED INFORMATION.
- TREE DIAMETERS ARE MEASURED AT CHEST HEIGHT (48"). DRIPLINE DIAMETERS AND TREE SPECIES ARE APPROXIMATE ONLY AND SHOULD BE VERIFIED BY A CERTIFIED TREE ARBORIST.
- ALL UTILITIES SHOWN ON THIS SURVEY WERE DERIVED FROM FIELD SURVEYED LOCATIONS AT GROUND LEVEL AND OBSERVED EVIDENCE AS SHOWN ON THE UTILITY SURVEY PERFORMED BY D&M UTILITY SERVICE OF CALIFORNIA IN JUNE OF 2025. THE EXACT LOCATION OF THE UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION / POTHOLING MAY BE NECESSARY.
- UNLESS SPECIFICALLY NOTED HEREON, THE SURVEYOR HAS NOT EXCAVATED TO PHYSICALLY LOCATE THE UNDERGROUND UTILITIES. THE SURVEYOR MAKES NO GUARANTEES THAT THE SHOWN UNDERGROUND UTILITIES ARE EITHER IN SERVICE, ABANDONED OR SUITABLE FOR USE, NOR ARE IN THE EXACT LOCATION OR CONFIGURATION INDICATED HEREON.
- PRIOR TO CONSTRUCTION, THE PROPER UTILITY AGENCIES MUST BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FOR FIELD LOCATIONS. CONTRACTOR SHALL COORDINATE WITH CITY TO PROVIDE POTHOLE, VAULT INSPECTION AND SSB DEPTH AND OTHER INFORMATION PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL VERIFY AS-BUILT FOR THE SFMTA SAFETY PROJECT AND NOTIFY THE CITY REPRESENTATIVE OF ANY DISCREPANCIES BEFORE CONSTRUCTION.

MERIDIAN:

THE MERIDIAN OF THIS SURVEY IS REFERENCED TO THE CITY & COUNTY OF SAN FRANCISCO 2014-2015 HIGH PRECISION NETWORK DENSIFICATION (HPND) COORDINATE LIST AND CALIBRATED TO THE CALIFORNIA STATE PLANE COORDINATE SYSTEM NAD 83(2011) EPOCH 2010.00. POSITION WAS DETERMINED BY GLOBAL NAVIGATION SATELLITE SYSTEMS (GNSS) AS PROVIDED BY HXGN SMARTNET CONTINUOUSLY OPERATED REFERENCE STATIONS (CORS). THIS SURVEY IS SPECIFICALLY REFERENCED TO POINTS 265, 266 & 364 FROM THE HPND LIST.

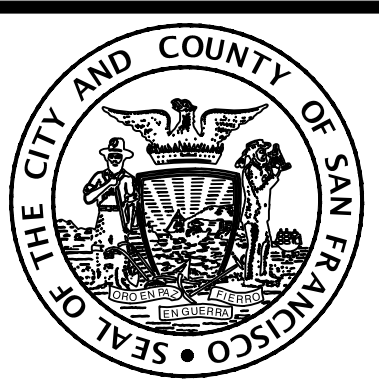
BENCHMARK:

ELEVATIONS SHOWN ON THIS SURVEY ARE REFERENCED TO THE CCSF VERTICAL DATUM OF 2013 (CCSF13-VD13) BENCHMARK LIST WHICH INCLUDES NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) RECOVERED BY CCSF IN 2013. BENCHMARK NO. 11334 LOCATED ON THE NORTHWEST CORNER OF POWELL STREET AND GEARY STREET AT ELEV.=70.105 WAS USED AS THE VERTICAL BENCHMARK FOR THIS SURVEY.



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				

REFERENCE INFORMATION & FILE NO. OF SURVEYS
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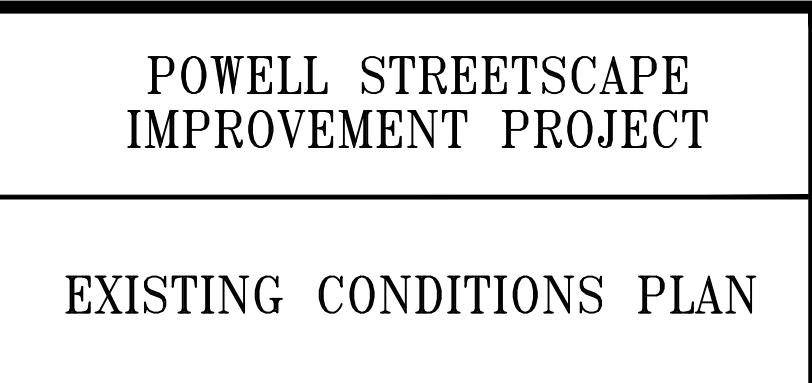


BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

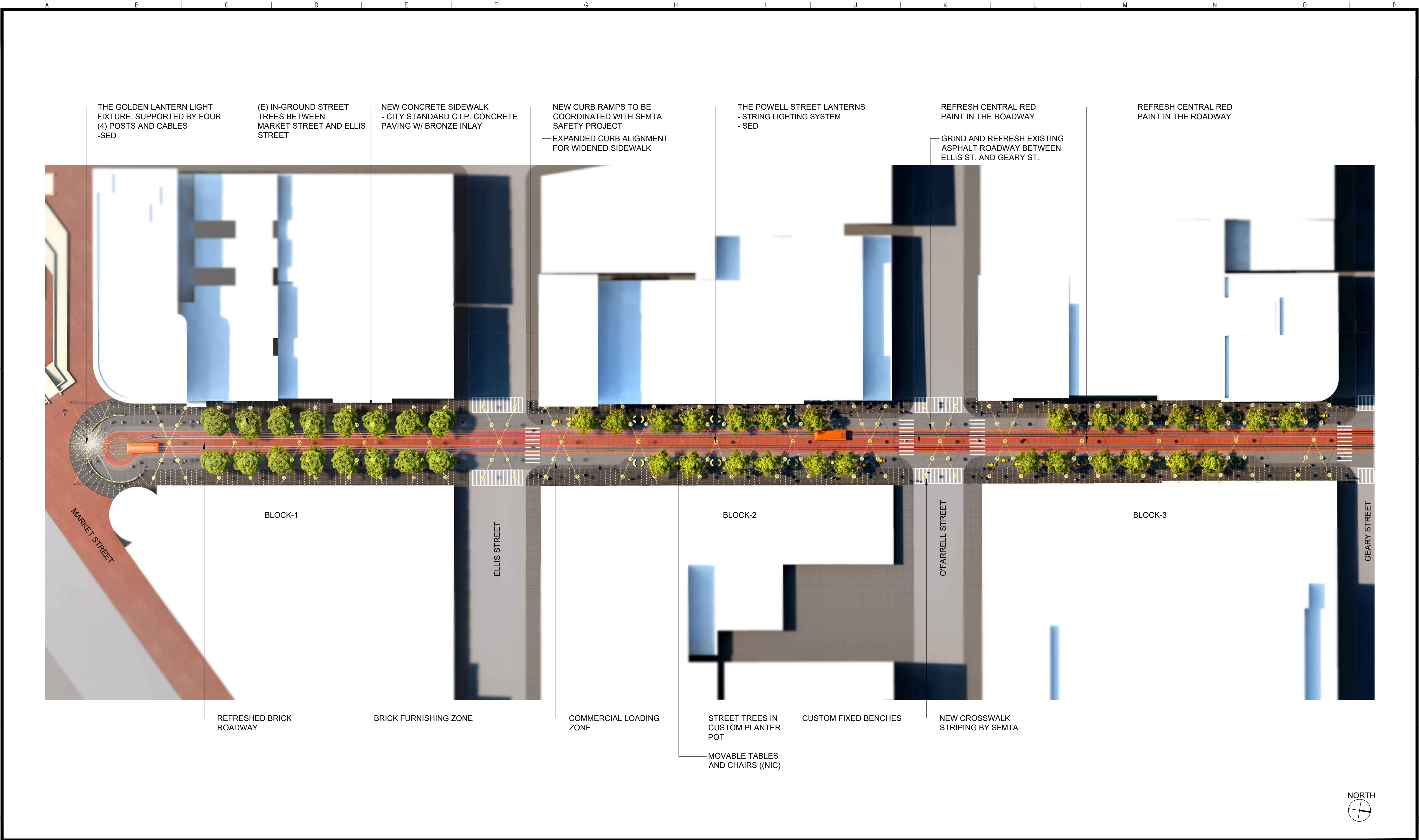
Date:	DESIGNED: DATE: J.JADKOWSKI 6/26
	DRAWN: DATE: W.HONG 6/26 S.NGUEN
	CHECKED: DATE: E.GIROD 6/26
BUREAU MGR:	PATRICK RIVERA

SCALE:	1"=10'
SHEET OF SHEETS	10/184

POWELL STREETSCAPE IMPROVEMENT PROJECT
EXISTING CONDITIONS PLAN



SOURCING EVENT ID. 2760J
DRAWING NO. C-104
FILE NO.
REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.
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BUREAU OF LANDSCAPE ARCHITECTURE

CITY & COUNTY OF SAN FRANCISCO

SAN FRANCISCO PUBLIC WORKS

49 SOUTH VAN NESS AVENUE, SUITE 1000

SAN FRANCISCO, CA 94103

Section Mgr:	Date:
Bureau Mgr:	

DESIGNED:	DATE:
	6/26
DRAWN:	DATE:
	6/26
CHECKED:	DATE:
	6/26

NOT FOR CONSTRUCTION

SCALE:
SHEET OF SHEETS
46/184

POWELL STREETSCAPE IMPROVEMENTS PROJECT

ILLUSTRATIVE SITE PLAN

LANDSCAPE ARCHITECT:



Field Operations
649 Front Street, San Francisco, CA 94111

SOURCING EVENT ID: 000000XXXX
DRAWING NO. L-100
FILE NO.
REV. NO.



04 THE GOLDEN LANTERN @ MARKET ST & POWELL ST - GAME DAY
ILLUSTRATIVE VIEW

NTS



02 THE GOLDEN LANTERN @ MARKET ST & POWELL ST - NIGHT VIEW
ILLUSTRATIVE VIEW

NTS



03 THE GOLDEN LANTERN @ MARKET ST & POWELL ST - PRIDE EVENT
ILLUSTRATIVE VIEW

NTS



01 THE GOLDEN LANTERN @ MARKET ST & POWELL ST - DAY VIEW
ILLUSTRATIVE VIEW

NTS

NO.	DATE	DESCRIPTION	BY	APP.
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BUREAU OF LANDSCAPE
ARCHITECTURE
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 1000
SAN FRANCISCO, CA 94103

Section Mgr:	Date:
Bureau Mgr:	

DESIGNED:	DATE:
	6/26
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	6/26
CHECKED:	DATE:
	6/26

NOT FOR
CONSTRUCTION

SCALE:
SHEET OF SHEETS
47/184

POWELL STREETSCAPE
IMPROVEMENTS PROJECT

VISUALIZATION



SOURCING EVENT ID.
000000XXXX
DRAWING NO.
L-101
FILE NO.
REV. NO.



04 MARKET ST & POWELL ST HOLIDAY VIEW
ILLUSTRATIVE VIEW

NTS



02 POWELL ST MID-BLOCK NIGHT VIEW
ILLUSTRATIVE VIEW

NTS



03 POWELL ST MID-BLOCK EVENT VIEW
ILLUSTRATIVE VIEW

NTS



01 POWELL ST MID-BLOCK DAY VIEW
ILLUSTRATIVE VIEW

NTS

NO.	DATE	DESCRIPTION	BY	APP.
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BUREAU OF LANDSCAPE
ARCHITECTURE
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 1000
SAN FRANCISCO, CA 94103

Section Mgr:	Date:
Bureau Mgr:	

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	6/26
CHECKED:	DATE:
	6/26

NOT FOR
CONSTRUCTION

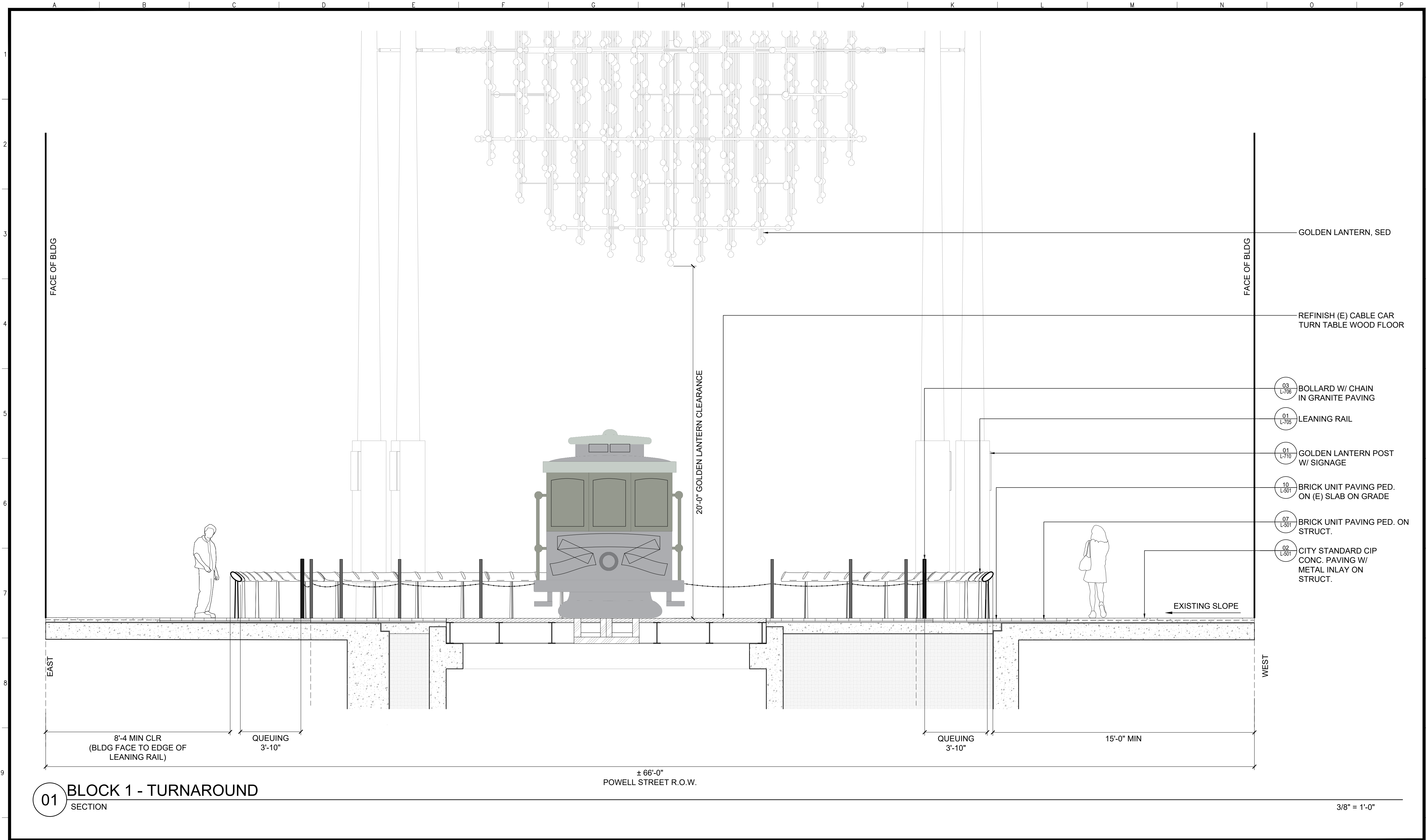
SCALE:
SHEET OF SHEETS
48/184

POWELL STREETSCAPE
IMPROVEMENTS PROJECT

VISUALIZATION



SOURCING EVENT ID: 000000XXXX
DRAWING NO. L-102
FILE NO.
REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.
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BUREAU OF LANDSCAPE ARCHITECTURE
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 1000
SAN FRANCISCO, CA 94103

Section Mgr:	Date:
Bureau Mgr:	

DESIGNED:	DATE:
	6/26
DRAWN:	DATE:
	6/26
CHECKED:	DATE:
	6/26

NOT FOR CONSTRUCTION

SCALE:
SHEET OF SHEETS
67/184

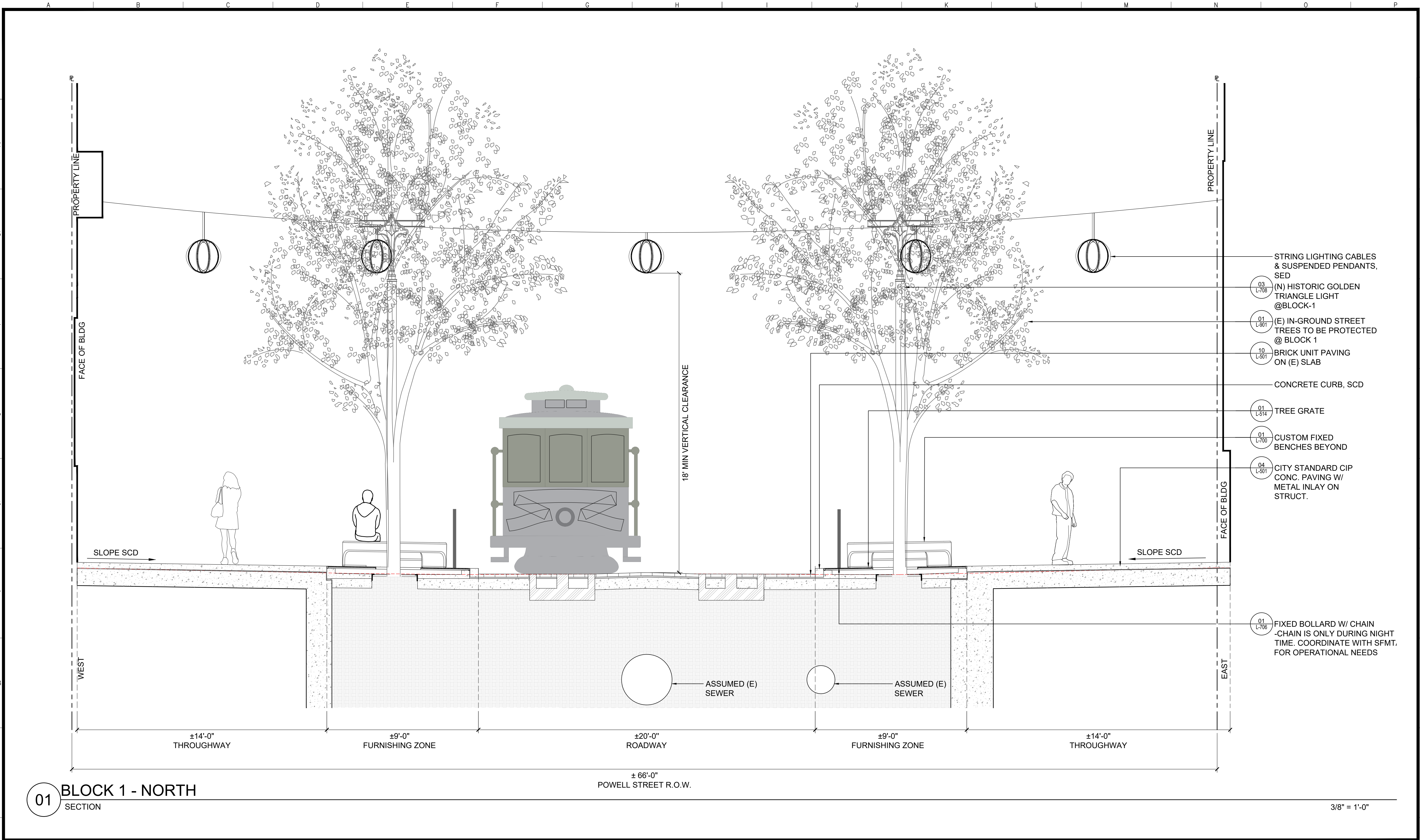
POWELL STREETSCAPE IMPROVEMENTS PROJECT

SECTIONS AND ELEVATIONS

LANDSCAPE ARCHITECT:

Field Operations
649 Front Street, San Francisco, CA 94111

SOURCING EVENT ID: 000000XXXX
DRAWING NO. L-300
FILE NO.
REV. NO.



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CITY & COUNTY OF SAN FRANCISCO
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49 SOUTH VAN NESS AVENUE, SUITE 1000
SAN FRANCISCO, CA 94103

Section Mgr:	Date:
Bureau Mgr:	

DESIGNED:	DATE:
DRAWN:	DATE:
CHECKED:	DATE:

NOT FOR CONSTRUCTION

SCALE:
SHEET OF SHEETS

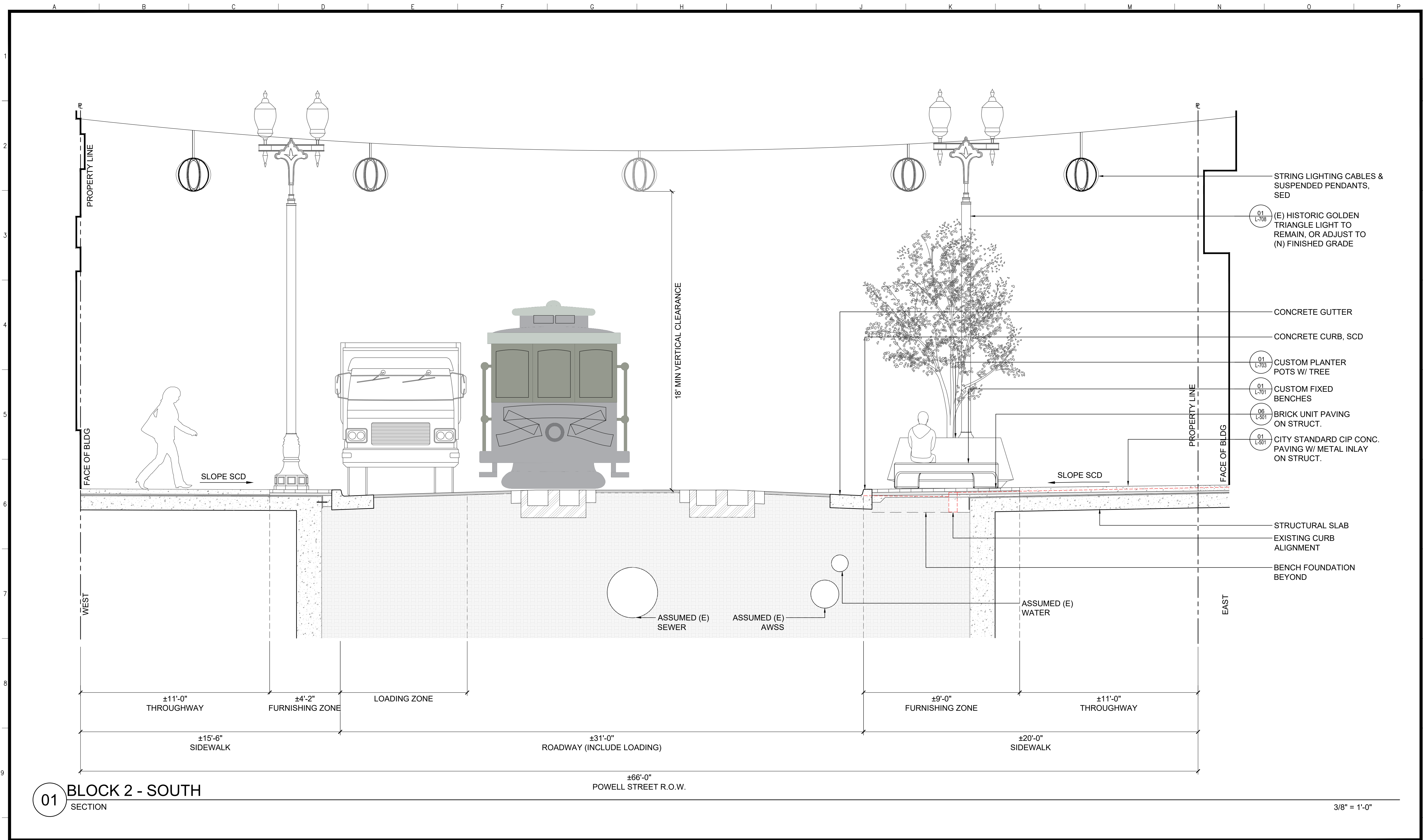
POWELL STREETSCAPE IMPROVEMENTS PROJECT

SECTIONS AND ELEVATIONS

LANDSCAPE ARCHITECT:

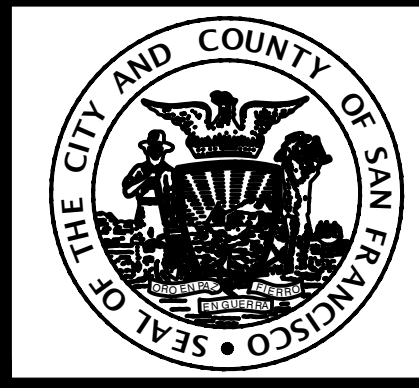
Field Operations
649 Front Street, San Francisco, CA 94111

SOURCING EVENT ID. 000000XXXX
DRAWING NO. L-301
FILE NO.
REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.
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CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 1000
SAN FRANCISCO, CA 94103

Section Mgr:	Date:
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	6/26

NOT FOR CONSTRUCTION

SCALE:
SHEET OF SHEETS
69/184

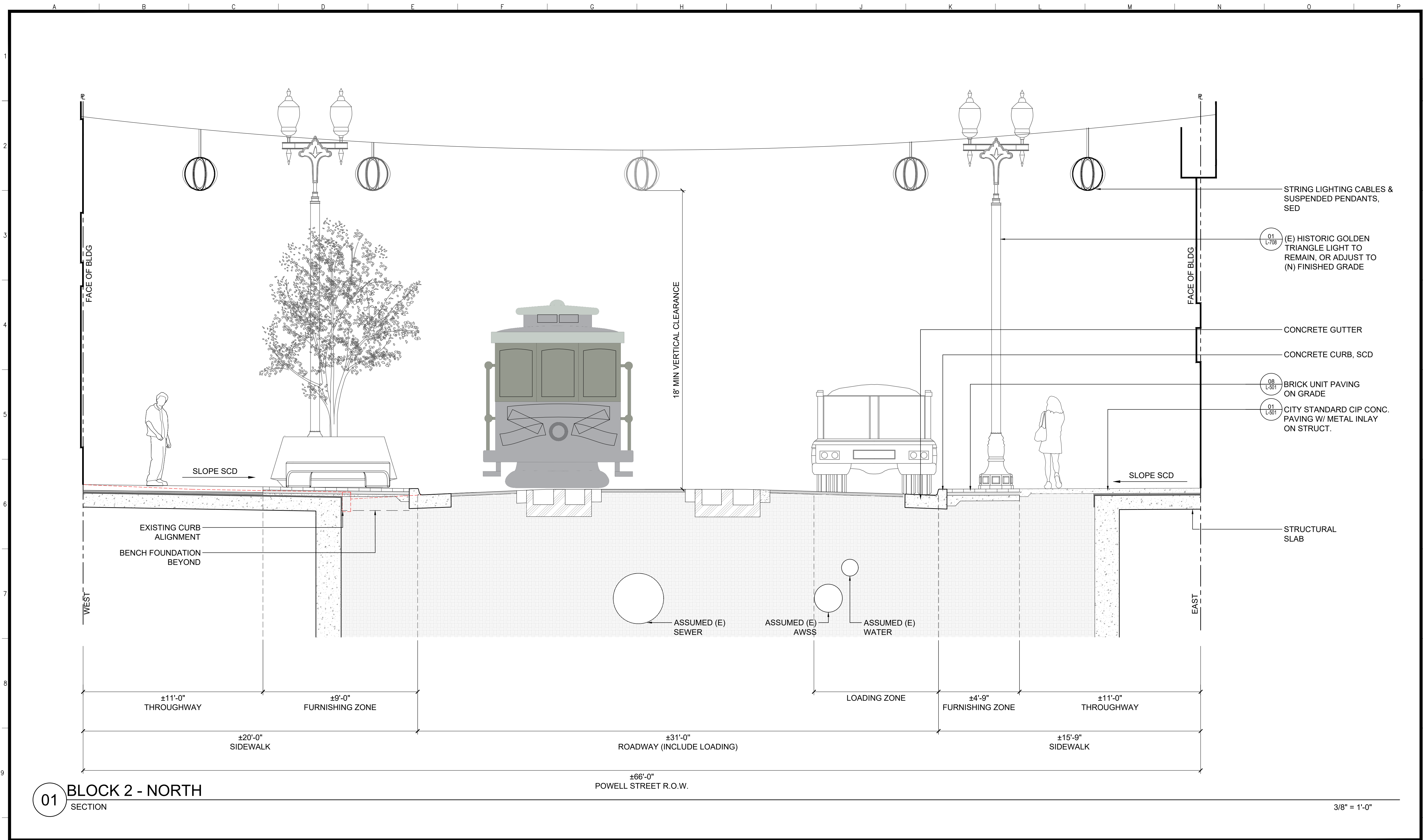
POWELL STREETSCAPE IMPROVEMENTS PROJECT

SECTIONS AND ELEVATIONS

LANDSCAPE ARCHITECT:

Field Operations
649 Front Street, San Francisco, CA 94111

SOURCING EVENT ID: 000000XXXX
DRAWING NO. L-302
FILE NO.
REV. NO.



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CITY & COUNTY OF SAN FRANCISCO
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SAN FRANCISCO, CA 94103

Section Mgr:	Date:
Bureau Mgr:	

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	6/26
DRAWN:	DATE:
	6/26
CHECKED:	DATE:
	6/26

NOT FOR
CONSTRUCTION

SCALE:
SHEET OF SHEETS
70/184

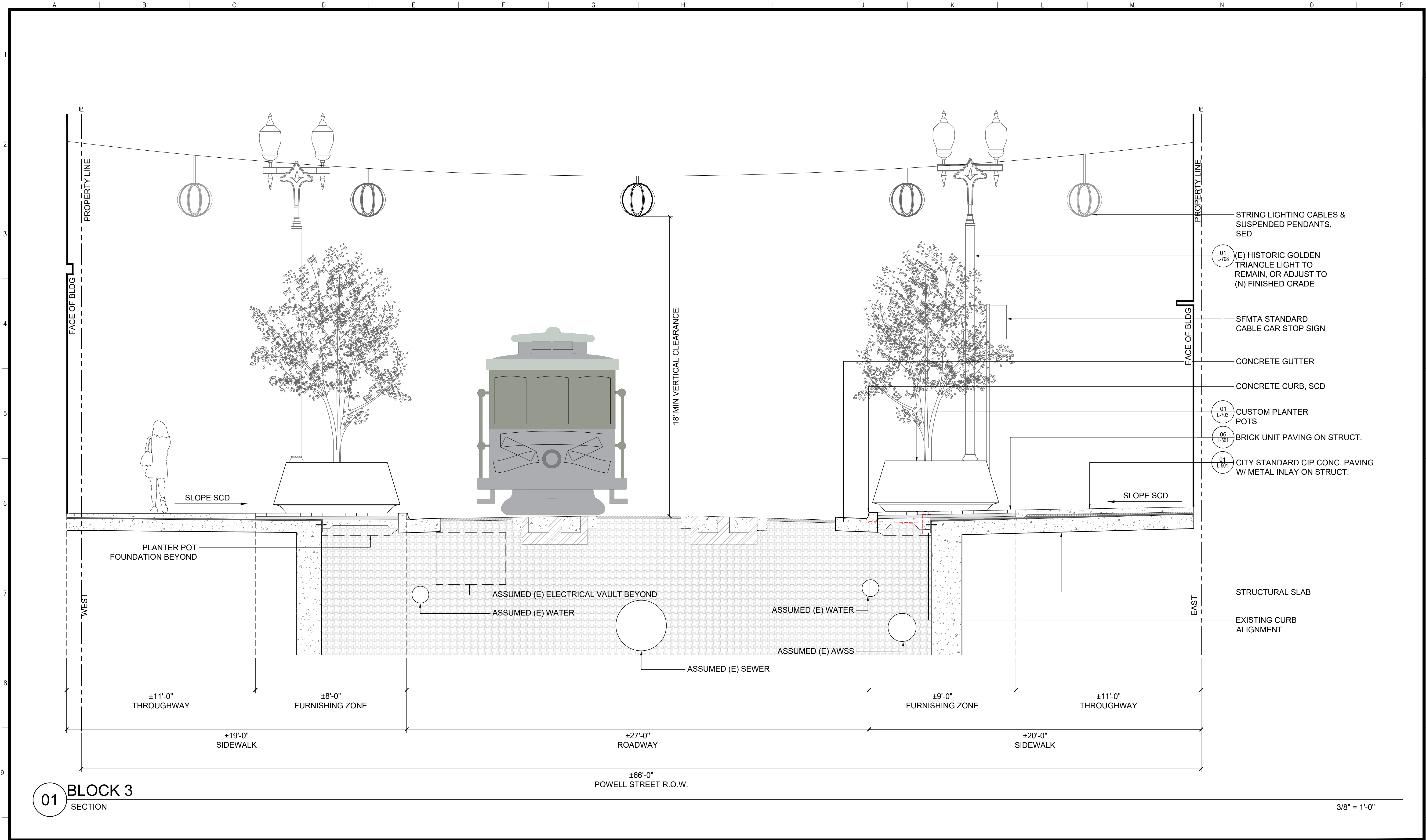
POWELL STREETSCAPE
IMPROVEMENTS PROJECT

SECTIONS AND ELEVATIONS

LANDSCAPE ARCHITECT:

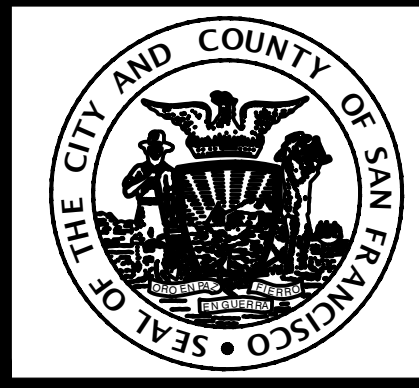
Field Operations
649 Front Street, San Francisco, CA 94111

SOURCING EVENT ID. 000000XXXX
DRAWING NO. L-303
FILE NO.
REV. NO.



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BUREAU OF LANDSCAPE ARCHITECTURE
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SAN FRANCISCO, CA 94103

Section Mgr:	Date:
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SCALE:
SHEET OF SHEETS

POWELL STREETSCAPE IMPROVEMENTS PROJECT

SECTIONS AND ELEVATIONS

LANDSCAPE ARCHITECT:

Field Operations
649 Front Street, San Francisco, CA 94111

SOURCING EVENT ID: 000000XXXX
DRAWING NO. L-304
FILE NO.
REV. NO.