



**Meeting Date:** January 20, 2023

**To:** Public Works Commission  
Lauren Post, Chair  
Fady Zoubi, Vice Chair  
Lynne Newhouse Segal  
Paul Woolford CA

**Through:** Carla Short, Interim Public Works Director

**From:** Jane Chan, Public Works Project Architect

**Subject:** Castro Station Elevator - Contract Award

**Director's Recommendation:**

Award the Castro Station Elevator Project contract to CLW Builders, Inc. in the amount of \$11,540,000, with a \$115,400 contingency and a contract duration of 600 consecutive calendar days.

**Project and Contract Background:**

As part of a larger San Francisco Municipal Transportation Agency (SFMTA) system-wide effort to improve accessibility of the MUNI subway system, the Castro Muni Station will undergo several upgrades in and around the station area to improve ADA access to the station and to the transit services. The Castro Station Elevator Project will add a second street-level elevator to the station to provide continuous access and elevator redundancy to the station, trains, and buses. The 4-stop elevator design includes a translucent etched pattern on clear laminated glass façade to provide unobstructed sightline into the elevator cab to improve rider safety. To create safer and ADA compliant paths of travel, the brick paving area around the station entrance at street and concourse levels will be regraded. A portion of the sidewalk on Market Street will be made wider, and new curb ramps will be added at Market and Collingwood Streets. The existing Harvey Milk Plaza lighting will be replaced, and the planting terraces at the concourse level will be replanted, and new fences and bench will be installed.

**Solicitation Process:**

On April 18, 2022, the project was advertised for Bid with \$12,000,000 as the contract estimate. The Contract Monitoring Division (CMD) set the LBE subcontracting participation requirement at 20%. The City received three bids on August 23, 2022. The Tabulation of Bids and CMD's confirmation identified CLW as the apparent low bidder in accordance with the requirements of San Francisco Administrative Code Chapter 14B, following by Rubecon and Trico Construction (Tabulation of Bids attached as Exhibit A). Upon its first review of the submitted bids, the City deemed all three bids responsive.

Trico and Rubecon submitted timely written protests of CLW’s bid. The protests claimed that CLW did not meet the project’s requirements per the bid documents, did not list all subcontractors performing more than ½ of 1% of the work as required by the Subletting and Subcontracting Fair Practices Act, and did not provide all the documentation required by CMD Form 2B. After reviewing the additional documents and testimony provided by CLW and consulting with CMD compliance staff and the City Attorney’s office, on November 10, 2022, Public Works rejected the protests of CLW’s bid.

Public Works determined that CLW is the responsible bidder submitting the lowest responsive bid.

**Contract Details:**

|  |  |
|--|--|
| <b>Contract Title:</b>   | PW Castro Station Elevator   |
| <b>Contract Award Amount:</b>  | \$11,540,000   |
| <b>Advertised Contract Estimate:</b>                                   | \$12,000,000   |
| <b>Contract Funding Sources (if applicable):</b>                       | The funding sources include SFMTA GO Bond funds, SFMTA Operating funds, Proposition B funds, and Transportation Sustainability Fee (TSF) funds.  |
| <b>Anticipated Project Schedule:</b>                                   | Notice-to-Proceed: March 2023<br>Construction: March 2023 – November 2024  |
| <b>Contract Duration:</b>  | 600 consecutive calendar days  |
| <b>Contractor Name:</b>  | CLW Builders, Inc.   |
| <b>Compliance with Chapter 14B Local Business Enterprise Ordinance</b> | 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 20.80% in its bid submittal, and San Francisco Public Works received CMD’s recommendation to award. (CMD Award Memo attached as <u>Exhibit B</u> ). |
| <b>Environmental Determination (if applicable):</b>                    | On July 9, 2021, the Planning Department determined that the project is categorically exempt under the California Environment Quality Act (CEQA) (Case No. 2018-005547ENV, attached as Exhibit C) as the proposed new elevator is an accessory structure to the Castro Muni Station.   |
| <b>Other Compliance</b>  | N/A  |

|                                    |  |
|------------------------------------|--|
| <b>Related Commission Actions:</b> | N/A.   |
|                                    |  |
| <b>Additional Information:</b>     | N/A  |
|                                    |  |
| <b>Attachments:</b>                | Attachment A: Tabulation of Bids<br>Attachment B: CMD Award Memo<br>Attachment C: 2018-005547ENV<br>Attachment D: Resolution<br>Attachment E: Presentation |

**PUBLIC WORKS COMMISSION**  
**CITY AND COUNTY OF SAN FRANCISCO**

**RESOLUTION NO. \_\_\_\_\_**

WHEREAS, On July 9, 2021, the Planning Department issued the Categorically Exemption determination to exempt the SFMTA – Castro Station Accessibility Improvement Project (“Castro Station Elevator Project”) under the California Environmental Quality Act (“CEQA”), Case Number 2018-005547ENV (attached as Exhibit C).

WHEREAS, As part of a larger San Francisco Municipal Transportation Agency (SFMTA) system-wide effort to improve accessibility of the MUNI subway system, the Castro Muni Station in San Francisco, California will undergo several upgrades in and around the Station area to improve ADA access to the Station and to the transit services; and

WHEREAS, The Castro Station Elevator Project will add a new street level elevator to the station to provide continuous access to the station, trains, and buses. The 4-stop elevator design includes a translucent etched pattern on clear laminated glass façade to provide unobstructed sightline into the elevator cab to improve rider safety. To create safer and ADA compliant paths of travel, the brick paving area around the station entrance at street and concourse levels will be regraded. A portion of the sidewalk on Market Street will be made wider, and new curb ramps will be added at Market and Collingwood Streets. The existing Harvey Milk Plaza lighting will be replaced, and the planting terraces at the concourse level will be replanted, and new fences and bench will be installed; and

WHEREAS, 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 20.80% in its bid submittal, and San Francisco Public Works received CMD’s recommendation to award; and

WHEREAS, The project’s advertised contract estimate was \$12,000,000.00, and the contract duration is six hundred (600) consecutive calendar days from NTP to substantial completion; and



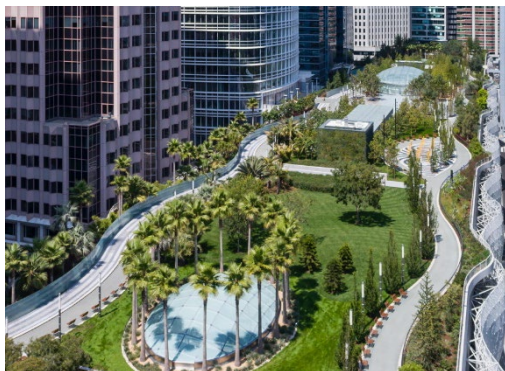
WHEREAS, The Department advertised the project on April 18, 2022 and received three (3) bids on August 24, 2022. In November 2022, Public Works Contract Administration and project staff determined that CLW Builders, Inc. was the responsible bidder who submitted the lowest responsive bid; and

RESOLVED, That this Commission hereby awards San Francisco Public Works Construction Contract, Castro Station Elevator to CLW Builders, Inc. in the amount of \$11,540,000 with a contract duration of 600 consecutive calendar days and a \$115,400 contingency to perform ADA access improvements to the area in and around the Castro Muni Station and to construct a new 4-stop street level elevator at the Castro Muni Station.

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

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Commission Affairs Manager, Public Works Commission



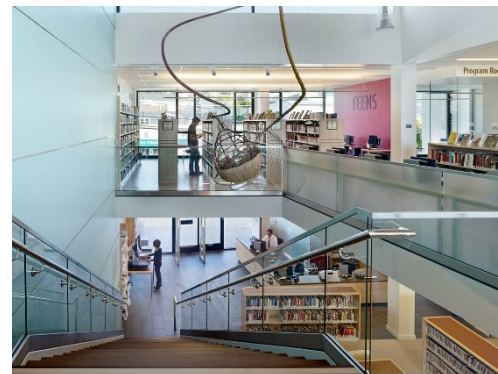
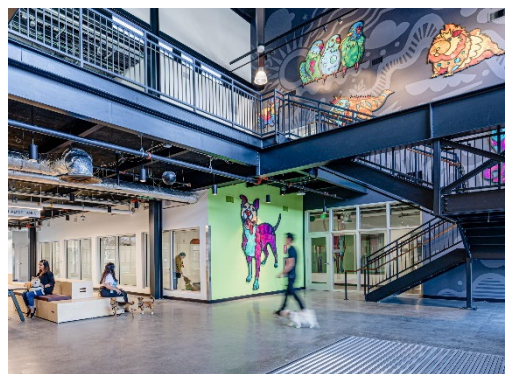
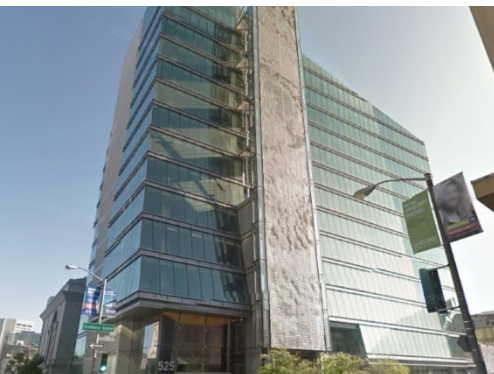
January 20, 2022

# Castro Station Elevator

Market and Castro streets, SW corner

Jane Chan

Public Works Project Architect



Recommend Commission:

**Award San Francisco Public Works Contract:  
Castro Station Elevator Project**

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Amount

**\$11,540,000**

Duration

**600 calendar days**

Contractor

**CLW Builders, Inc.**

Reason:

**Improve access to Castro Station and Muni Metro**



# Project Overview & Scope of Work

Overview

**Client:** SF Municipal Transportation Agency (SFMTA)

**Contract:** Castro Station Elevator

**Design Lead:** Public Works, Building Design and Construction Bureau of Architecture (BOA)

## Project Scope of Work:

- Site analysis** and preliminary reporting
- Design and development** of a 4-stop elevator and ADA improvements to the surrounding site
- Preparation** of construction documents
- Obtain approvals** from the San Francisco Arts Commission, Planning and BART
- Construction administration** services





# Project Overview & Scope of Work

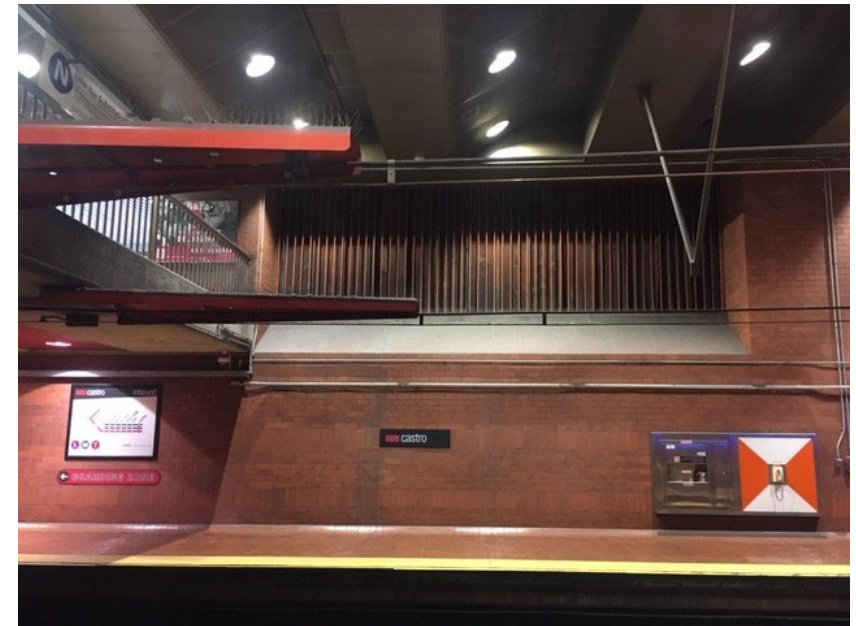
## Existing Conditions



Castro Street and Upper Plaza



Concourse and Lower Plaza



Station Platform

# Project Overview and Scope of Work

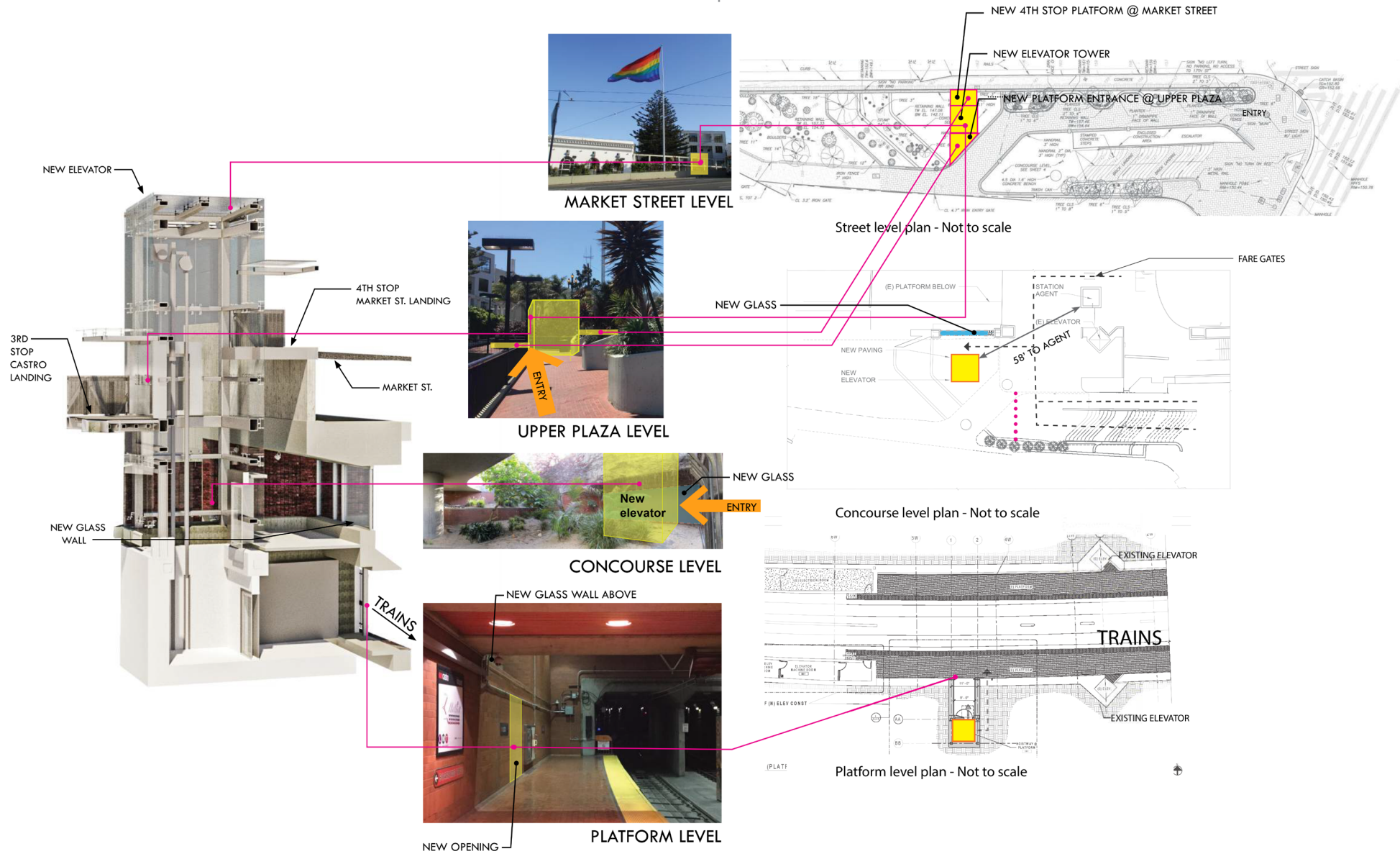
## Street-Level Site Plan





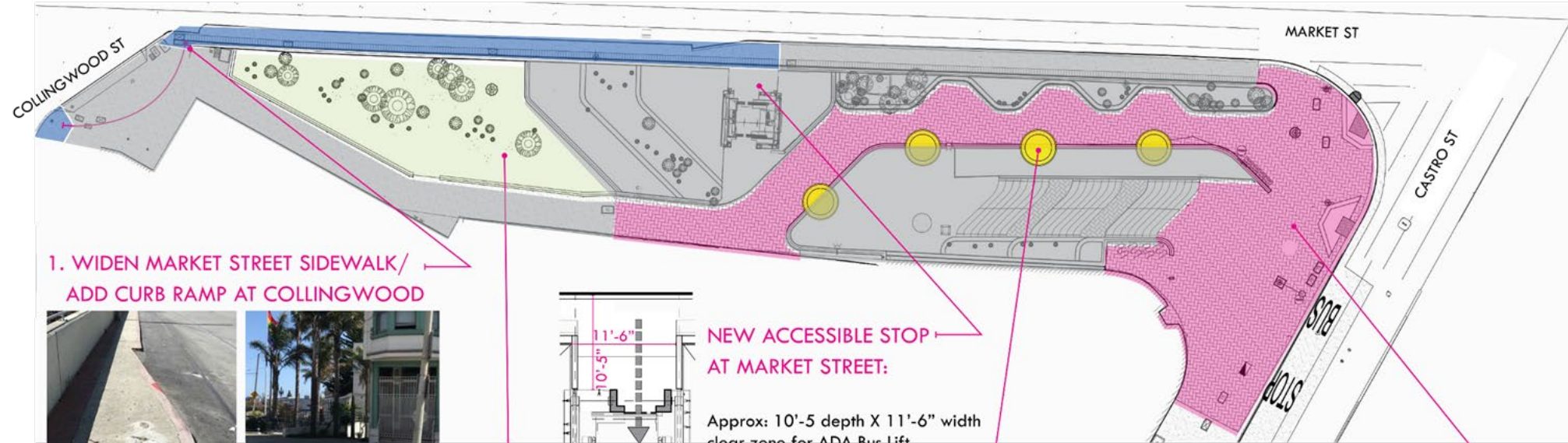
# Project Overview and Scope of Work

## New Elevator



# Project Overview and Scope of Work

## Street-Level Improvements



### 1. WIDEN MARKET STREET SIDEWALK/ ADD CURB RAMP AT COLLINGWOOD

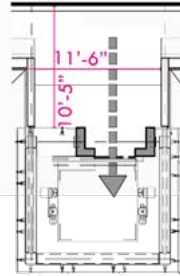


Widen Market Street sidewalk to match adjacent width and accommodate Muni ADA lift deployment at elevator. Add new curb ramp at Market and Collingwood Streets.

### 2. REPLANT STREET LEVEL PLANTING AREA



Plant with drought-tolerant and low-maintenance species. Swaying plants soften the station's structure, while strategically placed agaves provide bold focal points and improve security.



### NEW ACCESSIBLE STOP AT MARKET STREET:

Approx: 10'-5 depth X 11'-6" width  
clear zone for ADA Bus Lift  
(8' X 8' required by SFMTA)

### 3. REPLACE PLAZA LIGHT FIXTURES



Replace existing pole top light fixtures with "Torres" fixtures by Landscape Forms.

### 4. REGRADE AND REPLACE PLAZA PAVING



Replace existing brick with sparkle grain integral color concrete to match Castro streetscape paving



# Project Overview and Scope of Work

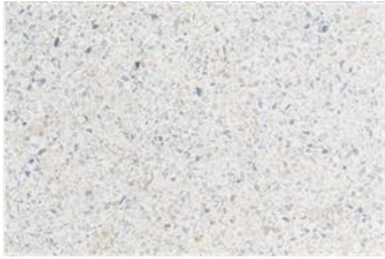
## Concourse-Level Improvements

### 1. REPLANT TERRACES AND CONCOURSE



Plant with drought-tolerant and low maintenance species that tolerate a range of sun and shade. Swaying plants soften the station's structure, while strategically placed agaves provide bold focal points and improve security.

### 2. PROVIDE NEW PAVING



Replace existing paving at station entrance to correct drainage issues. Provide new paving at elevator "garden room." Paving to be a non-slip terrazo-style aggregate concrete paving in a warm tone to coordinate with interior station floor material.

### 3. REPLACE FENCING AND INTERPRETIVE SIGNAGE



Porcelain example: Unity Plaza Stairs

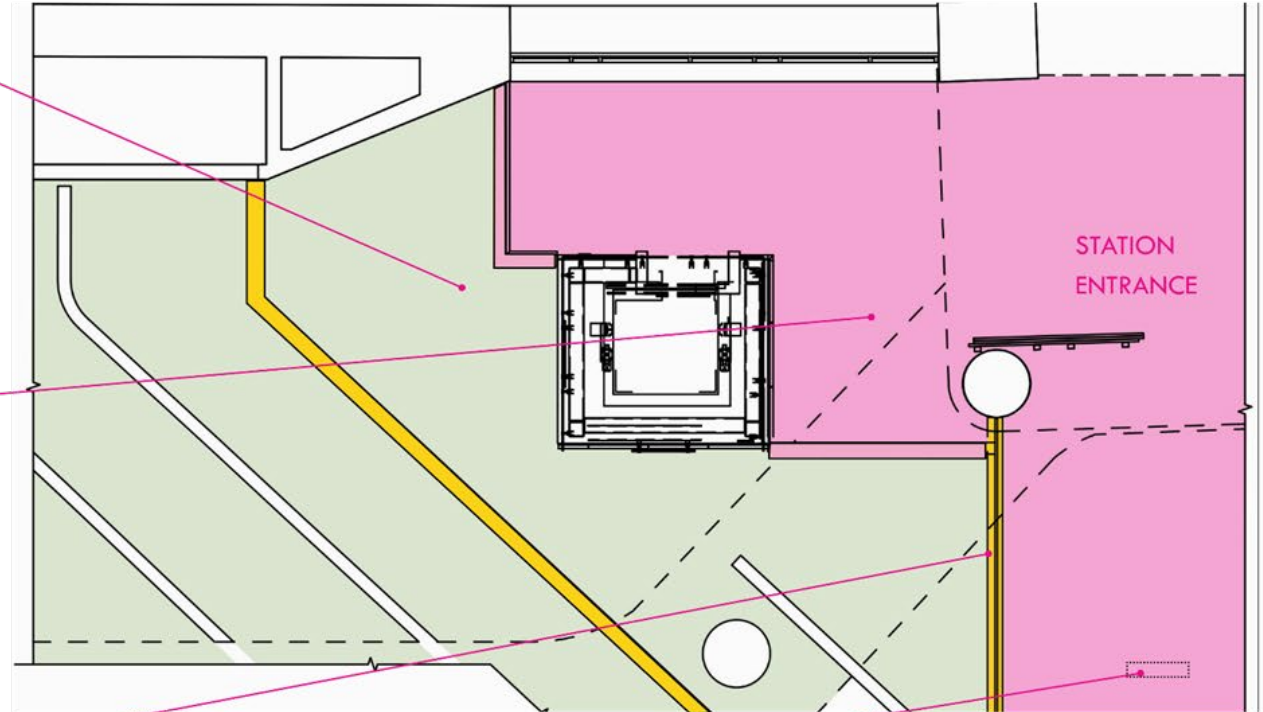
Replace and realign existing fencing to improve station security. Coordinate new fence detailing and material with existing station gate for a unified appearance.

Re-fabricate existing interpretive signage in durable photo-enamel porcelain. Mount at same height and location on new fence with custom metal frame for a more integrated appearance.

### 4. REPLACE BENCH

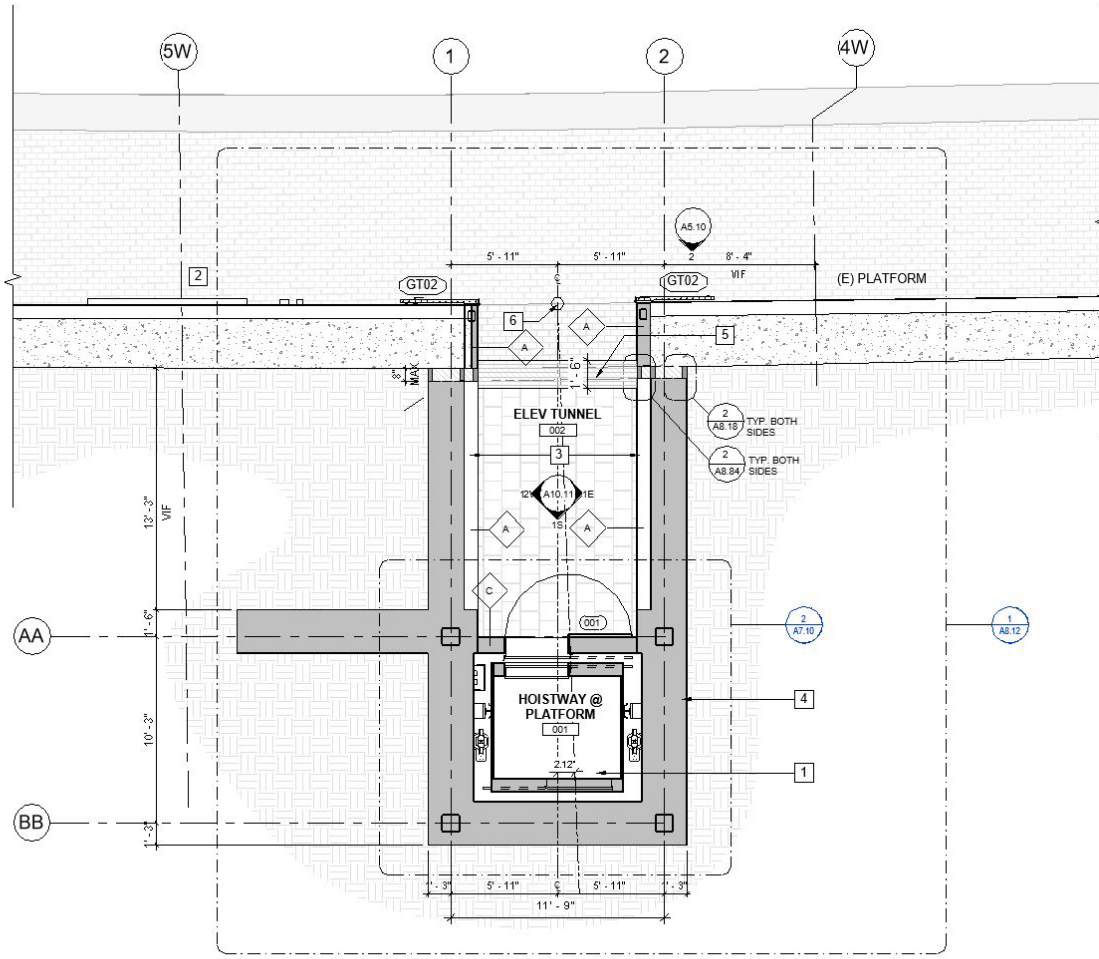


Replace existing damaged commemorative bench with a new metal bench.

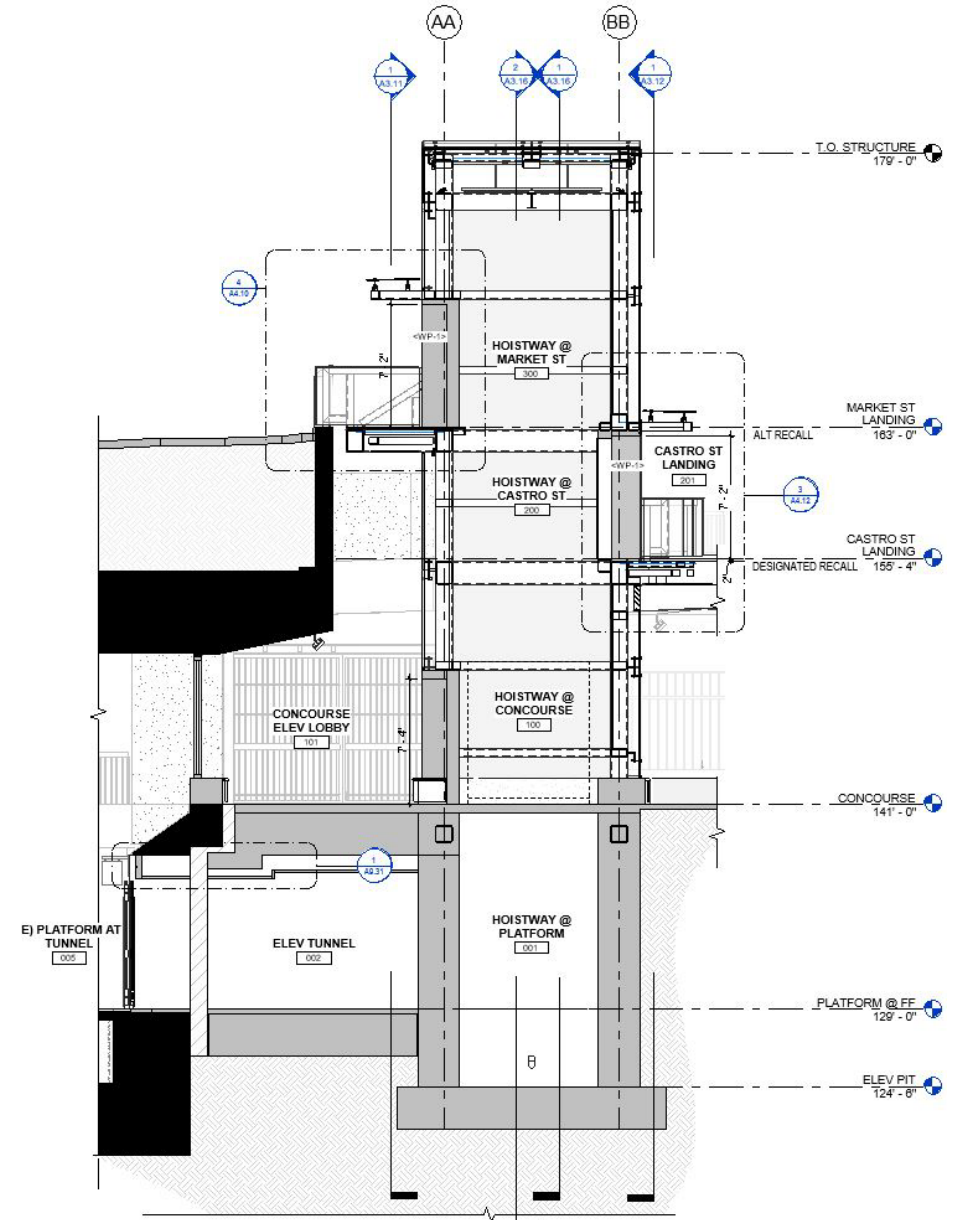


# Project Overview and Scope of Work

## Platform-Level Improvements



1 PLATFORM LANDING - (N) ELEVATOR TUNNEL - ENLARGED PLAN  
1/4" = 1'-0"



2 SECTION A-A THROUGH HOISTWAY - EAST  
1/4" = 1'-0"



## Key Milestone Dates

| Key Schedule Information / Milestones      | Dates             |
|--|-------------------|
| Project Advertised                         | April 18, 2022    |
| Bid Opened                                 | August 23, 2022   |
| Bid Protest Resolved                       | November 30, 2022 |
| Anticipated Notice-to-Proceed              | March 2023        |
| Anticipated Construction Start             | March 2023        |
| Anticipated Project Substantial Completion | November 2024     |
| Anticipated Final Completion               | February 2025     |



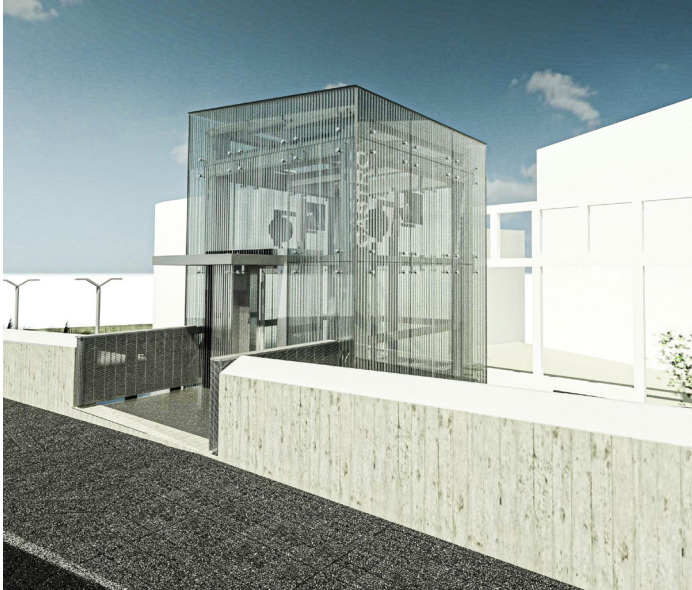
# Project Images



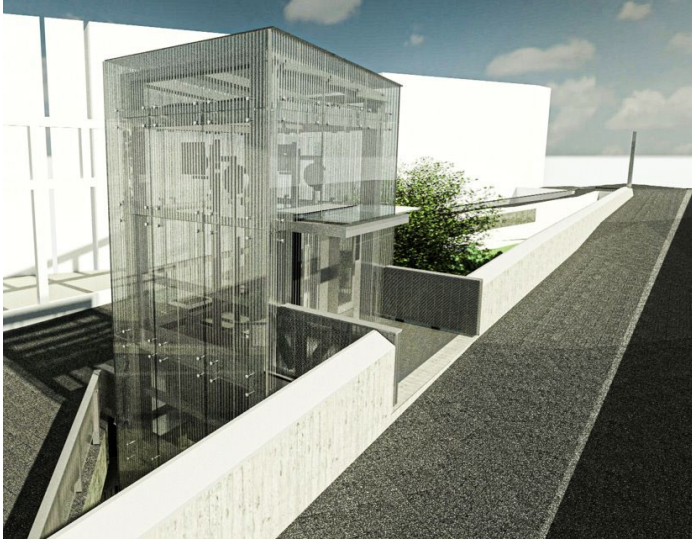
Castro Street Level (FRONT)



# Project Images



Market Street Level



Market Street Level



Castro Street Level (BACK)



Recommend Commission:

**Award San Francisco Public Works Contract:  
Castro Station Elevator Project**

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Amount

**\$11,540,000**

Duration

**600 calendar days**

Contractor

**CLW Builders, Inc.**

Reason:

**Improve access to Castro Station and Muni Metro**

# Questions?



[sfpublicworks.org](http://sfpublicworks.org)

**City and County of San Francisco  
Department of Public Works  
TABULATION OF BIDS  
PLA**

SOURCING ID: 0000005517

CONTRACT TITLE: PW CASTRO STTN ELEV

FULL TITLE: CASTRO STATION ELEVATOR

BIDS RECEIVED: August 24, 2022

| <u>BIDDERS (in the order received &amp; opened):</u> | <u>LBE Status Claimed</u>                     | <u>Total Bid Price</u> |
|--|---|------------------------|
| CLW Builders, Inc.                                   | Micro-LBE / Small-LBE / SBA-LBE 2%            | \$11,540,000.00        |
| Trico Construction                                   | Micro-LBE / Small-LBE / SBA-LBE 2%            | <b>\$19,666,353.00</b> |
| Rubecon General Contracting, Inc.                    | Micro-LBE / Small-LBE / SBA-LBE 2%            | <b>\$19,057,335.00</b> |
|  | Average Bid:                                  | \$16,754,562.67        |
|  | Engineer's Estimate:                          | \$12,000,000.00        |
|  | % of Engineer's Estimate:                     | 140%                   |
|  | % of Engineer's Estimate vs. Low Bid Received | 96%                    |

**[Redacted]** = *Indicates a correction of the bid price after review.*

|     |                  |                   |              |              |
|-----|------------------|-------------------|--------------|--------------|
| cc: | Ben Wu           | Carla Short       | Albert Ko    | Ron Alameida |
|     | Selormey Dzikunu | Fernando Cisneros | K2 Systems   | All Bidders  |
|     | Ivan Oldenkamp   | Patrick Rivera    | Nicolas Huff |              |
|     | Ed Yee           | Cyril Velasquez   | Raymond Woo  |              |

For complete subcontractor listings, check: <https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2360>



Sourcing ID: 000005517  
 Contract Title: PW CASTRO STTN ELEV  
 Full Title: CASTRO STATION ELEVATOR  
 Bid Date: August 24, 2022

| BID ITEMS               | QUANTITIES | UNIT         | UNIT PRICE | CLW Builders, Inc.     |            | Trico Construction     |             | Rubecon General Contracting, Inc. |            |
|-------------------------|------------|--------------|------------|------------------------|------------|------------------------|-------------|-----------------------------------|------------|
|                         |            |              |            | EXTENSION              | UNIT PRICE | EXTENSION              | UNIT PRICE  | EXTENSION                         | UNIT PRICE |
| 1                       | ---        | LS           | ---        | \$5,623,454.00         | ---        | \$1,623,461.00         | ---         | \$2,486,900.00                    | ---        |
| 2                       | ---        | LS           | ---        | \$496,000.00           | ---        | \$1,024,671.00         | ---         | \$602,200.00                      | ---        |
| 3                       | ---        | LS           | ---        | \$450,000.00           | ---        | \$1,425,407.00         | ---         | \$799,100.00                      | ---        |
| 4                       | ---        | LS           | ---        | \$77,000.00            | ---        | \$144,232.00           | ---         | \$139,500.00                      | ---        |
| 5                       | ---        | LS           | ---        | \$55,000.00            | ---        | \$262,461.00           | ---         | \$271,100.00                      | ---        |
| 6                       | ---        | LS           | ---        | \$150,000.00           | ---        | \$423,931.00           | ---         | \$84,100.00                       | ---        |
| 7                       | ---        | LS           | ---        | \$55,000.00            | ---        | \$142,615.00           | ---         | \$40,100.00                       | ---        |
| 8                       | ---        | LS           | ---        | \$15,000.00            | ---        | \$20,800.00            | ---         | \$53,300.00                       | ---        |
| 9                       | ---        | LS           | ---        | \$110,438.00           | ---        | \$122,439.00           | ---         | \$57,000.00                       | ---        |
| 10                      | ---        | LS           | ---        | \$46,200.00            | ---        | \$91,231.00            | ---         | \$536,900.00                      | ---        |
| 11                      | ---        | LS           | ---        | \$12,000.00            | ---        | \$84,614.00            | ---         | \$217,600.00                      | ---        |
| 12                      | ---        | LS           | ---        | \$33,883.00            | ---        | \$67,154.00            | ---         | \$63,600.00                       | ---        |
| 13                      | ---        | LS           | ---        | \$45,910.00            | ---        | \$119,945.00           | ---         | \$79,600.00                       | ---        |
| 14                      | ---        | LS           | ---        | \$55,000.00            | ---        | \$96,247.00            | ---         | \$50,900.00                       | ---        |
| 15                      | ---        | LS           | ---        | \$85,000.00            | ---        | \$437,462.00           | ---         | \$194,100.00                      | ---        |
| 16                      | ---        | LS           | ---        | \$310,000.00           | ---        | \$471,102.00           | ---         | \$397,600.00                      | ---        |
| 17                      | ---        | LS           | ---        | \$50,200.00            | ---        | \$241,462.00           | ---         | \$194,100.00                      | ---        |
| 18                      | ---        | LS           | ---        | \$7,300.00             | ---        | \$115,462.00           | ---         | \$231,100.00                      | ---        |
| 19                      | ---        | LS           | ---        | \$8,510.00             | ---        | \$50,000.00            | ---         | \$84,100.00                       | ---        |
| 20                      | ---        | LS           | ---        | \$6,000.00             | ---        | \$60,000.00            | ---         | \$34,600.00                       | ---        |
| S-1                     | ---        | LS           | ---        | \$23,880.00            | ---        | \$117,765.00           | ---         | \$128,100.00                      | ---        |
| S-2                     | ---        | LS           | ---        | \$10,200.00            | ---        | \$65,731.00            | ---         | \$227,100.00                      | ---        |
| S-3                     | ---        | LS           | ---        | \$28,200.00            | ---        | \$96,327.00            | ---         | \$799,100.00                      | ---        |
| S-4                     | ---        | LS           | ---        | \$1,100,000.00         | ---        | \$3,935,879.00         | ---         | \$3,142,600.00                    | ---        |
| S-5                     | ---        | LS           | ---        | \$163,500.00           | ---        | \$398,850.00           | ---         | \$128,900.00                      | ---        |
| S-6                     | ---        | LS           | ---        | \$49,600.00            | ---        | \$658,147.00           | ---         | \$570,300.00                      | ---        |
| S-7                     | ---        | LS           | ---        | \$860,000.00           | ---        | \$2,917,307.00         | ---         | \$2,038,300.00                    | ---        |
| S-8                     | ---        | AL           | ---        | \$20,000.00            | ---        | \$20,000.00            | ---         | \$20,000.00                       | ---        |
| R-1                     | 300        | SF           | \$25.00    | \$7,500.00             | \$20.00    | \$6,000.00             | \$15.50     | \$4,650.00                        | ---        |
| R-2                     | 5          | US SHORT TON | \$2,000.00 | \$10,000.00            | \$2,700.00 | \$13,500.00            | \$2,200.00  | \$11,000.00                       | ---        |
| R-3                     | 220        | SF           | \$25.00    | \$5,500.00             | \$41.00    | \$9,020.00             | \$46.50     | \$10,230.00                       | ---        |
| R-4                     | 2,500      | SF           | \$20.00    | \$50,000.00            | \$20.00    | \$50,000.00            | \$44.00     | \$110,000.00                      | ---        |
| R-5                     | 335        | LF           | \$65.00    | \$21,775.00            | \$85.00    | \$28,475.00            | \$99.00     | \$33,165.00                       | ---        |
| R-6                     | 40         | LF           | \$90.00    | \$3,600.00             | \$115.00   | \$4,600.00             | \$186.00    | \$7,440.00                        | ---        |
| R-7                     | 2          | EA           | \$7,000.00 | \$14,000.00            | \$5,623.00 | \$11,246.00            | \$4,200.00  | \$8,400.00                        | ---        |
| R-8                     | ---        | LS           | ---        | \$6,700.00             | ---        | \$15,000.00            | ---         | \$6,100.00                        | ---        |
| R-9                     | ---        | LS           | ---        | \$15,000.00            | ---        | \$266,154.00           | ---         | \$707,800.00                      | ---        |
| R-10                    | 6          | EA           | \$250.00   | \$1,500.00             | \$800.00   | \$4,800.00             | \$800.00    | \$4,800.00                        | ---        |
| R-11                    | 1          | EA           | \$6,000.00 | \$6,000.00             | \$800.00   | \$800.00               | \$29,700.00 | \$29,700.00                       | ---        |
| LA-1                    | ---        | LS           | ---        | \$22,000.00            | ---        | \$96,430.00            | ---         | \$78,600.00                       | ---        |
| LA-2                    | ---        | LS           | ---        | \$105,000.00           | ---        | \$25,000.00            | ---         | \$51,100.00                       | ---        |
| LA-3                    | 60         | CY           | \$320.00   | \$19,200.00            | \$146.00   | \$8,760.00             | \$42,600.00 | \$2,556,000.00                    | ---        |
| LA-4                    | ---        | LS           | ---        | \$107,000.00           | ---        | \$122,864.00           | ---         | \$150,100.00                      | ---        |
| LA-5                    | ---        | LS           | ---        | \$60,000.00            | ---        | \$89,270.00            | ---         | \$100,600.00                      | ---        |
| LA-6                    | 4,500      | SF           | \$44.00    | \$198,000.00           | \$29.00    | \$130,500.00           | \$26.50     | \$119,250.00                      | ---        |
| LA-7                    | 1,800      | SF           | \$44.00    | \$79,200.00            | \$34.00    | \$61,200.00            | \$31.50     | \$56,700.00                       | ---        |
| LA-8                    | ---        | LS           | ---        | \$62,000.00            | ---        | \$133,231.00           | ---         | \$29,100.00                       | ---        |
| LA-9                    | ---        | LS           | ---        | \$46,150.00            | ---        | \$141,275.00           | ---         | \$55,600.00                       | ---        |
| LA-10                   | 1          | EA           | \$2,000.00 | \$2,000.00             | \$5,000.00 | \$5,000.00             | \$84,100.00 | \$84,100.00                       | ---        |
| LA-11                   | 1          | EA           | \$5,500.00 | \$5,500.00             | \$5,200.00 | \$5,200.00             | \$34,800.00 | \$34,800.00                       | ---        |
| LA-12                   | ---        | LS           | ---        | \$188,100.00           | ---        | \$108,231.00           | ---         | \$84,100.00                       | ---        |
| LA-13                   | ---        | LS           | ---        | \$50,000.00            | ---        | \$88,113.00            | ---         | \$139,100.00                      | ---        |
| G-1                     | ---        | LS           | ---        | \$400,000.00           | ---        | \$2,899,982.00         | ---         | \$806,000.00                      | ---        |
| G-2                     | ---        | AL           | ---        | \$62,000.00            | ---        | \$62,000.00            | ---         | \$62,000.00                       | ---        |
| G-3                     | ---        | AL           | ---        | \$45,000.00            | ---        | \$45,000.00            | ---         | \$45,000.00                       | ---        |
| <b>TOTAL BID PRICE:</b> |            |              |            | <b>\$11,540,000.00</b> |            | <b>\$19,666,353.00</b> |             | <b>\$19,057,335.00</b>            |            |

**Indicates a correction of the bid price after review.**



# CONTRACT MONITORING DIVISION OFFICE OF THE CITY ADMINISTRATOR



London N. Breed, Mayor  
Carmen Chu, City Administrator

Romulus Asenloo, Director

## MEMORANDUM

**Date:** November 24, 2022

**To:** Ben Washington, SF Public Works  
Jane Chan, Project Manager, SF Public Works

**From:** Ivan Oldenkamp, Contract Monitoring Division

**Subject:** Sourcing ID: 0000005517 Castro Station Elevator – CMD Review Memo Rev. 2

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The Contract Monitoring Division (“CMD”) has reviewed the bids submitted for the above referenced project, applied the appropriate bid discounts, and determined responsiveness to the Chapter 14B pre-award requirements. An LBE subcontracting requirement of 20% was established for this project. We have also reviewed and considered Rubecon’s protest letter dated August 31, 2022. Below is a summary of CMD’s review and findings.

| Bidder                           | LBE Status           | Base Bid        | LBE Bid Discount | Adjusted Bid with Bid Discount |
|----------------------------------|----------------------|-----------------|------------------|--------------------------------|
| CLW Builders                     | SF LBE - MBE (Small) | \$11,540,000.00 | 10%              | \$10,386,000.00                |
| Trico Construction               | SF LBE - WBE (Micro) | \$19,666,344.00 | 10%              | \$17,699,709.60                |
| Rubecon General Contracting Inc. | SF LBE - MBE (Micro) | \$19,057,335.00 | 10%              | \$17,151,601.50                |

CLW Builders, Inc. (“CLW”) is the lowest responsive bidder. CLW satisfied the Good Faith Outreach requirement by exceeding the subcontractor participation requirement by at least 35% by counting its own participation as an LBE prime contractor.

CLW met the 20% LBE subcontracting requirement by listing the following LBE firms for the base bid items:

| <b>LBE Subcontractor</b> | <b>Scope of Work</b>               | <b>Status</b>        | <b>Percent LBE</b> | <b>Listed Amount</b>  | <b>Amount Credited</b> | <b>Percent of Work</b> |
|--------------------------|------------------------------------|----------------------|--------------------|-----------------------|------------------------|------------------------|
| KM106                    | Hazmat                             | SF LBE - MBE (Micro) | 100%               | \$62,000.00           | \$0.00**               | 0.00%                  |
| IBS USA                  | Structural steel, decorative metal | SF LBE - MBE (Micro) | 100%               | \$1,010,300.00        | \$1,010,300.00         | 8.75%                  |
| Priority Arch Graphics   | Signage                            | SF LBE - WBE (Micro) | 100%               | \$110,438.00          | \$110,438.00           | 0.96%                  |
| D & S Leong              | Plumbing, fire sprinkler           | SF LBE - MBE (Micro) | 100%               | \$143,200.00          | \$143,200.00           | 1.24%                  |
| All Phase Electrical     | Electrical, Fire Alarm             | SF LBE - MBE (Micro) | 100%               | \$698,000.00          | \$698,000.00           | 6.05%                  |
| ABCO                     | HVAC                               | SF LBE - OBE (Micro) | 100%               | \$45,910.00           | \$41,410.00            | 0.36%                  |
| RK Engineering           | Site paving, sidewalk              | SF LBE - OBE (Micro) | 100%               | \$397,075.00          | \$397,075.00           | 3.44%                  |
| <b>TOTAL</b>             |                                    |                      |                    | <b>\$2,466,923.00</b> | <b>\$2,400,423.00</b>  | <b>20.80%</b>          |

\*\* Per CMD Form 6 submitted for KM106, KM106 will be performing work for the Allowance for Environmental Work scope; allowances cannot be used to meet the LBE subcontracting participation requirement at time of bid.

CLW has also listed the following non-LBE subcontractors for base bid items:

| <b>Non-LBE Subcontractor</b> | <b>Scope of Work</b>                | <b>Status</b> | <b>Listed Amount</b> |
|------------------------------|-------------------------------------|---------------|----------------------|
| Cal Pacific Construction     | Concrete, formwork, misc demo       | Non-LBE       | \$1,365,000.00       |
| Novum Structures             | Point supported glazing, storefront | Non-LBE       | \$598,000.00         |
| SF Elevator                  | Elevator                            | Non-LBE       | \$950,000.00         |
| KZ Tile                      | Tiling                              | Non-LBE       | \$95,500.00          |
| Green Growth                 | Landscape & irrigation              | Non-LBE       | \$263,940.00         |
| West Coast Drilling          | Micropiles                          | Non-LBE       | \$1,114,000.00       |
| <b>TOTAL</b>                 |                                     |               | <b>\$4,386,440</b>   |

Based on the foregoing, CMD has determined that CLW Builders, Inc. has complied with the Chapter 14B pre-award requirements. Should you have any questions, please contact Ivan Oldenkamp at [ivan.oldenkamp@sfgov.org](mailto:ivan.oldenkamp@sfgov.org)



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

|   |  |   |
|---|--|---|
| <b>Project Address</b>  |  | <b>Block/Lot(s)</b>   |
| SFMTA - Castro Station Accessibility Improvements Project   |  |   |
| <b>Case No.</b>   |  | <b>Permit No.</b>   |
| 2018-005547ENV  |  |   |
| <input type="checkbox"/> <b>Addition/<br/>Alteration</b>  | <input checked="" type="checkbox"/> <b>Demolition (requires HRE for<br/>Category B Building)</b> | <input checked="" type="checkbox"/> <b>New<br/>Construction</b> |
| <p><b>Project description for Planning Department approval.</b></p> <p>The San Francisco Municipal Transportation Agency (SFMTA) proposes to construct a new four-stop elevator on the south side of Market Street at the Castro Muni Station to improve the accessibility of the Muni subway system. The new elevator would be located immediately adjacent to the existing Station within the existing landscaped area at the concourse level. The new elevator would integrate with the existing architectural and structural framework and would consist of an approximately 39-foot-tall (from Concourse Mezzanine Level) elevator tower with a glass canopy. The elevator would include one stop on Market Street, one stop on Harvey Milk Plaza, one stop on the concourse level, and one stop on the platform level of the Station. The Market Street elevator stop/landing would allow disabled passengers from the adjacent Market Street bus stop to directly access the Station via a pedestrian bridge. A ten-foot portion of the existing wall along Market Street would be removed to accommodate the new elevator and landing. The plaza-level elevator stop/landing would also be served by a pedestrian bridge and would create an accessible path from the southwest corner of Market and Castro Streets to the elevator entrance. These proposed features would address the existing non-compliant paths of travel in and around the</p> <p>FULL PROJECT DESCRIPTION ATTACHED</p> |  |   |

### STEP 1: EXEMPTION TYPE

|  |   |
|--|---|
| <b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b> |   |
| <input type="checkbox"/>   | <b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.   |
| <input type="checkbox"/>   | <b>Class 3 - New Construction.</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.  |
| <input type="checkbox"/>   | <p><b>Class 32 - In-Fill Development.</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> |
| <input checked="" type="checkbox"/>  | <p><b>Other</b> _____</p> <p>Class 11 (15311) - ACCESSORY STRUCTURES consists of construction, or placement of minor structures accessory to (appurtenant to) existing commercial, industrial, or institutional facilities.</p>   |
| <input type="checkbox"/>   | <b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment.   |

**STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT**

**TO BE COMPLETED BY PROJECT PLANNER**

|  |  |
|--|--|
| <input checked="" type="checkbox"/>  | <p><b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to the Environmental</i></p>  |
| <input checked="" type="checkbox"/>  | <p><b>Hazardous Materials:</b>    <input type="checkbox"/> <b>Maher</b> or    <input type="checkbox"/> <b>Cortese</b></p> <p>Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks?<br/> <i>if Maher box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant.</i></p> <p><b>Note that a categorical exemption shall not be issued for a project located on the Cortese List</b></p> |
| <input type="checkbox"/>   | <p><b>Transportation:</b> Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or</p>  |
| <input checked="" type="checkbox"/>  | <p><b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>  |
| <input type="checkbox"/>   | <p><b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to the Environmental Information tab on <a href="https://sfplanningqis.org/PIM/">https://sfplanningqis.org/PIM/</a>)</i> <b>If box is checked, Environmental Planning must issue the exemption.</b></p>  |
| <input type="checkbox"/>   | <p><b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to the Environmental Information tab on <a href="https://sfplanninggis.org/PIM/">https://sfplanninggis.org/PIM/</a>)</i> <b>If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</b></p>   |
| <input type="checkbox"/>   | <p><b>Seismic Hazard:</b>    <input type="checkbox"/> <b>Landslide</b> or    <input type="checkbox"/> <b>Liquefaction Hazard Zone:</b></p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to the Environmental Information tab on <a href="https://sfplanninggis.org/PIM/">https://sfplanninggis.org/PIM/</a>)</i> <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>  |
| <p><b>Comments and Planner Signature (optional):</b>                      Jennifer M McKellar</p> <p>PLEASE SEE ATTACHED</p> |  |

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE  
TO BE COMPLETED BY PROJECT PLANNER**

|  |  |
|--|--|
| <b>PROPERTY IS ONE OF THE FOLLOWING:</b> (refer to Property Information Map) |  |
| <input checked="" type="checkbox"/>  | <b>Category A:</b> Known Historical Resource. <b>GO TO STEP 5.</b>   |
| <input type="checkbox"/>   | <b>Category B:</b> Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>                  |
| <input type="checkbox"/>   | <b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b> |

**STEP 4: PROPOSED WORK CHECKLIST  
TO BE COMPLETED BY PROJECT PLANNER**

|  |  |
|--|--|
| <b>Check all that apply to the project.</b>                          |  |
| <input type="checkbox"/>   | 1. <b>Change of use and new construction.</b> Tenant improvements not included.  |
| <input type="checkbox"/>   | 2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.  |
| <input type="checkbox"/>   | 3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.   |
| <input type="checkbox"/>   | 4. <b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.  |
| <input type="checkbox"/>   | 5. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.   |
| <input type="checkbox"/>   | 6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.   |
| <input type="checkbox"/>   | 7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .  |
| <input type="checkbox"/>   | 8. <b>Addition(s)</b> that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features. |
| <b>Note: Project Planner must check box below before proceeding.</b> |  |
| <input checked="" type="checkbox"/>                                  | Project is not listed. <b>GO TO STEP 5.</b>  |
| <input type="checkbox"/>   | Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>  |
| <input type="checkbox"/>   | Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>   |
| <input type="checkbox"/>   | Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>   |

**STEP 5: ADVANCED HISTORICAL REVIEW  
TO BE COMPLETED BY PRESERVATION PLANNER**

|   |   |
|---|---|
| <b>Check all that apply to the project.</b> |   |
| <input checked="" type="checkbox"/>         | <p>1. <b>Reclassification of property status.</b> (Attach HRER Part I)</p> <p><input checked="" type="checkbox"/> Reclassify to Category A <span style="margin-left: 200px;"><input type="checkbox"/> Reclassify to Category C</span></p> <p style="margin-left: 40px;">a. Per HRER <span style="margin-left: 100px;">07/23/2020</span> <span style="margin-left: 100px;">(No further historic review)</span></p> <p style="margin-left: 40px;">b. Other (specify):</p> |
| <input type="checkbox"/>                    | 2. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.  |
| <input type="checkbox"/>                    | 3. <b>Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.</b>   |
| <input type="checkbox"/>                    | 4. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.   |
| <input type="checkbox"/>                    | 5. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.  |

|   |   |
|---|---|
| <input type="checkbox"/>  | 6. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.   |
| <input type="checkbox"/>  | 7. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.  |
| <input checked="" type="checkbox"/>   | 8. <b>Work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :<br>PLEASE SEE ATTACHED     |
| <input type="checkbox"/>  | 9. <b>Work compatible</b> with a historic district (Analysis required):   |
| <input type="checkbox"/>  | 10. <b>Work that would not materially impair</b> a historic resource (Attach HRER Part II).   |
| <b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b> |   |
| <input checked="" type="checkbox"/>   | <b>Project can proceed with exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review. <b>GO TO STEP 6.</b> |
| <b>Comments (optional):</b>   |   |
| <b>Preservation Planner Signature:</b> Justin Greving                                       |   |

**STEP 6: EXEMPTION DETERMINATION**  
**TO BE COMPLETED BY PROJECT PLANNER**

|                                     |   |  |
|-------------------------------------|---|--|
| <input checked="" type="checkbox"/> | <b>No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>   |  |
|                                     | <b>Project Approval Action:</b><br>BART Building Permit Issuance  | <b>Signature:</b><br>Jennifer M McKellar |
|                                     |   | 07/09/2021                               |
|                                     | <p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at <a href="https://sfplanninggis.org/PIM/">https://sfplanninggis.org/PIM/</a>. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p> |  |

## Full Project Description

The San Francisco Municipal Transportation Agency (SFMTA) proposes to construct a new four-stop elevator on the south side of Market Street at the Castro Muni Station to improve the accessibility of the Muni subway system. The new elevator would be located immediately adjacent to the existing Station within the existing landscaped area at the concourse level. The new elevator would integrate with the existing architectural and structural framework and would consist of an approximately 39-foot-tall (from Concourse Mezzanine Level) elevator tower with a glass canopy. The elevator would include one stop on Market Street, one stop on Harvey Milk Plaza, one stop on the concourse level, and one stop on the platform level of the Station.

The Market Street elevator stop/landing would allow disabled passengers from the adjacent Market Street bus stop to directly access the Station via a pedestrian bridge. A ten-foot portion of the existing wall along Market Street would be removed to accommodate the new elevator and landing. The plaza-level elevator stop/landing would also be served by a pedestrian bridge and would create an accessible path from the southwest corner of Market and Castro Streets to the elevator entrance. These proposed features would address the existing non-compliant paths of travel in and around the Station.

Construction would take approximately 20 months and would consist of installation of shoring, excavation of elevator pit and tunnel, installation of subgrade waterproofing system, forming and pouring of structural concrete footings, erection of steel structural framing, installation of mechanical and electrical infrastructure, installation of the exterior glass cladding, and installation of the elevator machinery, cab and components. In parallel, the path of travel to the new elevator would include the removal of the existing brick walkway surface, re-grading of sub grade and installation of new walkway surface at new ADA compliant slope. Approximately 16,753 cubic feet (620 cubic yards) of soil would be removed during excavation of the elevator pit and the connecting tunnel to the inbound platform (29.1 feet in length, 30.3 feet in width, and 19 feet in depth).

The proposed project would be constructed by Public Works and would implement Public Works Standard Construction Measure 2 (Air Quality) and Public Works Standard Construction Measure 9 (Cultural Resources) as part of the project. Public Works Standard Construction Measure 2 (Air Quality) would require the project to comply with the city's Construction Dust Control Ordinance and Clean Construction Ordinance. Public Works Standard Construction Measure 9 (Cultural Resources) would require the project to implement the following measures to protect in place two existing Path of Gold Light Standards in the project vicinity during construction activities: (1) the project plan set must identify each Path of Gold Light Standard as requiring physical protection; (2) the project plan set must establish environmentally sensitive areas (ESA) radii around each Path of Gold Light Standard; (3) a plan sheet showing the detail of the required physical protection of each Path of Gold Light Standard must be included in the plan set; and (4) the required physical protection of the Path of Gold Light Standards must be constructed and installed to the satisfaction of the Public Works Regulatory Affairs representative overseeing implementation of Public Works Standard Construction Measure 9 (Cultural Resources) before construction activities in the immediate vicinity of the Path of Gold Light Standards may commence.

SEE ATTACHED FULL PROJECT DESCRIPTION FOR MORE DETAIL.

### Step 2: Environmental Screening Comments

The proposed project includes Public Works Standard Construction Measure 2 (Air Quality) as part of the project, which would require the project to comply with the city's Construction Dust Control Ordinance and Clean Construction Ordinance. Therefore, air quality impacts would be less than significant.

On 7/9/2021, the San Francisco Public Works' Site Assessment and Remediation (SAR) section evaluated the proposed project and determined that the Maher Ordinance does not apply.

On May 8, 2018 Planning Department archeologists concluded there is low sensitivity for prehistoric archeological sites in this area. Although the project area was developed by at least the early 1850s, the proposed excavation would occur beneath the existing Castro Station and is likely below historic-period features based on boring log from station plans (1972) and archeological review of nearby projects. In 2020, Planning Department archeologists evaluated a revised project with 600 cubic feet of excavation and drilled piers to 70 feet below existing grade and concluded less-than-significant archeological effects due to no sensitivity for buried archeological resources. On April 8, 2021, Planning Department archeological staff reviewed the currently proposed project, which includes 620 cubic yards of excavation over a larger area and depth (than the project proposed in 2020) and drilled piers to 70 feet below existing grade, and concluded the project would have less-than-significant archeological effects due to the aforementioned reasons.



## **Step 5: #8 Work Consistent With the Secretary of the Interior Standards for the Treatment of Historic Properties Analysis**

On July 23, 2020, Planning Department historic preservation staff determined that Harvey Milk Plaza is (1) individually eligible for listing in the California Register under Criterion 1 as a gathering place of exceptionally important vigils and marches, and (2) a contributor to the California Register-eligible Eureka Valley/Castro Street Commercial Historic District.

On June 23, 2021, Planning Department historic preservation staff determined that the proposed project would not have a significant adverse impact on the individual historic resource (Harvey Milk Plaza) or the Eureka Valley/Castro Street Commercial Historic District. Additionally, historic preservation staff determined that the project would not adversely effect two Path of Gold Light Standards (which contribute to Article 10 Landmark #200) because the project would implement Public Works Standard Construction Measure 9 (Cultural Resources), which would require the project to protect in place the two existing Path of Gold Light Standards.

For more information, see the full project description below and historic resource evaluation responses part I and II under Planning Record No.2018-005547ENV.

## STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

### TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional

### MODIFIED PROJECT DESCRIPTION

Modified Project Description:

### DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code;   |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312;  |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)?   |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

**If at least one of the above boxes is checked, further environmental review is required**

### DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- |                          |   |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can

**Planner Name:**

**Date:**



Date: March 26, 2021  
To: Jennifer McKellar, San Francisco Planning Department  
[Jennifer.Mckellar@sfgov.org](mailto:Jennifer.Mckellar@sfgov.org), 628.652.7563  
From: Tess Kavanagh, San Francisco Municipal Transportation Agency  
[Tess.Kavanagh@sfmta.com](mailto:Tess.Kavanagh@sfmta.com), 415.646.2428  
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency  
[Forrest.Chamberlain@sfmta.com](mailto:Forrest.Chamberlain@sfmta.com), 415.646.2898  
Subject: Castro Station Accessibility Improvements (Planning Record No. 2018-005547ENV)

## Summary

The San Francisco Municipal Transportation Agency (SFMTA) proposes to construct a new four-stop elevator on the south side of Market Street at the Castro Muni Station to improve the accessibility of the Muni subway system. The project would also include creating an accessible path from the southwest corner of Market and Castro Streets to the Plaza-level elevator entry.

## Existing Conditions

The Castro Muni Station lies in the heart of the Castro neighborhood providing public transportation access to residents and visitors alike. The Station is an underground MUNI Metro Station at the intersection of Market, Castro, and 17th streets in the Castro neighborhood (Figure1). It is part of the Market Street Subway system that runs underneath Market Street for light rail streetcars. The Station is a two-level underground structure of concrete and steel construction built between 1973 and 1980. The lower Platform Level consists of two platforms on the north and south sides of the tracks. The upper Concourse Mezzanine Level overlooks the tracks and platforms, and contains the fare gates and Station agent booth. The Concourse extends to Harvey Milk Plaza on the southwest corner of Market and Castro Streets. There are two entry points from street level down to the Station. There is only one stairway on each side of Market Street leading down to the Station. One of these entrances is located in Harvey Milk Plaza, and the other is on the northwest corner of Market and 17th Streets. There is only one elevator that connects the Station to street level at the north entry point. The existing path of travel to and from this elevator is not in compliance with accessibility standards. There are two existing Path of Gold Light Standards within the project site: one at the southwest corner of Market and Castro streets and one on the south side of Market Street just east of Collingwood Street. These Path of Gold Light Standards are two of 327 Path of Gold Light Standards, which contribute to Article 10 Landmark #200.

## Proposed Project – Elevator

The proposed project would construct a new four-stop elevator on the south side of Market Street at the Castro Muni Station to improve the accessibility of the Muni subway system. The new elevator structure would integrate with the existing architectural and structural framework and would consist of an approximately 39-foot-tall (from Concourse Mezzanine Level) elevator tower with a glass

canopy. The elevator would include one stop on Market Street, one stop on Harvey Milk Plaza, one stop on the concourse level, and one stop on the platform level<sup>1</sup> of the Station.

The Market Street elevator stop/landing would allow disabled passengers from the adjacent Market Street bus stop to directly access the Station via a pedestrian bridge. A ten-foot portion of the existing wall along Market Street would be removed to accommodate the new elevator and landing. The plaza-level elevator stop/landing would also be served by a pedestrian bridge and would create an accessible path from the southwest corner of Market and Castro Streets to the elevator entrance.

These proposed features would make the paths of travel in and around the Station compliant with the Americans with Disabilities Act (ADA).



Figure 1 – Castro Station Footprint (underground extent outlined in red)

## Proposed Transportation Elements– Pedestrian Facilities

Pedestrian conditions would improve along the existing paths of travel from the southwest corner of Castro & Market streets to the new elevator entrance at the plaza level of the Station. As part of the project the existing brick pathway paving would be removed and replaced to improve slopes, both

<sup>1</sup> For typical day to day operation, the platform level of the new elevator will be locked off and not accessible to riders. Only during emergency use, such as when the existing in bound platform elevator is out of service, will the platform level of the new elevator be activated. The main objective of the new elevator is to improve access from street levels at Castro and Market to the concourse level of the station.

cross wise and in the direction of travel, to meet ADA requirements. New concrete paving would consist of sparkle grain integral color concrete to match the existing paving of Castro Street. New pathway lighting would also be provided to improve visibility and safety for pedestrians as they access the new elevator. Except for the Path of Gold Light Standards, existing light fixtures and poles would be replaced with new light fixtures and poles.

A portion of the adjacent Market Street sidewalk between Collingwood Street and the new elevator stop would be expanded to match the six-foot width of the remaining Market Street sidewalk between the new elevator stop and Castro Street. Two new ADA accessible curb ramps would be constructed at the adjacent intersections of Collingwood Street at the western entrance to the Station. A portion of the Concourse level of the Station would be repaved leading from the existing staircase in Harvey Milk Plaza to the proposed Concourse level elevator stop.

### **Proposed Excavation and Soil Disturbance**

The new elevator would be located immediately adjacent to the existing Station within the existing landscaped area at the concourse level. Approximately 16,753 cubic feet (620 cubic yards) of soil would be removed during excavation of the elevator pit and the connecting tunnel to the inbound platform (29.1 feet in length, 30.3 feet in width, and 19 feet in depth, as shown in Figure 2).

According to preliminary geotechnical investigation results, the base of the elevator will be founded on a thick concrete mat.<sup>2</sup> Depending on the final results of the geotechnical investigation, the elevator foundation may require drilled pier footings which would extend down 70 feet from existing grade. This soil was previously disturbed during construction of Castro Station.

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<sup>2</sup> ENGEO Terra Engineers, Inc, *New Elevator for Castro Muni Train Station, San Francisco, CA, Geotechnical Investigation Report (Draft)*, September 17, 2019.

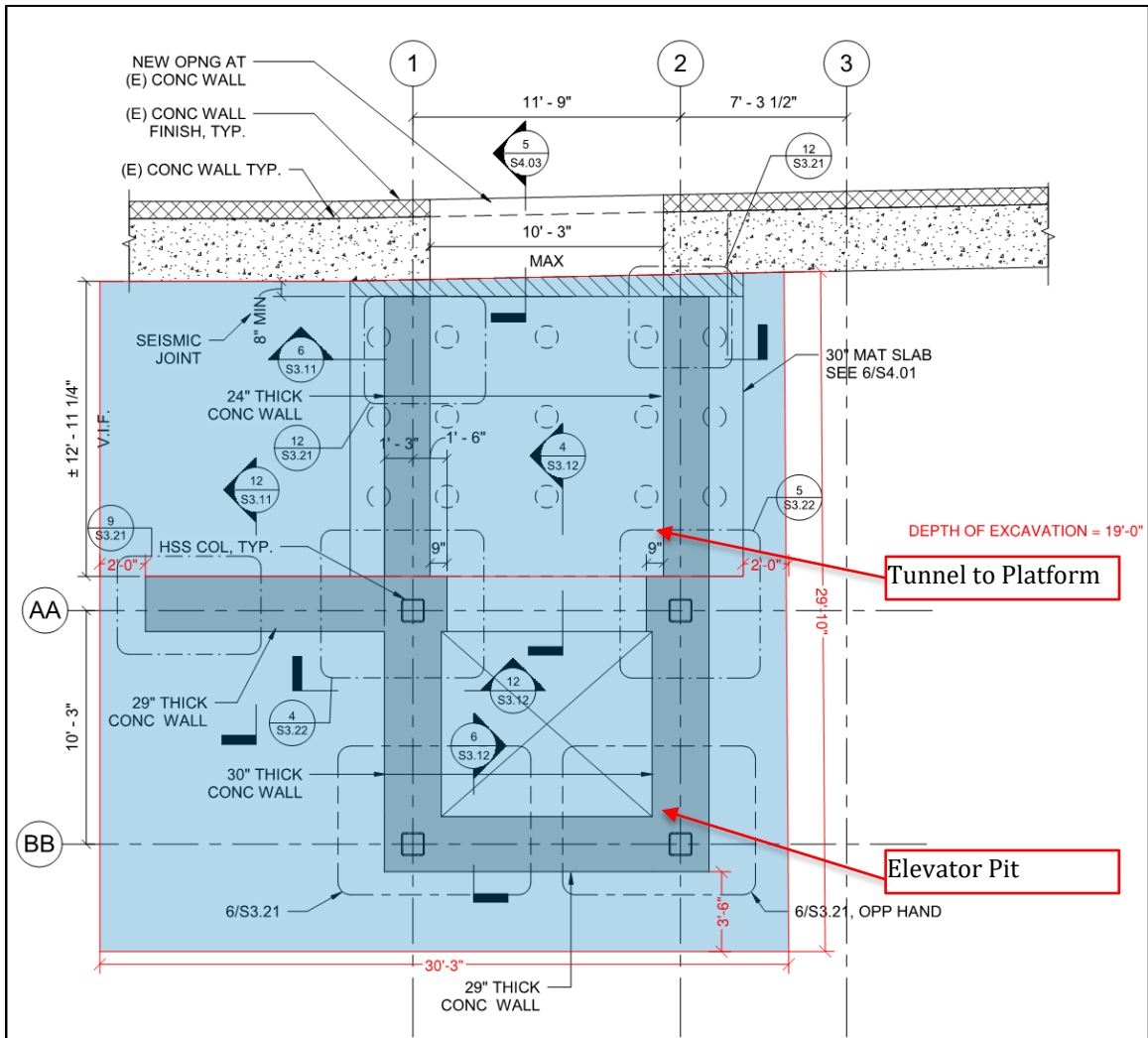


Figure 2 – Elevator Pit and Tunnel to Platform Excavation Diagram



## Construction

Construction would take approximately 20 months and would consist of installation of shoring, excavation of elevator pit and tunnel, installation of subgrade waterproofing system, forming and pouring of structural concrete footings, erection of steel structural framing, installation of mechanical and electrical infrastructure, installation of the exterior glass cladding, and installation of the elevator machinery, cab and components. In parallel, the path of travel to the new elevator would include the removal of the existing brick walkway surface, re-grading of sub grade and installation of new walkway surface at new ADA compliant slope. The construction zone would be barricaded to protect the site from intrusion. Access to the Station from the plaza would be maintained throughout the construction period.

The proposed project would be constructed by San Francisco Public Works and would implement Public Works Standard Construction Measure 2 (Air Quality) and Public Works Standard Construction Measure 9 (Cultural Resources) as part of the project. Public Works Standard Construction Measure 2 (Air Quality) would require the project to comply with the city's Construction Dust Control Ordinance and Clean Construction Ordinance. Public Works Standard Construction Measure 9 (Cultural Resources) would require the project to implement the following measures to protect in place the two existing Path of Gold Light Standards in the project vicinity during construction activities:

- The project plan set must identify each Path of Gold Light Standard as requiring physical protection,
- The project plan set must establish environmentally sensitive areas (ESA) radii around each Path of Gold Light Standard (see Figure 3 for details),
- A plan sheet showing the detail of the required physical protection of each Path of Gold Light Standard must be included in the plan set (see Figure 3 for details), and
- The required physical protection of the Path of Gold Light Standards must be constructed and installed to the satisfaction of the Public Works Regulatory Affairs representative overseeing implementation of Public Works Standard Construction Measure 9 (Cultural Resources) before construction activities in the immediate vicinity of the Path of Gold Light Standards may commence.

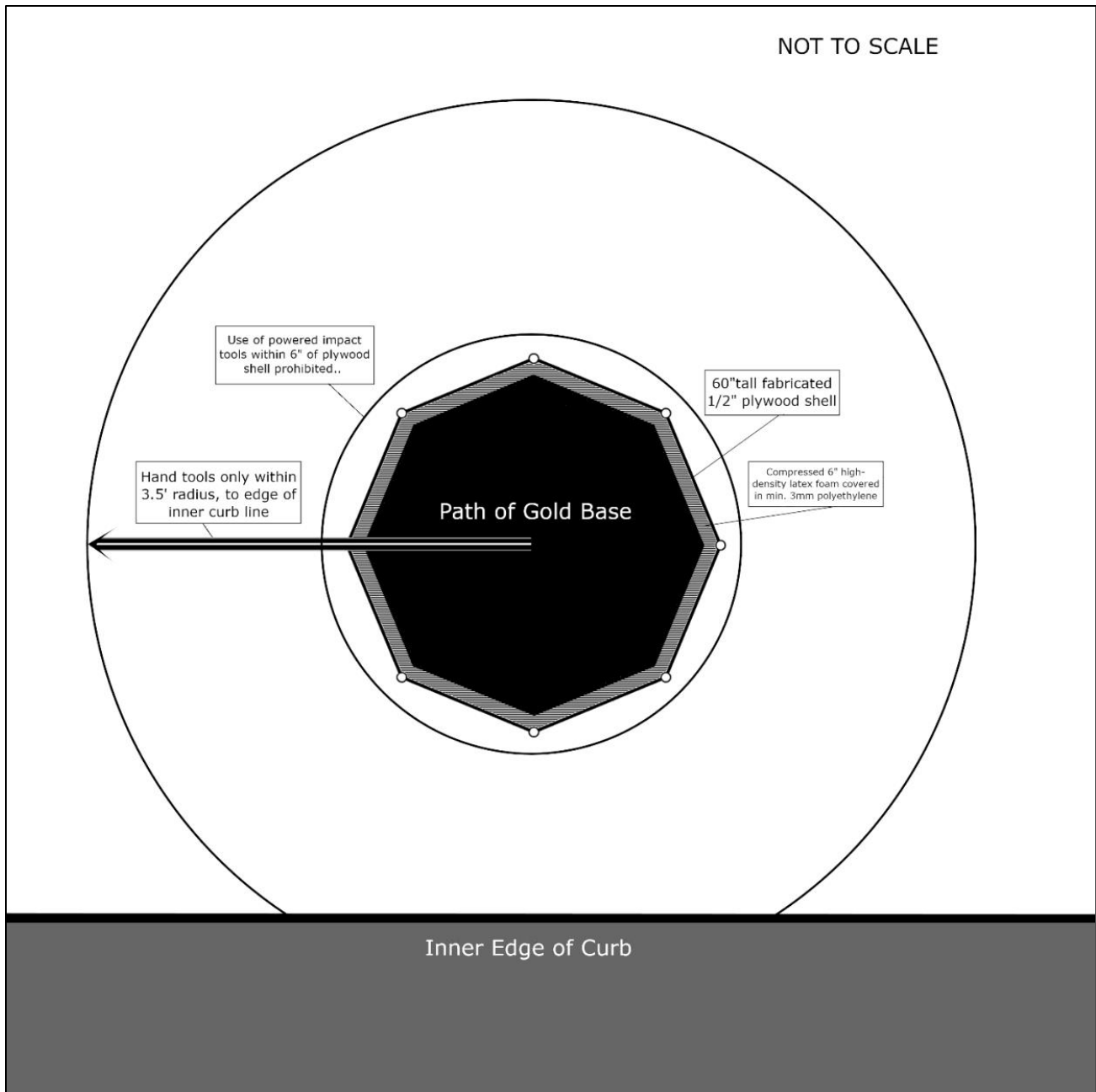


Figure 3. Illustration of Required Physical Protection for Path of Gold Light Standards.

## Planned Projects in the Vicinity

### *Upper Market Street Safety Project*

The Upper Market Street Safety Project (2017-000817ENV) would implement pedestrian and bicycle safety improvements along Market Street from Castro Street to Octavia Boulevard. The project would include new curb extensions at several locations designed to shorten crossing distances and increase the visibility of people entering crosswalks, and related transit island and pedestrian refuge



improvements. The project would also include parking-protected (Class IV) bike lanes, and changes to traffic circulation to increase safety for people using all modes of transportation. Project construction would include ADA-compliant curb ramps, the possible relocation of catch basins or manholes, and the possible replacement of pull boxes. The project is currently under construction.

#### *New Harvey Milk Plaza Project*

The New Harvey Milk Plaza Project (2019-013425ENV) would renovate the existing Harvey Milk Plaza and southern entrance to Castro Muni Station. The existing site would be regraded, filled where necessary, and re-surfaced. The existing curvilinear planters and retaining wall along the northern edge of the site would be removed and a new retaining wall would be installed, running along the northern edge of the site, starting near Castro Street and ending at the Western edge of the new elevator glass enclosure. The Castro Station Accessibility project would not conflict with or preclude the construction of the new plaza.

### **Approval Action**

The first approval of the project committing the City to carrying out the proposed project would be BART's issuance of a building or site permit.

### **Attachments**

Attachment A – Castro Station Elevator Plans

Attachment B – Castro Station Accessibility Project Presentation from Friends of Harvey Milk Plaza Meeting, January 11, 2021

Attachment C – Castro Station Elevator Existing Conditions and Landscape Demolition Plan (Street Level) and Materials and Layout Plan (Street Level)

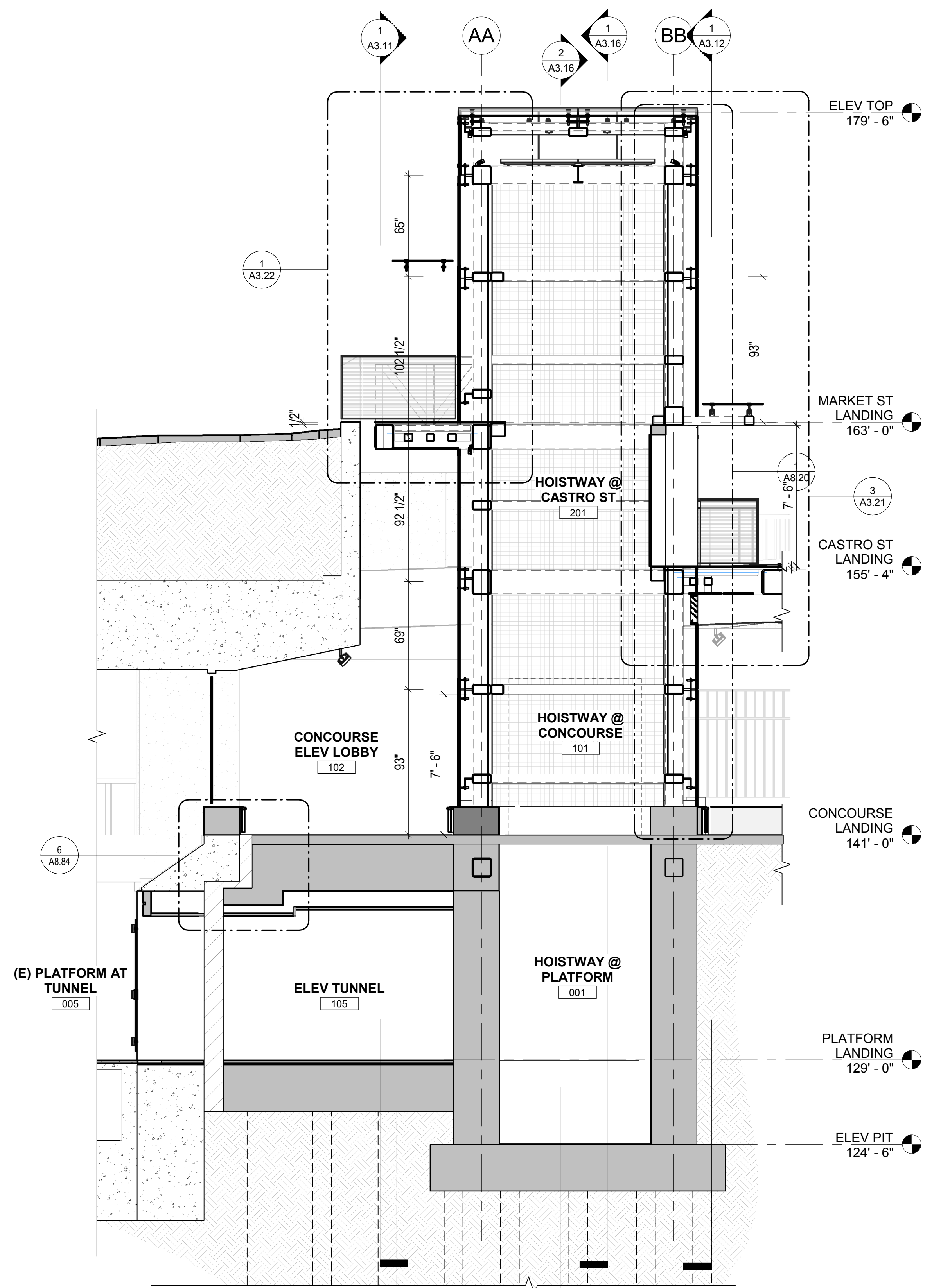


Ron Alameida - City Architect & Deputy Director  
 Julia Laue - Principal Architect / Bureau Manager  
 49 South Van Ness Ave., Suite # 1100  
 San Francisco CA 94103  
 Phone: (628)271.2865

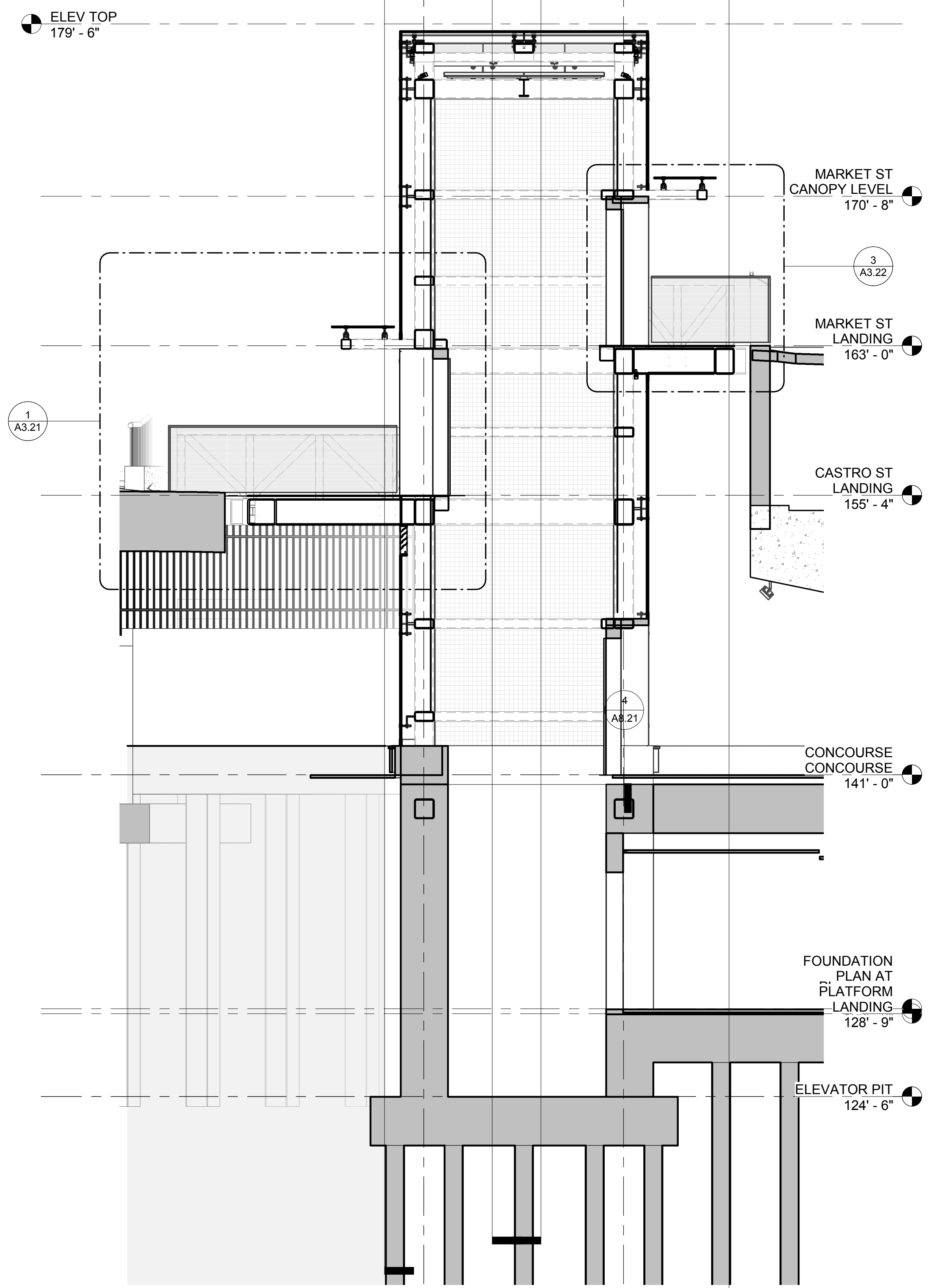
**CASTRO STATION ELEVATOR**

CASTRO MUNI SUBWAY STATION  
 CASTRO STREET & MARKET STREET  
 SAN FRANCISCO, CA, 94114

Consultant



**2 SEC\_A-A\_THRU HOISTWAY\_EAST**  
 1/4" = 1'-0"



**1 SECTION A-A THRU HOISTWAY - WEST**  
 1/4" = 1'-0"

50% CD 1/22/2021

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**NOT FOR CONSTRUCTION**

Drawing Title

**ELEVATOR SECTIONS THRU HOISTWAY**

Sheet No. **A3.15**  
 Scale: 1/4" = 1'-0"  
 Project No. PW-MTA-1901

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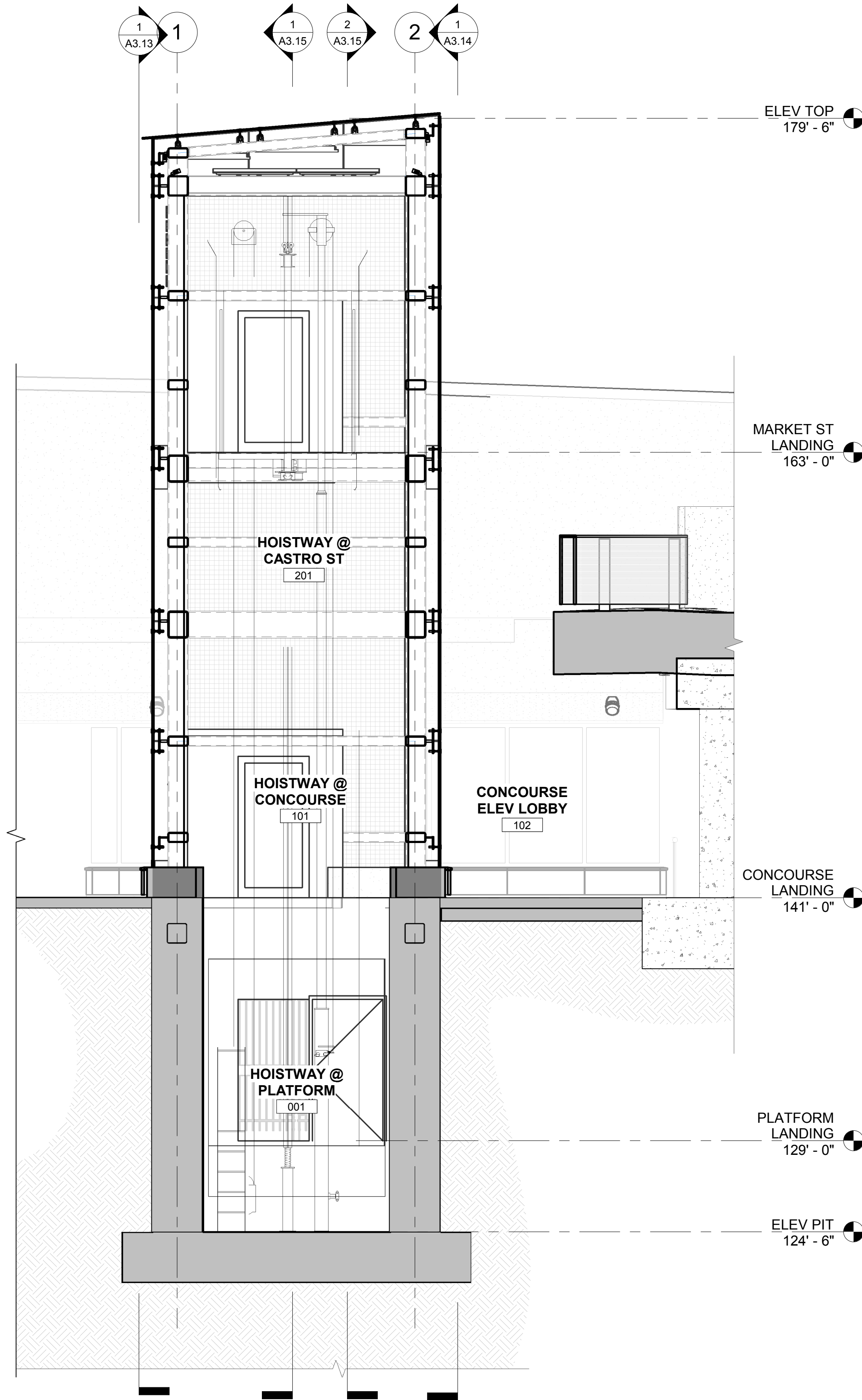


Ron Alameida - City Architect & Deputy Director  
 Julia Laue - Principal Architect / Bureau Manager  
 49 South Van Ness Ave., Suite # 1100  
 San Francisco CA 94103  
 Phone: (628)271.2865

**CASTRO STATION ELEVATOR**

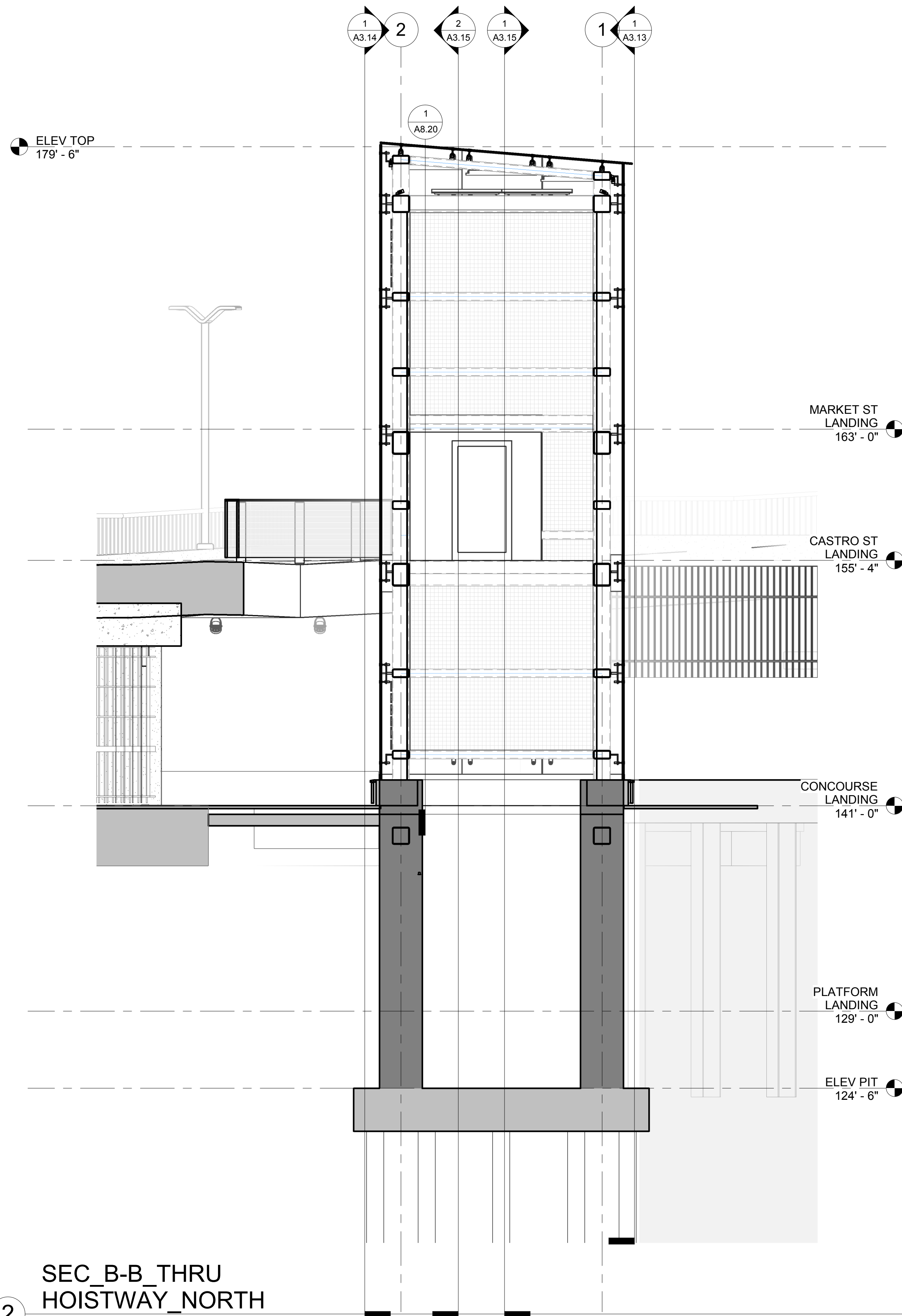
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**SEC\_B-B\_THRU HOISTWAY\_SOUTH**

1/4" = 1'-0"



**SEC\_B-B\_THRU HOISTWAY\_NORTH**

1/4" = 1'-0"

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**ELEVATOR SECTIONS THRU HOISTWAY**

Sheet No. **A3.16**

Scale: 1/4" = 1'-0"

Project No. PW-MTA-1901

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Ron Alameida - City Architect & Deputy Director  
 Julia Laue - Principal Architect / Bureau Manager  
 49 South Van Ness Ave., Suite # 1100  
 San Francisco CA 94103  
 Phone: (628)271.2865

**CASTRO STATION ELEVATOR**

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**GENERAL NOTES**

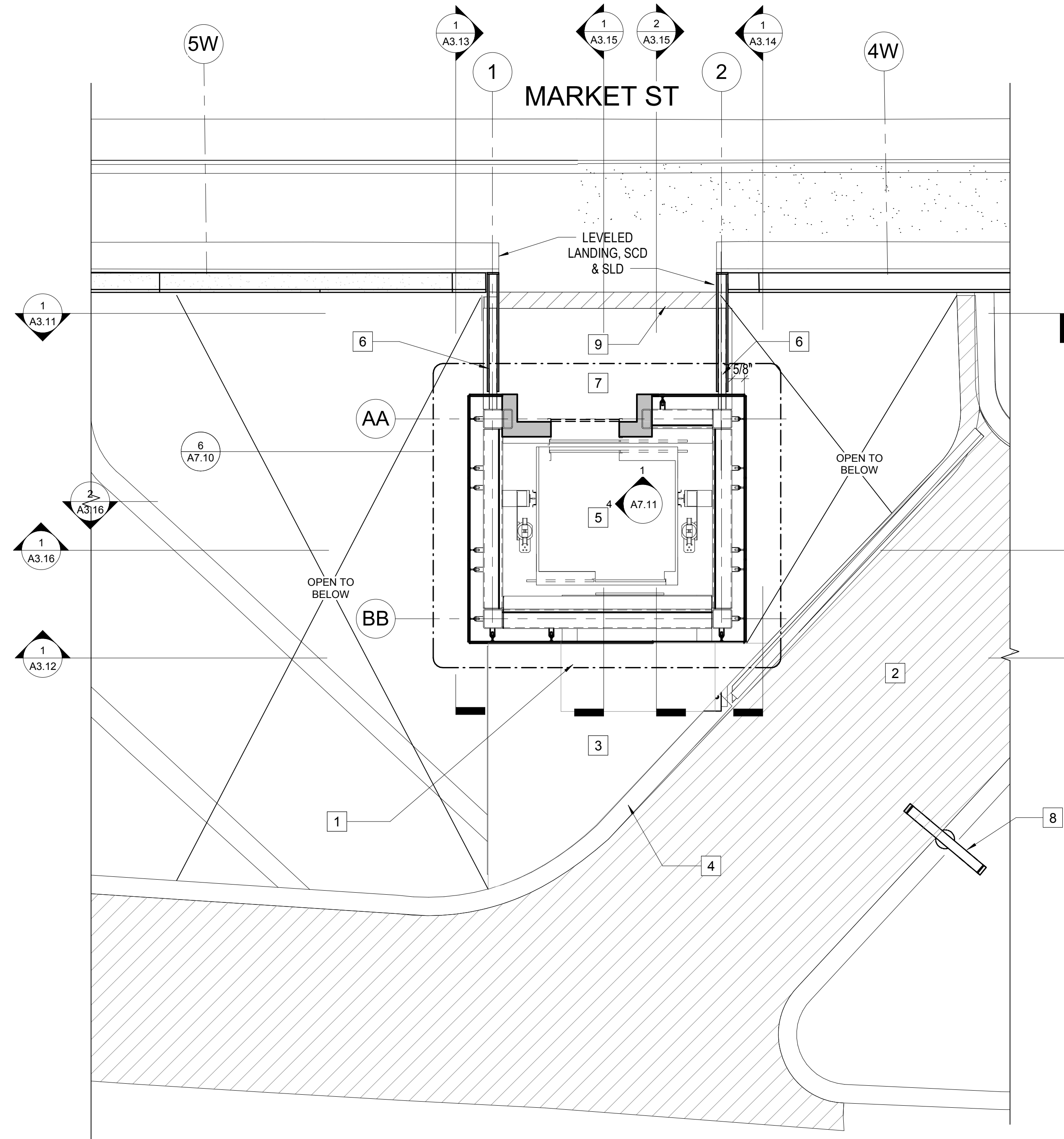
- 1 SEE THE ELECTRICAL DRAWINGS FOR LOCATIONS OF RELATED POWER & COMMUNICATION SYSTEMS OUTLET LOCATIONS. COORDINATE WITH ARCHITECT IN FIELD
- 2 SEE ENLARGED ARCH PLANS FOR ELEVATOR AND BRIDGE DESIGN
- 3 GRID LINES ARE FACE TO CENTER OF COLUMNS. SSD
- 4 SEE G- SHTS FOR ADA REQUIREMENTS
- 5 SEE CIVIL & LANDSCAPE PLANS FOR FULL SITE IMPROVEMENT SCOPE INCLUDING STREETScape AND CURB RAMPS
- 6 SEE G2.30, G2.31 AND G2.32 FOR CONSTRUCTION ACCESS & FIRE EGRESS
- 7 SEE A9.10 FOR PARTITION TYPES & PARTITION DETAILS

**# SHEET NOTES**

- 1 (N) CANOPY AT LEVEL BELOW
- 2 (N) PAVING, SLD
- 3 (N) PLATFORM BRIDGE BELOW TO CONNECT PEDESTRIAN PATH & ELEVATOR
- 4 10" SEISMIC JOINT & COVER @ BRIDGE & PEDESTRIAN PATH, SEE DETS & SSD
- 5 (N) ELEVATOR, SEE DETAILS AND SSD
- 6 (N) MTL PANELS OVER STRUCT TRUSS GUARDRAIL AT BRIDGE, SEE DETAILS & SSD
- 7 (N) PLATFORM BRIDGE TO CONNECT MARKET ST SIDEWALK & ELEVATOR
- 8 (N) PEDESTRIAN PATH LIGHT FIX ON (N) MTL POLE, SLD & SED
- 9 (N) SEISMIC EXP JOINT, SEE DETS & SSD

**LEGEND**

- (N) WALL, SEE WALL TYPES & FINISH SCH TYP.
- (E) CUT CONCRETE WALL
- (E) EXTERIOR & INTERIOR WALL TO REMAIN
- (N) PAVING, SLD
- # SHEET NOTES



**1 MARKET ST LANDING - PLAN**  
 1/4" = 1'-0"

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MARKET ST LANDING ENLARGED FLOOR PLAN

Sheet No. **A4.10**

Scale: As indicated

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Ron Alameida - City Architect & Deputy Director  
 Julia Laue - Principal Architect / Bureau Manager  
 49 South Van Ness Ave., Suite # 1100  
 San Francisco CA 94103  
 Phone: (628)271.2865

**CASTRO STATION ELEVATOR**

CASTRO MUNI SUBWAY STATION  
 CASTRO STREET & MARKET STREET  
 SAN FRANCISCO, CA, 94114

Consultant

**GENERAL NOTES**

- 1 SEE THE ELECTRICAL DRAWINGS FOR LOCATIONS OF RELATED POWER & COMMUNICATION SYSTEMS OUTLET LOCATIONS. COORDINATE WITH ARCHITECT IN FIELD
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- 7 SEE A9.10 FOR PARTITION TYPES & PARTITION DETAILS

**# SHEET NOTES**

- 1 (N) BRIDGE GUARDRAIL, SEE DETAILS ON A 8.80
- 1 MTL PANELS OVER STRUCT TRUSS GUARDRAIL @ BRIDGE, SEE DETS & SSD
- 2 (N) PAVING, SLD
- 3 10" SEISMIC JOINT & COVER @ BRIDGE & PEDESTRIAN PATH, SEE DETS & SSD
- 4 (N) POINT SUPPORT GLASS CANOPY, SEE DETS & SSD
- 5 (N) ELEVATOR, SEE DETAILS AND SSD
- 6 (N) PLATFORM BRIDGE TO CONNECT PEDESTRIAN PATH & ELEVATOR
- 7 (N) LIGHT FIX ON (N) MTL POLE, TOTAL OF 4, SLD & SED

**LEGEND**

- (N) WALL, SEE WALL TYPES & FINISH SCH TYP.
- (E) CUT CONCRETE WALL
- (E) EXTERIOR & INTERIOR WALL TO REMAIN
- (N) PAVING, SLD
- SHEET NOTES

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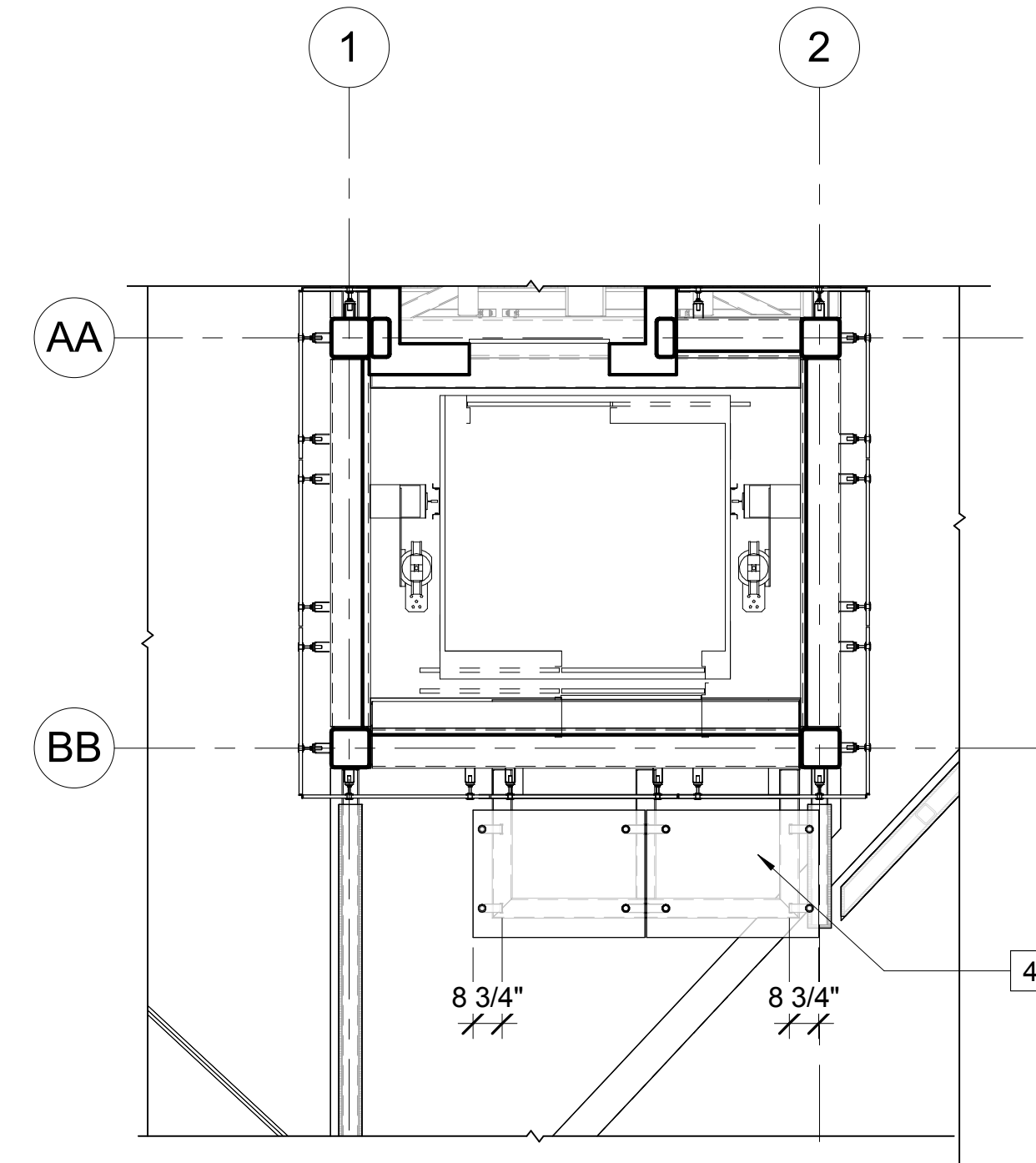
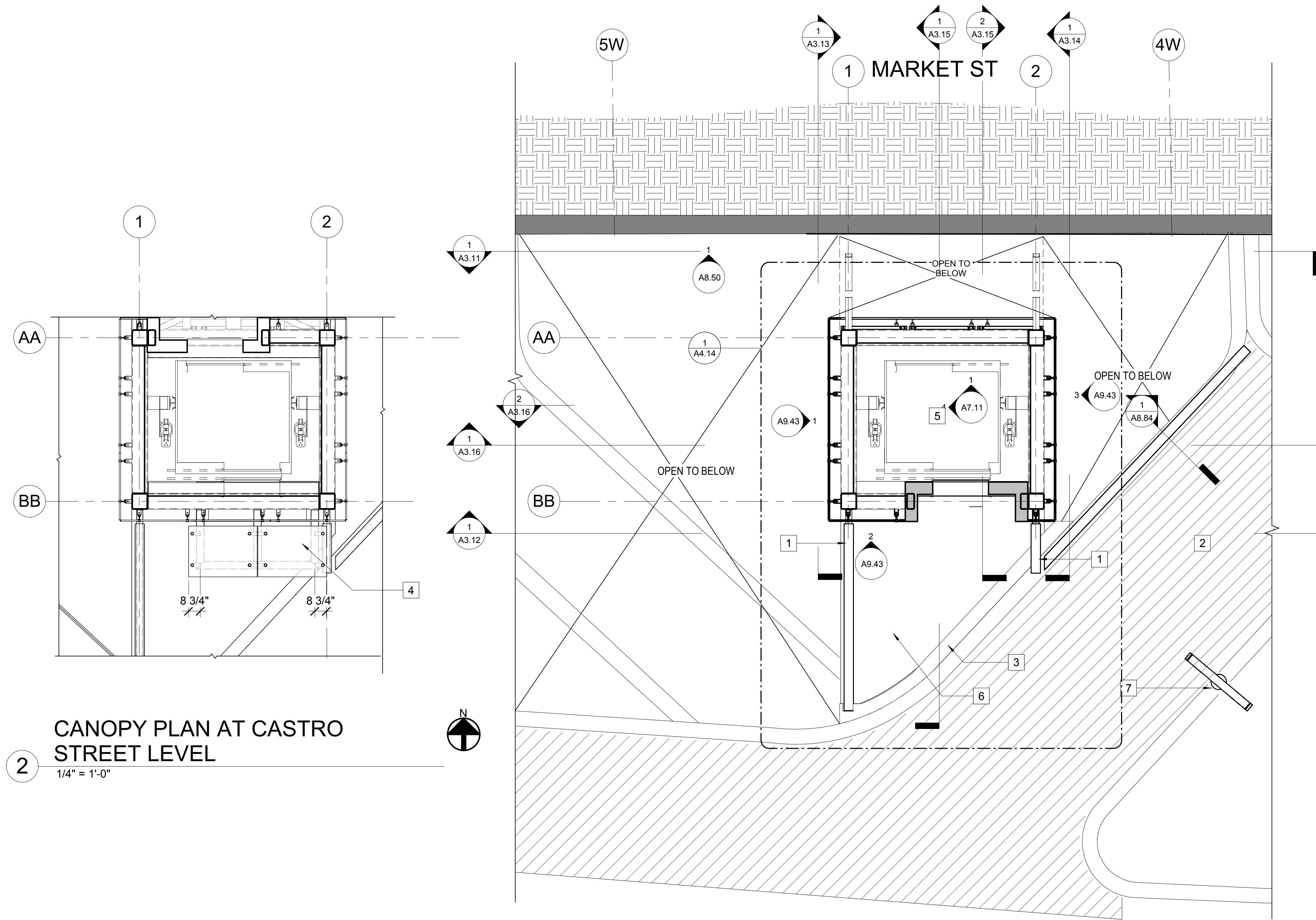
CASTRO ST LANDING ENLARGED FLOOR PLAN

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Project No. PW-MTA-1901

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Ron Alameida - City Architect & Deputy Director  
 Julia Laue - Principal Architect / Bureau Manager  
 49 South Van Ness Ave., Suite # 1100  
 San Francisco CA 94103  
 Phone: (628)271.2865

**CASTRO STATION ELEVATOR**

CASTRO MUNI SUBWAY STATION  
 CASTRO STREET & MARKET STREET  
 SAN FRANCISCO, CA, 94114

Consultant

**GENERAL NOTES**

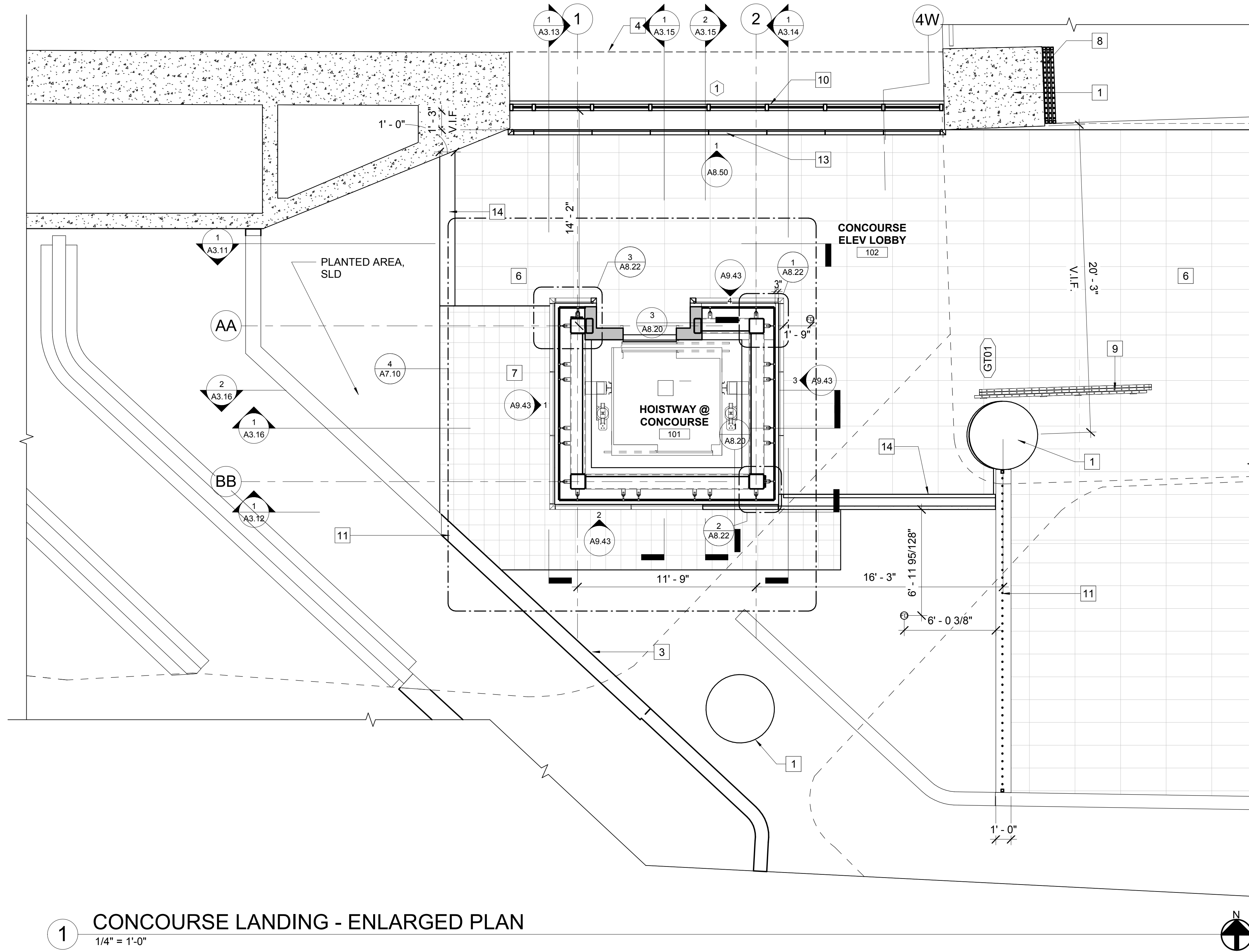
- 1 SEE THE ELECTRICAL DRAWINGS FOR LOCATIONS OF RELATED POWER & COMMUNICATION SYSTEMS OUTLET LOCATIONS. COORDINATE WITH ARCHITECT IN FIELD
- 2 SEE ENLARGED ARCH PLANS FOR ELEVATOR AND BRIDGE DESIGN
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- 4 SEE G- SHTS FOR ADA REQUIREMENTS
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- 6 SEE G2.30, G2.31 AND G2.32 FOR CONSTRUCTION ACCESS & FIRE EGRESS
- 7 SEE A9.10 FOR PARTITION TYPES & PARTITION DETAILS

**# SHEET NOTES**

- 1 (E) COL TO REMAIN
- 2 (N) ELEV CAB, SEE DETS
- 3 (N) RETAINING WALL, SSD
- 4 (E) CONC BEAM ABOVE
- 6 REPLACE (E) TERRAZZO FLG WITH (N) DECORATIVE PAVERS, AND EXTEND (N) DECORATIVE PAVERS TO ELEVATOR LOBBY, SLD
- 7 (N) NON-DECORATIVE PAVERS, SLD
- 8 (N) OPERABLE STATION SECURITY GATE TO MATCH (E)
- 9 (E) STATION SECURITY GATE TO REMAIN
- 10 (N) GLASS STOREFRONT
- 11 (N) FENCE TO MATCH (E) STATION GATE
- 13 (N) SEISMIC EXP JOINT, SEE DETS & SSD
- 14 (N) CONC CURB

**LEGEND**

- (N) WALL, SEE WALL TYPES & FINISH SCH TYP.
- (E) CUT CONCRETE WALL
- (E) EXTERIOR & INTERIOR WALL TO REMAIN
- (N) PAVING, SLD
- # SHEET NOTES



**1 CONOURSE LANDING - ENLARGED PLAN**  
 1/4" = 1'-0"

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**CONOURSE LANDING ENLARGED FLOOR PLANS**

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 Project No. PW-MTA-1901





Ron Alameida - City Architect & Deputy Director  
 Julia Laue - Principal Architect / Bureau Manager  
 49 South Van Ness Ave., Suite # 1100  
 San Francisco CA 94103  
 Phone: (628)271.2865

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 SAN FRANCISCO, CA, 94114

Consultant

**GENERAL NOTES**

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- 2 SEE ENLARGED ARCH PLANS FOR ELEVATOR AND BRIDGE DESIGN
- 3 GRID LINES ARE FACE TO CENTER OF COLUMNS. SSD
- 4 SEE G- SHTS FOR ADA REQUIREMENTS
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- 6 SEE G2.30, G2.31 AND G2.32 FOR CONSTRUCTION ACCESS & FIRE EGRESS
- 7 SEE A9.10 FOR PARTITION TYPES & PARTITION DETAILS

**# SHEET NOTES**

- 1 (N) POINT SUPPORT GLASS CANOPY, SEE DETS & SSD
- 2 (N) ELEV CAB, SEE DETS
- 3 RELOCATE (E) FHC AND PHONE CABINETS
- 4 (N) WALL & FLG W/ FINISH TO MATCH (E) STATION TILE & PATTERN. SEE PARTITION TYPES ON A9.10 & FINISH SCH
- 5 CONC FOUNDATION WALL, SSD.
- 6 (N) EXP JOINT AT FLOOR FINISH TO ALIGN WITH (E) FLOOR JOINT, SEE DETAIL 4/A9.31

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- (E) CUT CONCRETE WALL
- (E) EXTERIOR & INTERIOR WALL TO REMAIN
- (N) PAVING, SLD
- SHEET NOTES

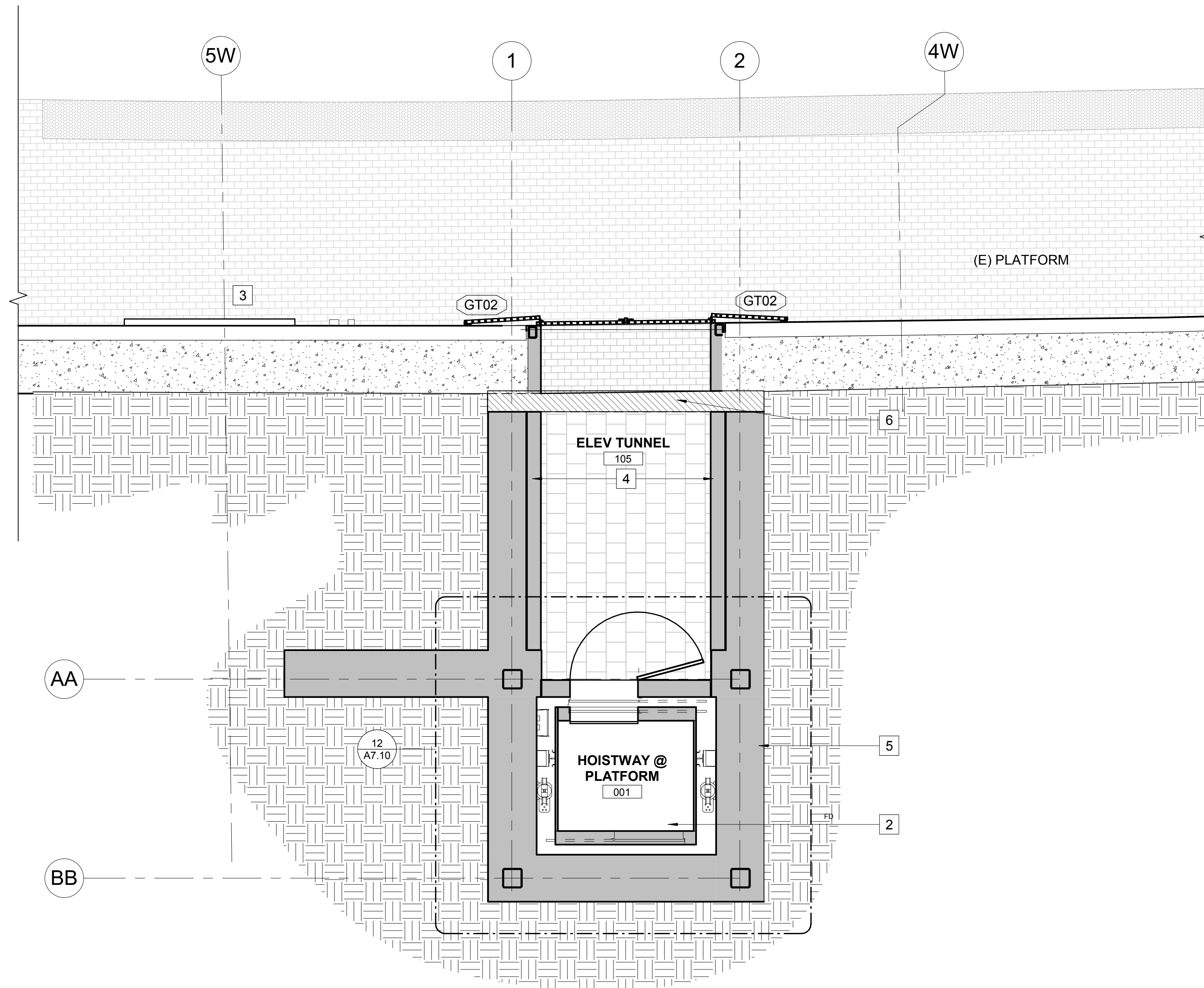
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PLATFORM LANDING ENLARGED FLOOR PLANS

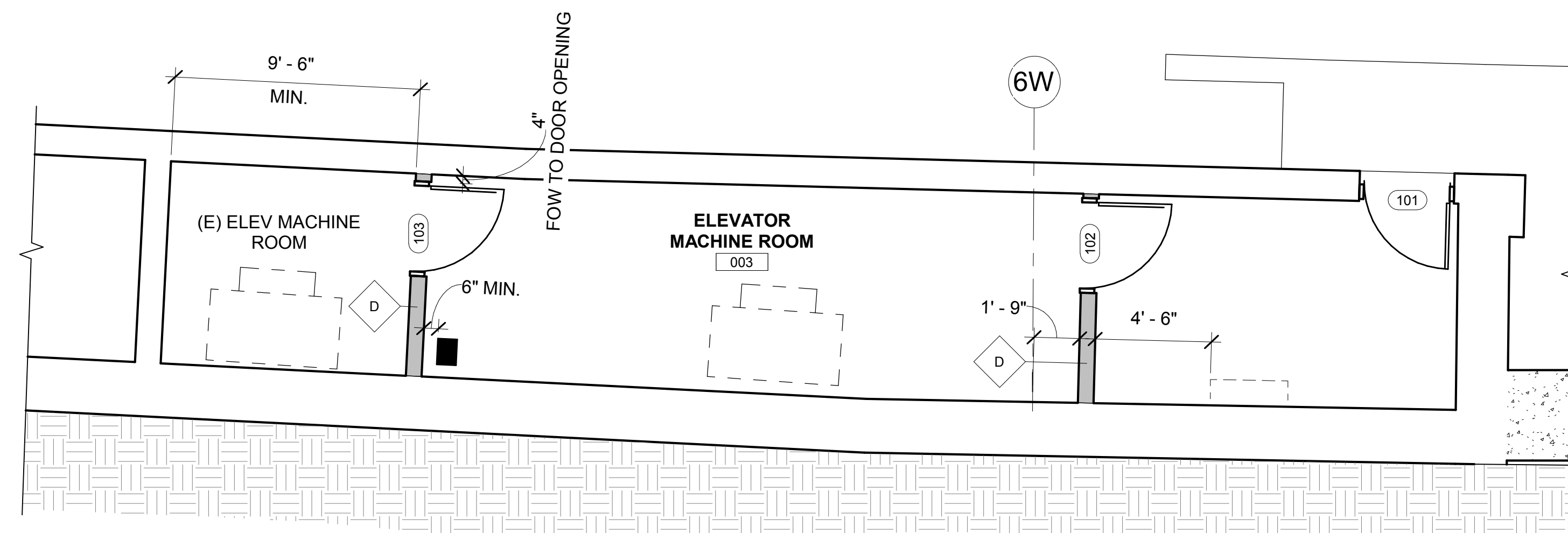
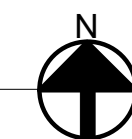
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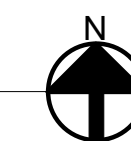
Project No. PW-MTA-1901



**1 PLATFORM LANDING - (N) ELEVATOR TUNNEL - ENLARGED PLAN**  
 1/4" = 1'-0"



**2 PLATFORM LANDING - (N) ELEVATOR MACHINE ROOM - ENLARGED PLAN**  
 1/4" = 1'-0"





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WORKS

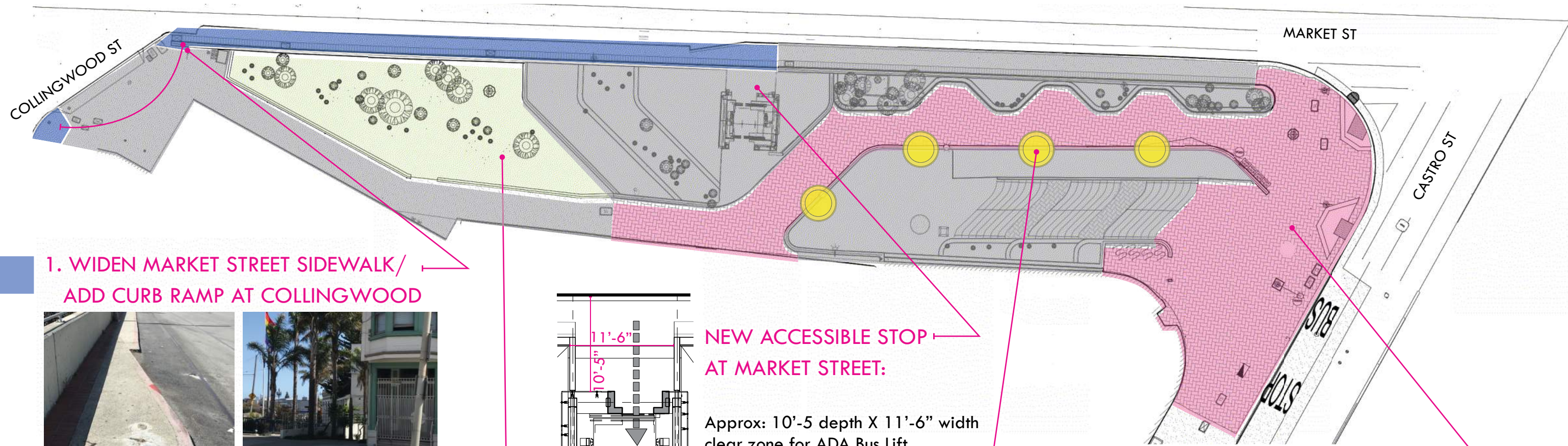


## CASTRO STATION ACCESSIBILITY IMPROVEMENTS

### CONTENTS

1. SCOPE OF IMPROVEMENTS
2. PLANS
3. SECTION
4. RENDERINGS

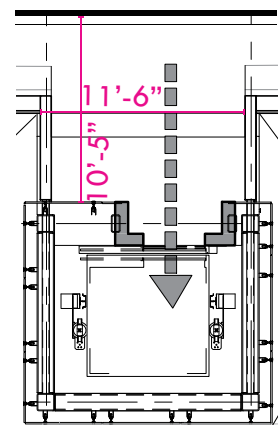




**1. WIDEN MARKET STREET SIDEWALK/  
ADD CURB RAMP AT COLLINGWOOD**



Widen Market Street Sidewalk to match adjacent width and accommodate MUNI ADA lift deployment at elevator. Add new curb ramp at Market and Collingwood.



**NEW ACCESSIBLE STOP  
AT MARKET STREET:**

Approx: 10'-5 depth X 11'-6" width  
clear zone for ADA Bus Lift  
(8' X 8' required by SFMTA)

**2. REPLANT STREET LEVEL PLANTING AREA**



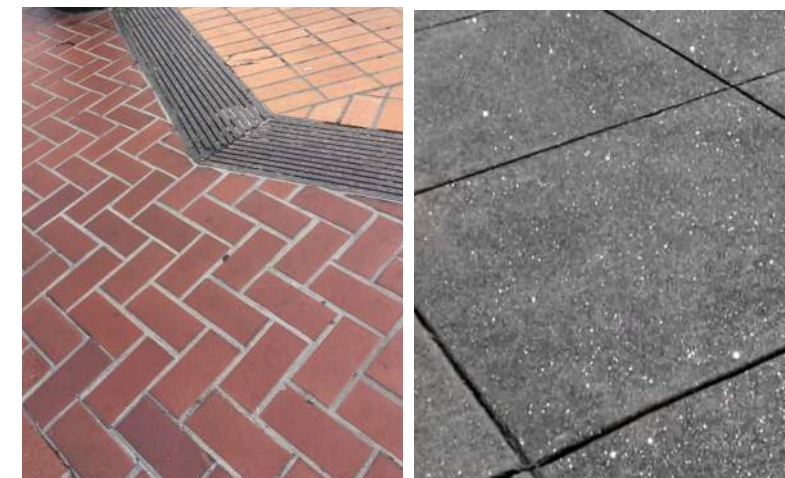
Plant with drought tolerant and low maintenance species. Swaying plants soften the station's structure, while strategically placed agaves provide bold focal points and improve security.

**3. REPLACE PLAZA LIGHT FIXTURES**



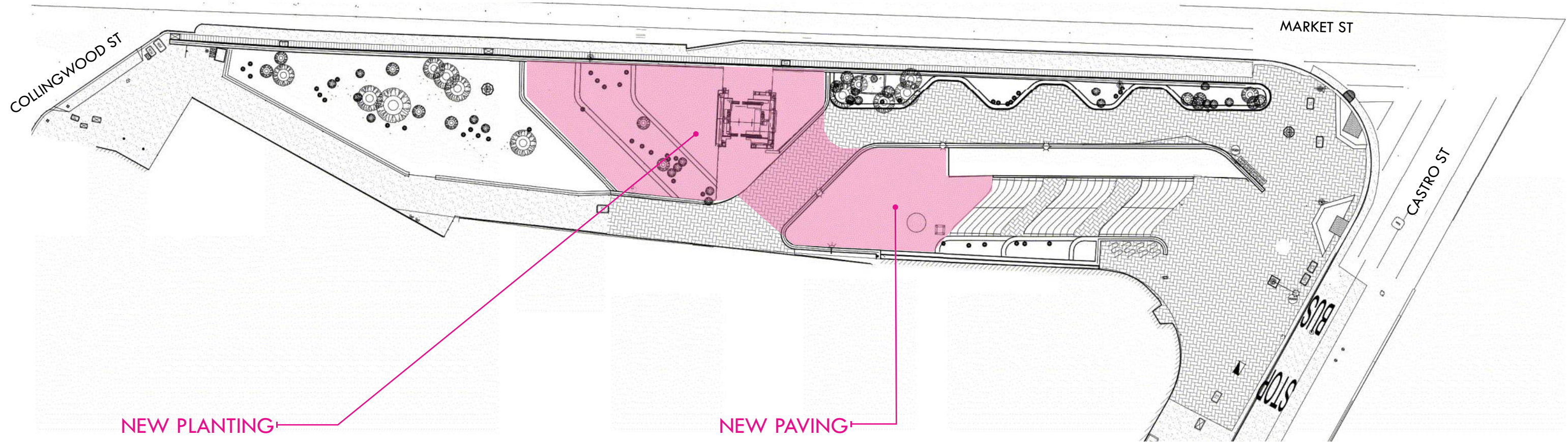
Replace existing pole top light fixtures with "Torres" fixtures by Landscape Forms.

**4. REGRADE AND REPLACE PLAZA PAVING**



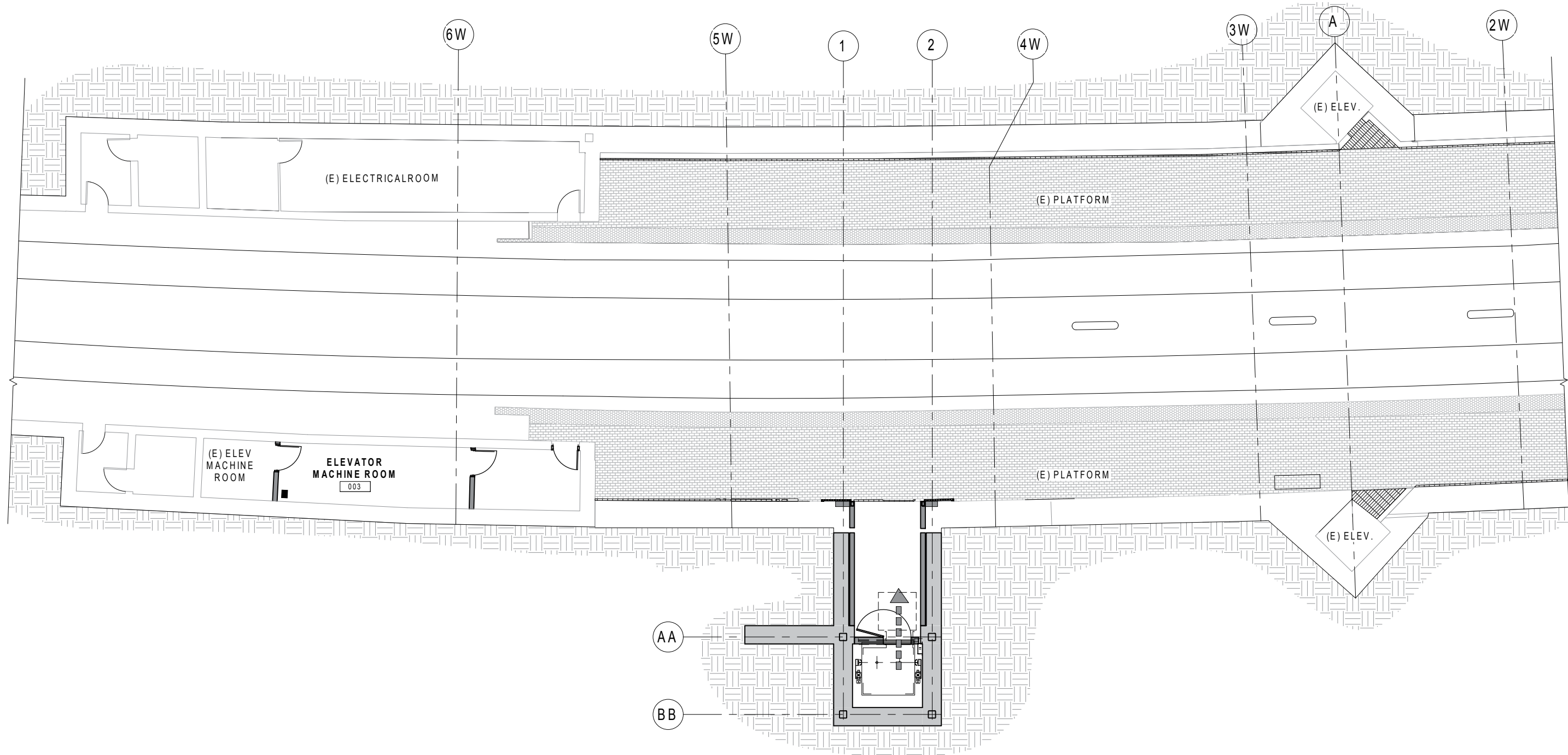
Replace existing brick with sparkle grain integral color concrete to match Castro Streetscape paving





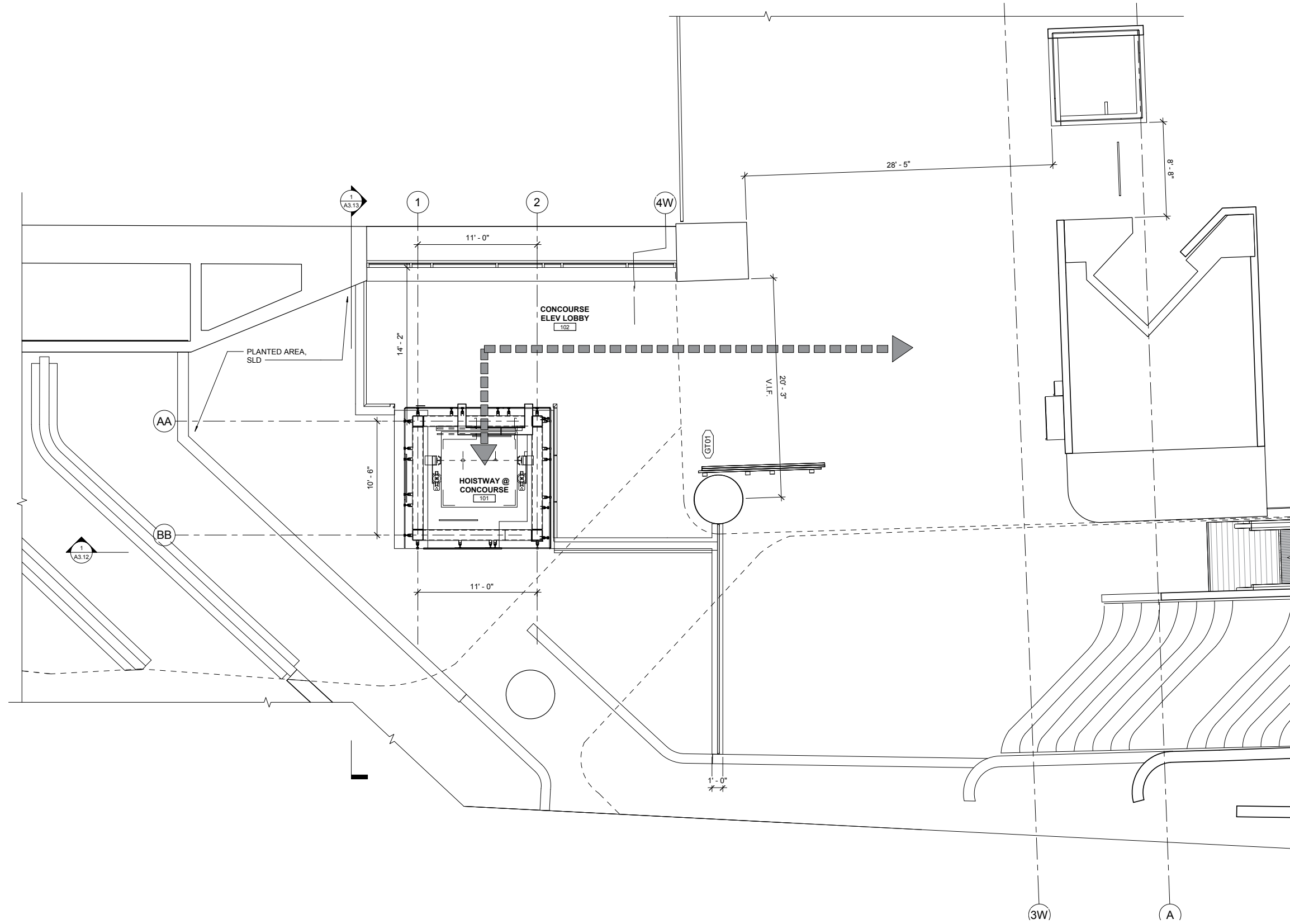


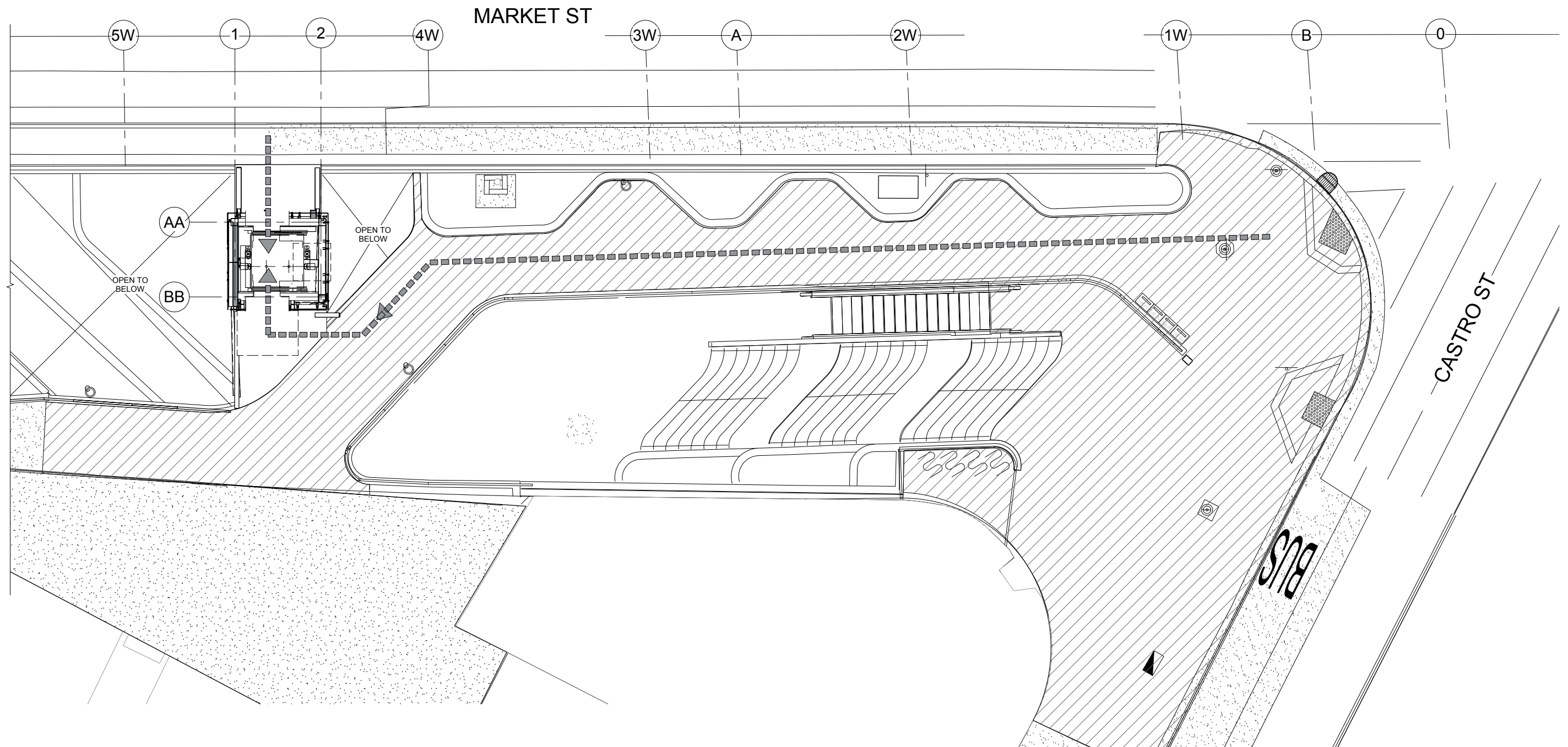
# PLATFORM PLAN (not to scale)

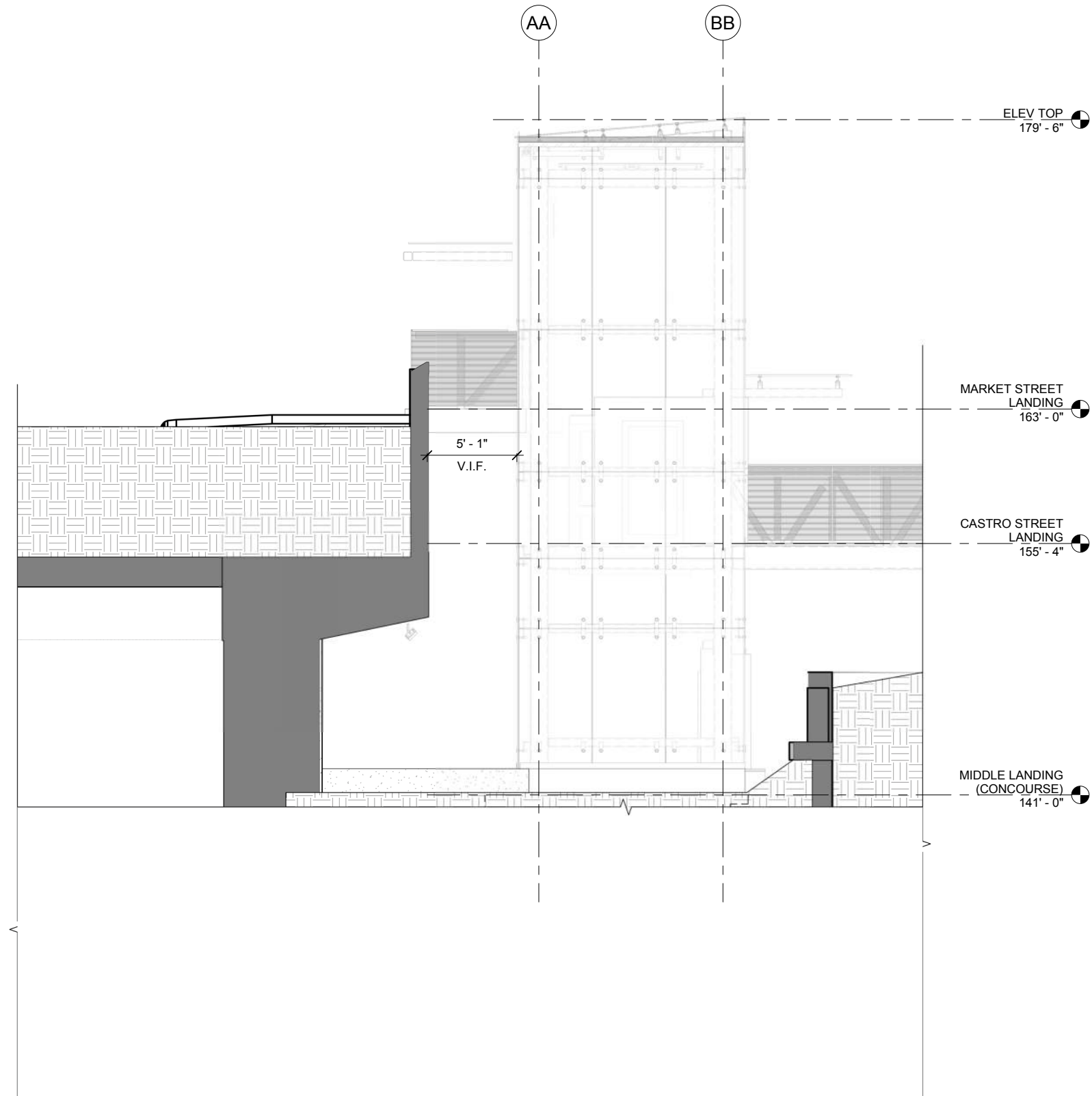


1 PLATFORM LANDING - PLAN  
1/8" = 1'-0"

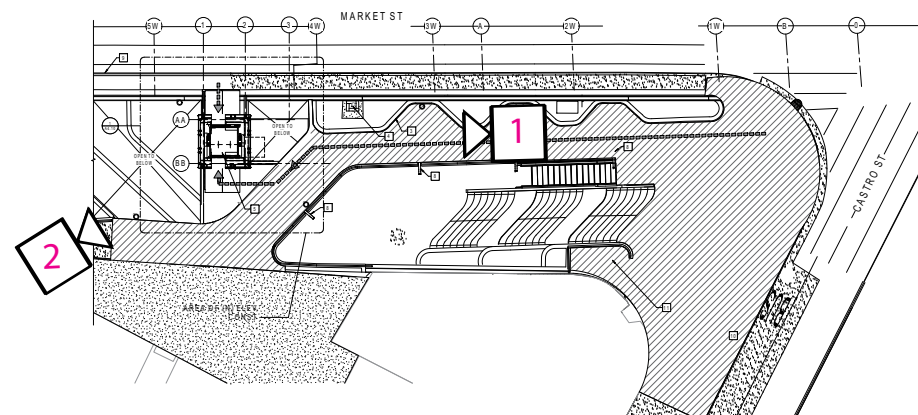




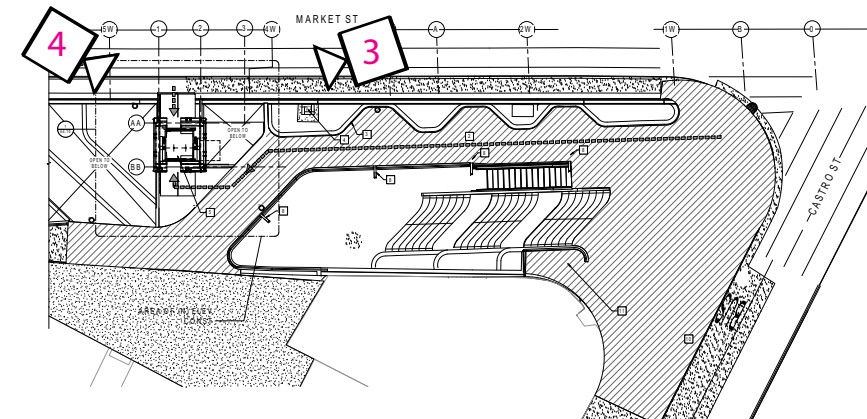
















Ron Alameida - City Architect & Deputy Director  
 Julia Laue - Principal Architect / Bureau Manager  
 49 South Van Ness Ave., Suite # 1100  
 San Francisco CA 94103  
 Phone: (628)271.2865

**CASTRO STATION ELEVATOR**

CASTRO MUNI SUBWAY STATION  
 CASTRO STREET & MARKET STREET  
 SAN FRANCISCO, CA, 94114

Consultant

BID SET 6/18/2021

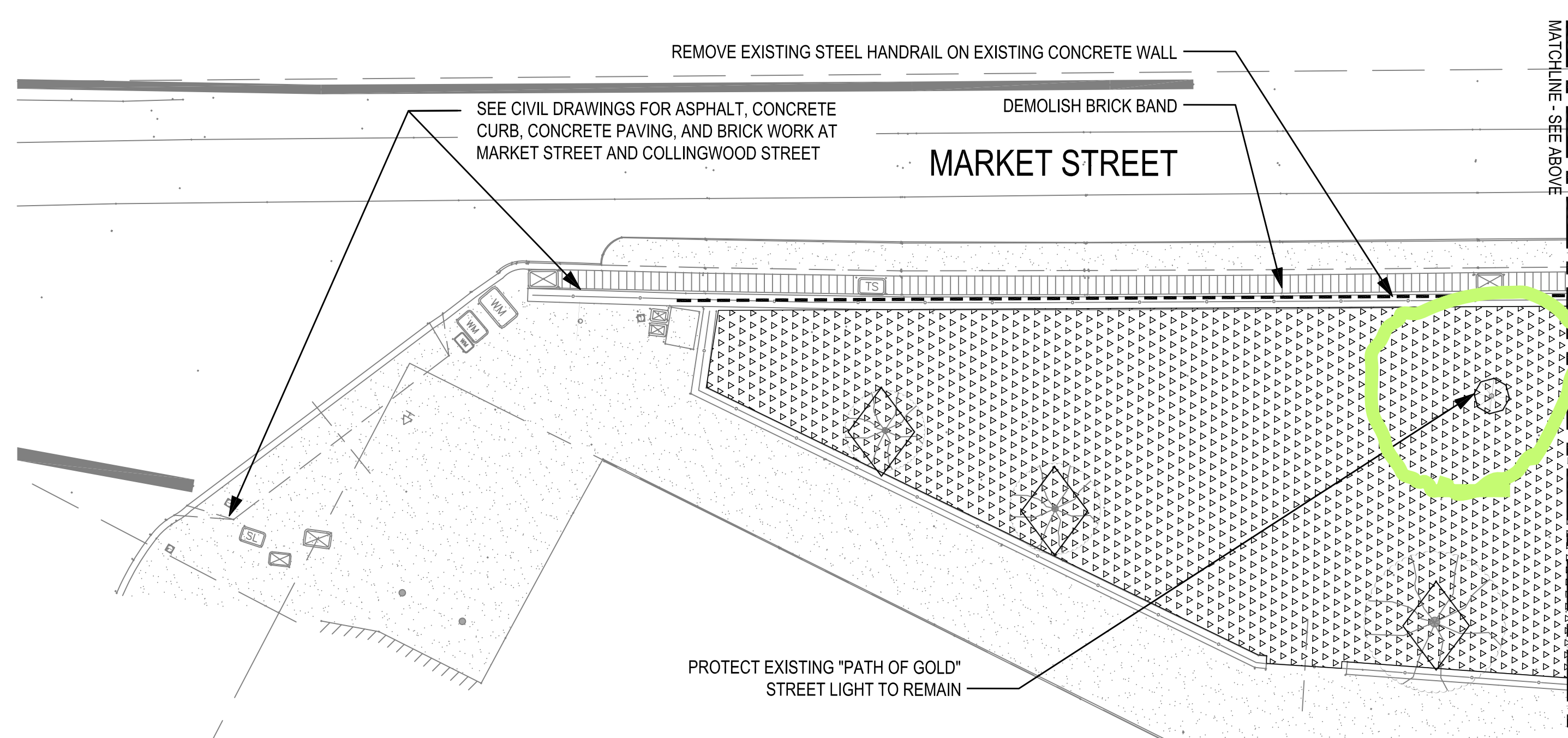
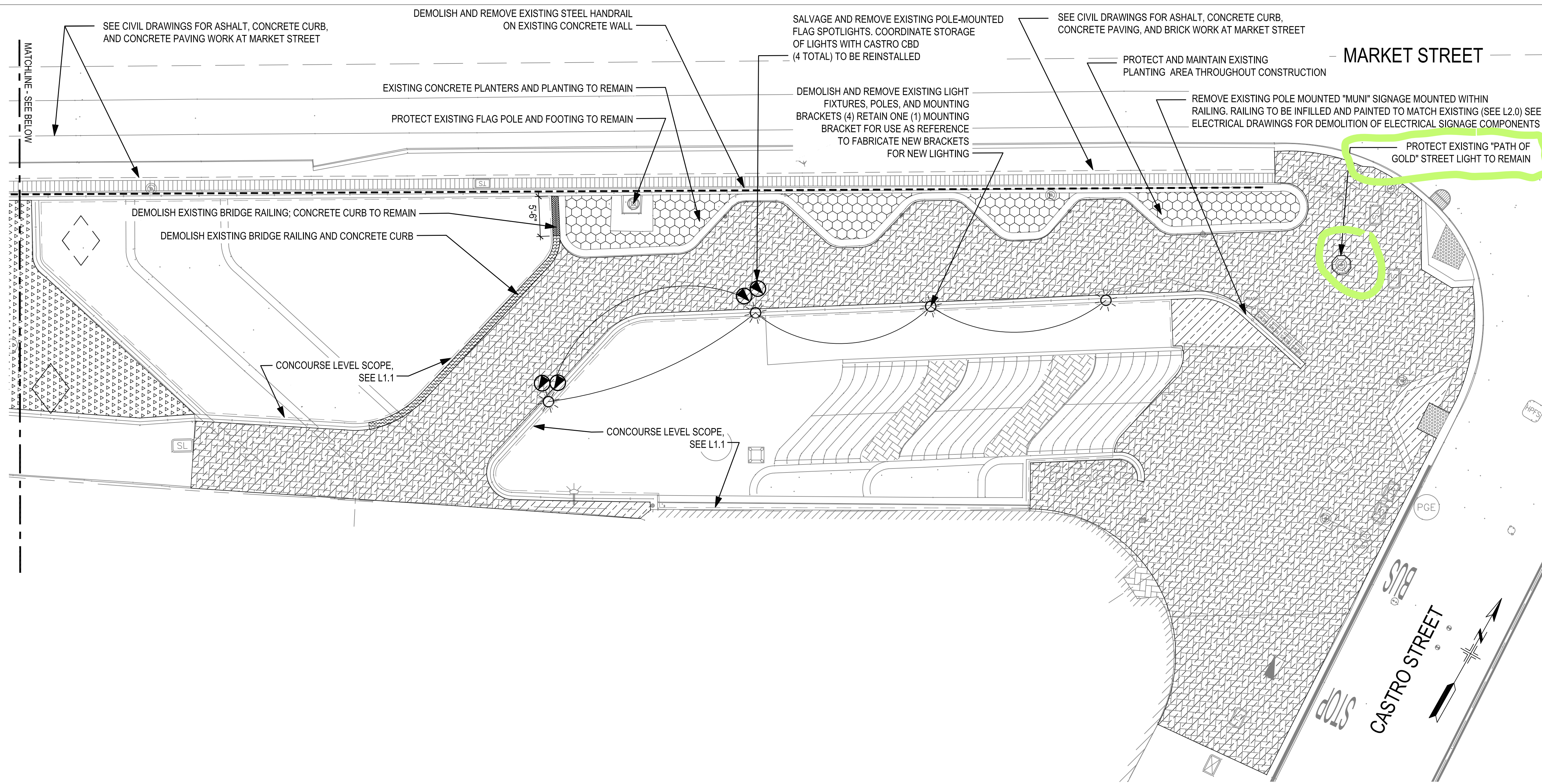
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PM T. KAVANAGH  
 PA J. CHAN  
 Drawn L. CUEVAS  
 Checked N. ANCEL


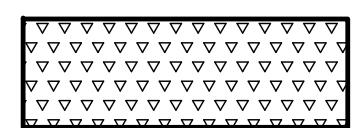
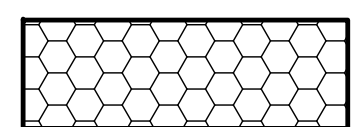
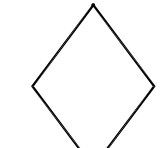




Drawing Title  
**EXISTING CONDITIONS & LANDSCAPE DEMOLITION PLAN - STREET LEVEL**

Sheet No. **L1.0**  
 Scale: 1/8" = 1'-0"  
 Project No. **PW-MTA-1901**



**DEMOLITION LEGEND**

-  DEMOLISH AND REMOVE EXISTING BRICK PAVING; CONCRETE BASE TO REMAIN
-  CLEAR AND GRUB EXISTING PLANTING AREA
-  PROTECT AND MAINTAIN EXISTING PLANTING AREA THROUGHOUT CONSTRUCTION
-  PROTECT EXISTING TREE TO REMAIN
-  POLE-MOUNTED FLAG UPLIGHT TO BE SALVAGED AND STORED FOR REINSTALLATION
-  PROTECT EXISTING "PATH OF GOLD" STREET LIGHT TO REMAIN





Ron Alameida - City Architect & Deputy Director  
 Julia Laue - Principal Architect / Bureau Manager  
 49 South Van Ness Ave., Suite # 1100  
 San Francisco CA 94103  
 Phone: (628)271.2865

**CASTRO STATION ELEVATOR**

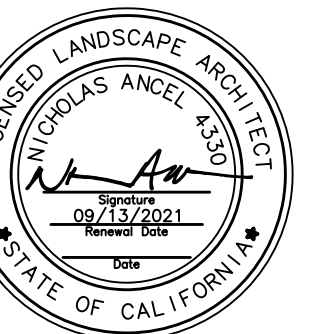
CASTRO MUNI SUBWAY STATION  
 CASTRO STREET & MARKET STREET  
 SAN FRANCISCO, CA, 94114

Consultant

BID SET 6/18/2021

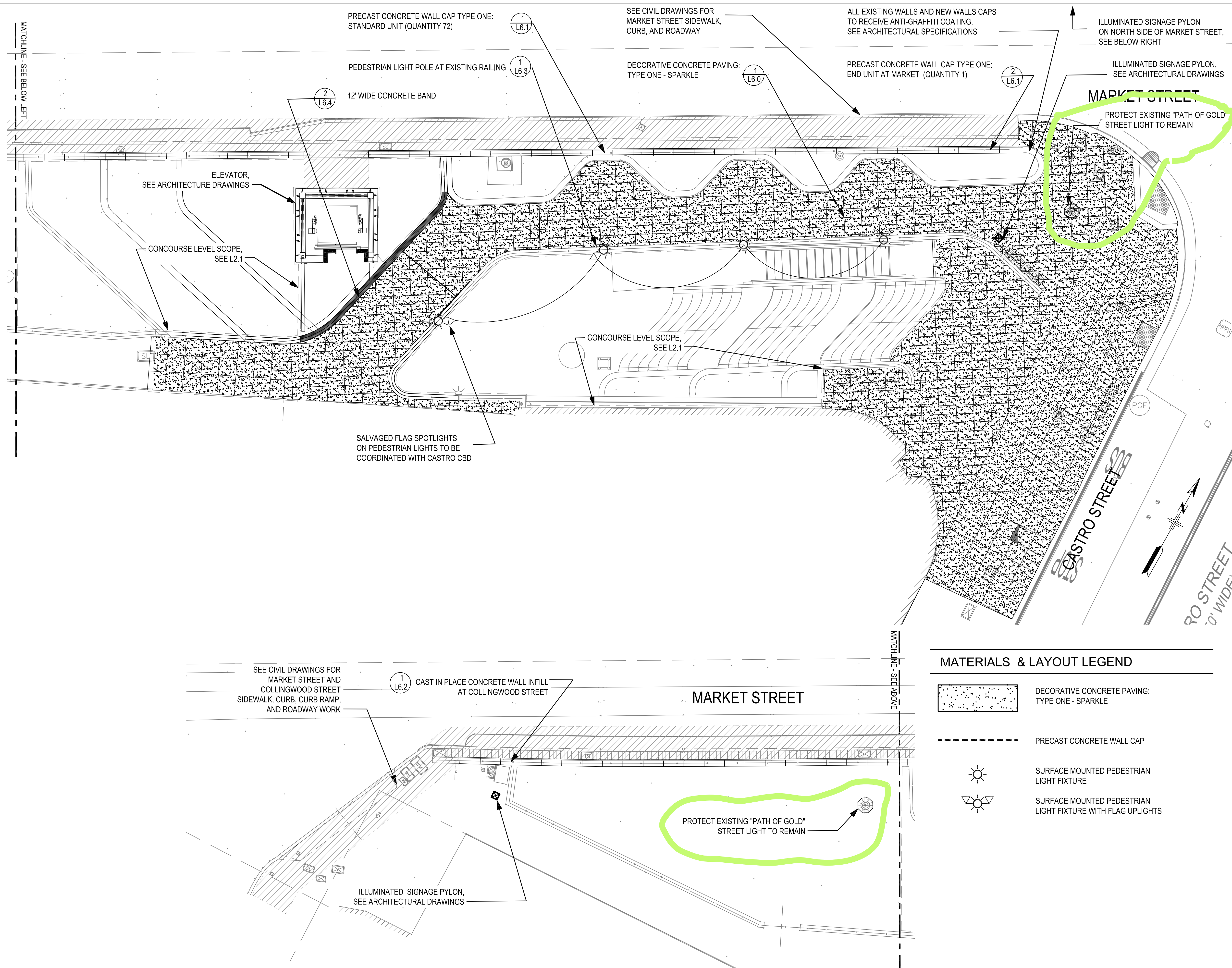
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PM T. KAVANAGH  
 PA J. CHAN  
 Drawn L. CUEVAS  
 Checked N. ANCEL



Drawing Title  
**MATERIALS & LAYOUT PLAN - STREET LEVEL**

Sheet No. **L2.0**  
 Scale: 1/8" = 1'-0"  
 Project No. PW-MTA-1901



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