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

SOURCING ID: 0000005863

CONTRACT TITLE: PW VL PAVE RENOV NO.69 & SWR

FULL TITLE: Various Locations Pavement Renovation No. 69 and Sewer Replacement

BIDS RECEIVED: February 26, 2025

BIDDERS (in the order received & opened):	LBE Status Claimed	<u>Total Bid Price</u>
Michael O'Shaughnessy Construction	Micro-LBE 10%	\$7,065,302.30
R&S Construction Management	Micro-LBE 10%	\$8,087,751.80
Esquivel Grading & Paving, Inc.	Small-LBE 10%	\$6,939,520.96
Ronan Construction	Micro-LBE 10%	\$6,718,865.40
A. Ruiz Construction Co.	Micro-LBE 10%	\$7,059,571.60
Mitchell Engineering	N/A	\$9,766,934.75
Precision Engineering, Inc.	Small-LBE 10%	\$7,482,337.30

Average Bid: \$7,588,612.02

Engineer's Estimate: \$7,160,000.00 Engineer's Estimate: 106%

% of Engineer's Estimate: 106%

% of Engineer's Estimate vs. Low Bid Received 94%

# = Indicates a correction after review.

cc: Edmund lee Carla Short Albert Ko

Iqbalbhai DhapaAu BuiK2 SystemsEd YeePatrick RiveraNicolas HuffQueena ChenCyril VelasquezAll Bidders

For complete subcontractor listings, check: <a href="https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2599">https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2599</a>

# City & County of San Francisco Daniel Lurie, Mayor



# Office of the City Administrator Carmen Chu, City Administrator

# **Contract Monitoring Division** Stephanie Tang, Director

## **MEMORANDUM**

Date: March 18, 2025

To: Edmund Lee, Public Works

Dennis Lam, Public Works

From: Queena Chen, Contract Monitoring Division

Subject: CMD Review of Bids Submitted on February 26, 2025 for Project, Sourcing Event:

0000005863

# Ronan Construction (Ronan) is the apparent low bidder after the bid discount.

The bid discount was applied to bidders who are certified by the Contract Monitoring Division, ("CMD") as an LBE in the type of work that is specified for the bidder by the Contract Awarding Authority. [Sec. 14B.7(D)]

Bidder	LBE Status, Type and Size	Base Bid	Bid Discount	Adjusted Bid with Bid Discount
Ronan Construction	SF LBE - OBE (Micro)	\$6,718,865.40	10% = \$671,886.54	\$6,046,978.86
Esquivel Grading & Paving, Inc.	SF LBE - MBE (Small)	\$6,939,520.96	10% = \$693,952.10	\$6,245,568.86
A. Ruiz Construction Co.	SF LBE - MBE (Micro)	\$7,059,571.60	10% = \$705,957.16	\$6,353,614.44
Michael O'Shaughnessy Construction	SF LBE - WBE (Micro)	\$7,065,302.30	10% = \$706,530.23	\$6,358,772.07
Precision Engineering, Inc.	SF LBE - OBE (Small)	\$7,482,337.30	10% = \$748,233.73	\$6,734,103.57
R&S Construction Management	SF LBE - MBE (Micro)	\$8,087,751.80	10% = \$808,775.18	\$7,278,976.62
Mitchell Engineering	Non-LBE	\$9,766,934.75	-	\$9,766,934.75

# Ronan satisfactorily demonstrated how they will meet the LBE subcontractor participation requirement.

A combination of Micro-LBE and Small-LBE participation will count toward LBE subcontractor participation compliance. Ronan's commitment for this contract:

	Requirement %	Commitment %
Micro/Small LBE	25%	27.66%

# In their bid, Ronan listed the following subcontractors on this contract.

Supplier Name	Scope of Work	LBE	LBE Size	LBE Percent	Percent Of Work	Amount
Crana Trucking	Trucking	LBE	MICR	100%	3.72%	\$250,000.00
JDB & Sons Construction	SW Partial	LBE	MICR	100%	23.94%	\$1,608,350.00
SAK	CIPP - Linning				2.12%	\$257,450.00
H&R Plumbing	Mortar MHs				0.14%	\$17,500.00

## Ronan satisfied the "Good Faith Efforts" requirement.

Ronan utilized Approach A and exceed the LBE subcontractor participation requirement by 35%.

<u>CMD finds</u> Ronan is responsive to pre-award requirements of Chapter 14B. Once awarded, the contract will be monitored for compliance with the LBE subcontractor participation commitment, as well as other 14B requirements.

Primary CMD contact for the contract: Queena Chen, <a href="mailto:queena.chen@sfgov.org">queena.chen@sfgov.org</a>

CMD must be contacted immediately for:

- Subcontractor addition/substitution;
- Contract modification that cumulatively increases the original contract value by 20%;
- Prompt payment issues;
- Any other issues pertaining to LBE subcontractor participation

Noncompliance may result in penalties, including monetary fines. Please communicate with CMD early.

QC

# Planning Commission Draft Motion No. 18211

**HEARING DATE: OCTOBER 28, 2010** 

Date:

October 14, 2010

Case No .:

2007.1238EMTRU

Better Streets Plan and related actions

Project Address:

Citywide

Project Sponsor:

Planning Department, other agencies

Staff Contact:

Adam Varat - (415) 558-6405

adam.varat@sfgov.org

ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES RELATED TO THE SAN FRANCISCO BETTER STREETS PLAN AND ASSOCIATED GENERAL PLAN AND MUNICIPAL CODE AMENDMENTS, AND OTHER RELATED ACTIONS.

#### **PREAMBLE**

On October 17, 2007, an Environmental Evaluation Application was submitted to the Planning Department ("Department") for Case No. 2007.1238E: Draft San Francisco Better Streets Plan. A Notification of Project Receiving Environmental Review was sent on October 22, 2008 to potentially interested parties and members of the public.

The Better Streets Plan (the Plan) creates a comprehensive guide to the design and management of the pedestrian realm of our city's streets, including detailed guidelines for street types, sidewalk widths and zones, overall streetscape layout, and design guidelines for specific streetscape elements, consistent with all applicable state and federal statutes and regulations.

The Better Streets Plan Draft for Public Review was released in June 2008, in conjunction with several public meetings to gather feedback on the Plan. Planning Department staff also received over 100 written comments on the Plan. Since that time, staff has developed plan revisions based on public and agency comment, and conducted environmental review under the California Environmental Quality Act (CEQA). Plan revisions were published in October 2009, and the Better Streets Plan Final Draft was published in July 2010.

The public process to legislate and adopt the Better Streets Plan has already been initiated. At the regularly scheduled Board of Supervisors hearing on September 21, 2010, Mayor Gavin Newsom introduced an ordinance to amend the Administrative Code, Planning Code, Public Works Code, and Subdivision Code, relating to the Better Streets Plan, and an ordinance amending the Urban Design and Transportation Elements of the General Plan relating to the Better Streets Plan. The proposed amendments would require improvements to the public right-of-way to follow the policies and guidelines in the Better Streets Plan, make these codes

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Reception: 415,558,6378

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Planning Information: 415.558.6377 Motion No. 18211

Hearing Date: October 28, 2010

CASE NO 2007.1238EMTRU Better Streets Plan

consistent with the content of the Plan, and establish requirements to implement street improvements.

On July 28, 2010, the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Project was prepared and published for public review. The Draft IS/MND was available for public comment until 5:00 p.m. on August 17, 2010. The Final Mitigated Negative Declaration was published on September 15, 2010.

On October 28, 2010, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2007.1238EMTRU.

On said date, the Planning Commission reviewed and considered the Final Mitigated Negative Declaration (FMND).

Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP) as part of the FMND, shown in Attachment 3, which material was made available to the public and this Commission for this Commission's review, consideration and action.

In a letter dated June 18, 2010, and included as part of Attachment 3, the San Francisco Municipal Transportation Agency indicated its consent to implement Mitigation Measure TR-1 – Provision of New Loading Space.

The Planning Department, Linda Avery, is the custodian of records, located in the File for Case No. 2007.1238EMTRU, at 1650 Mission Street, Fourth Floor, San Francisco, California.

#### **FINDINGS**

The Commission hereby approves the CEQA findings for Case No. 2007.1238EMTRU, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings. Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, on behalf of the applicant, Department staff, and other interested parties, this Commission finds, concludes, and determines as follows:

- The recitals herein are accurate and constitute findings of this Commission.
- Project Description. The Project comprises a citywide set of guidelines and policies, to
  govern the design of streetscape and pedestrian features in the public right-of-way,
  including such features as landscaping, lighting, site furnishing, sidewalk design, and
  traffic calming features in the public right-of-way.

#### **DECISION**

That based upon the Record, the submissions by the Project Sponsor(s), the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby finds that the contents of FMND and the procedures through which the FMND was prepared,

CASE NO 2007.1238EMTRU Better Streets Plan

Motion No. 18211 Hearing Date: October 28, 2010

publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA). 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

The Planning Commission further finds that the FMND is adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, and that the summary of comments and responses contained no significant revisions to the Draft IS/MND, and adopts the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Commission approves CEQA findings for the Better Streets Plan and related actions, subject to the following conditions attached hereto as "EXHIBIT A" which is incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the IS/MND and the record as a whole and finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the FMND.

The Planning Commission hereby adopts the MMRP attached hereto as Attachment 3 and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the IS/MND and contained in the MMRP are included as conditions of approval of the Better Street Plan and shall be incorporated into said Plan.

The Planning Commission further finds that since the MND was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the MND due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the MND.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on October 28, 2010.

Linda D. Avery Commission Secretary

AYES: Antonini, Borden, Miguel, Moore, Olague, Sugaya

Motion No. 18211

Hearing Date: October 28, 2010

CASE NO 2007.1238EMTRU Better Streets Plan

NAYS:

ABSENT:

ADOPTED:

October 28, 2010

Motion No. 18211 Hearing Date: October 28, 2010

# Exhibit A Conditions of Approval

Whenever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

# Mitigation Measures

1. Mitigation measures described in the MMRP attached as Attachment 3 are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor(s). Their implementation is a condition of project approval, and shall be incorporated into the Better Streets Plan.

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# ABBREVIATED CEQA CHECKLIST FOR Better Streets Plan Improvement Projects

Please include the following supporting materials with this checklist:

<ul> <li>□ Project Description and scope of work</li> <li>□ Existing and Proposed Site plans</li> <li>□ Site photos</li> <li>□ Scope of work for: Air Quality Analysis Tech Memo (if applicable)<sup>1</sup></li> <li>□ Green House Gas Emission Checklist<sup>2</sup> (if applicable)</li> </ul>				
	I - PROJECT INFORMATION			
DATE	November 14, 2024			
PROJECT NAME	Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs			
LOCATION/ NEIGHBORHOOD	Citywide			
CONSTRUCTION DURATION	December 2024 to June 2025			
	II - PROJECT CONTACT			
RESPONSIBLE AGENCY	San Francisco Public Works			
NAME	Oliver Iberien			
ADDRESS	49 South Van Ness, 9th Flr			
PHONE	(628) 271-2658			
EMAIL	oliver.iberien@sfdpw.org			
	III - PROJECT CHARACTERISTICS			
STREET TYPE <sup>3</sup>	Varies (See attachment) OR			
	Provide a description:			
STREET NAME	Citywide			
⁴FROM (CROSS-STREET 1) TO (CROSS-STREET 2)	Citywide			

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

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

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

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

# PROJECT SCREENING PART I (On the table below, please identify BSP's design elements that are part of the proposed project) **DETAILED DESIGNED ELEMENTS** STANDARD IMPROVEMENTS Requires Subsequent Environmental Review<sup>5</sup> **BSP NUMBER/ NAME PROJECT ELEMENT** (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

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



PROJECT SCREENING PART I CONT.					
NUMBER/ NAME	PROJECT ELEMENT	REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW <sup>6</sup> (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)			
CBC-5 Mid-block crosswalks					
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					

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



PROJECT SCREENING PART I CONT.					
NUMBER/ NAME	PROJECT ELEMENT	REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW <sup>7</sup> (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 IMPROV	/EMENTS IN THE BETTER STRI (Not identified above)	EETS PLAN (BSP)			
DESIGN ELEMENT NAME	BSP PAGE NUMBER				
(EP PLANNER COMMENTS):					

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



# PROJECT 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 Requires Subsequent Environmental Review<sup>8</sup> **Project Element** (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):

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



# PROJECT 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 Yes X the bus stop is located in the near side? 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 Yes parking garages, or loading activities cannot be accommodated during off-peak hours? Does the project include multi-use paths?9 Yes Does the project include shared public ways on streets with park garages with parking spaces > Yes 100, or through traffic > 100 cars per hours, or transit service? 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? Yes Please state the name of the historic district or historic landmark: 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: Does the proposed project involve removal of trees adjacent to historic resources?

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

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



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

		PROJECT SCREE	NINC DART III		
Project elements that y	would require impl	lementation of Mitigation		ina Reports organiza	ed by CEOA Tonic
CEQA Topic	Sub-topic	Meet criteria/threshold: <sup>11</sup> 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
		Aesthe	tics		
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).		$\boxtimes$
		lone of the above CEQA	topics apply to the proj	ect	
		Historical/Archeolog	gical Resources		
Does the project require excavation depth greater than two (2) feet?	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).		$\boxtimes$
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).		$\boxtimes$
None of the above CEQA topics apply to the project					
Transportation and Circulation					
Does the project include removal of loading spaces? Yes X No	Loading	YES	Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		$\boxtimes$

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



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

		PROJECT SCREENIN	NG PART III CONT.		
Project elements that	would require impl	lementation of Mitigation	Measures and Monitor	ing Reports organiz	ed by CEQA Topic.
		Air Qua	ality		
	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to <b>ALL</b> projects (p.120).		
		Biological Re	esources		
Does the project include tree removal?	Nesting birds	N/A	Nesting Birds Mitigation Measure M- Bio-1 (p.151).		
		Biological Reso	urces (Cont.)		
What is the expected duration period of construction?	Nesting birds	N/A	Nesting Birds Mitigation Measure M- Bio-1 (p.151).		
Which months would construction occur?	Nesting birds	N/A	Nesting Birds Mitigation Measure M- Bio-1 (p.151).		
Hazardous Materials					
Does the project occur in an area within the Maher-designated area? <sup>13</sup> Yes No	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M- HAZ-1 (p.161).		
(EP PLANNER COMM	(EP PLANNER COMMENTS):				

 $<sup>^{\</sup>rm 13}$  www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp



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.

$\times$	Project was screened for potential impacts to archeological practice.	al resources pursuant to EP			
×	Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.				
$\boxtimes$	Applicable Mitigation Measures are applied to the project.				
	Green House Gas analysis performed and approved by E	P.			
	Air Quality Memo approved by EP.				
	The project was reviewed by DPH and DTSC, and a mem submitted to EP (for projects within the Maher Layer only)				
	PMND was reviewed and no items were identified that wo environmental review.	uld require subsequent			
CEQA De	etermination				
☒ Note to	o file, contingent upon regulatory agency approval or other info	rmation, as follows:			
	Note to file (no additional documentation required)				
	☐ Addendum ☐ Supplemental EIR or MND				
Notes:					
	agrees to implement mitigation measures: M.AE.1. T	roo Poot Protoction: Cul 1			
Archeolo	ragrees to implement mitigation measures: M-AE-1, Togical Resources - Accidental Discovery; Cul-2, Arche Archeological District; and other applicable mitigation w	ological Monitoring - Hispanic			
	agrees that projects that could have an effect on history by a preservation technical specialist.	oric resources would be			
DI (	n				
Planner S	oignature				
Signee (p	rint name): Ryan Shum	Date: November 14, 2024			





**Albert Ko, PE, City Engineer & Deputy Director** | Infrastructure Design & Construction albert.j.ko@sfdpw.org | T. 628.271.2772 | 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

#### **DIRECTIVE**

**Directive Topic:** Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed

Albert Ko

Sidewalk Repair, and Cuppocusigned by: ms

**Issued By:** Albert Ko, City Engineer

-281DC30E04CF41A..

Issue Date: June 6, 2024

**Effective Dates:** June 2024 - December 2024

**Affected parties:** All Design and Engineering Division Staff

#### 1. Directive

On January 30, 2017, the City Engineer issued a directive describing the program of construction activities necessary to maintain City streets and sidewalks in good repair and maintain ADA standards for street facilities as required by law, and an accompanying internal process of mitigation-measure implementation and historic-resource screening. This directive was issued a CEQA determination by the San Francisco Planning Department on February 8, 2017. The directive and the CEQA documentation are attached.

#### 2. Amendment

The scope of work addressed by the directive now includes incidental work to de-energize sections of the Muni overhead contact system (OCS) as required to facilitate the work described in the original directive, as follows: Localized de-energization work includes installation and removal of temporary hardware on the OCS (clamps, splices, tips, insulators, etc.); adjustment of the OCS wires (tension, heights, alignments, spans, etc.); temporary relocation and restoration of the OCS wires; and testing of the new, restored or temporary overhead contact system wires. The localized de-energization work does not require excavation.

# 3. Extension

The directive, which was issued with an effective date of February 2017 to June 2022, will now be extended to December 2024.

#### 4. Superseding by New Document

By December 2024, I expect that this directive will be superseded by a wider program of describing Public Works' repair, maintenance, and improvement activities, to be analyzed under CEQA in an Initial Study with Mitigated Negative Declaration currently in preparation by the San Francisco Planning Department, and so no subsequent extensions will be necessary. In the event that the Initial Study with Mitigated Negative Declaration is approved prior to December 2024, it will take precedence over this directive, which will then be retired.



Albert Ko, PE, City Engineer & Deputy Director + Infrastructure Design & Construction albert.j.ko@sfdpw.org + T. 628.271.2772 + 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

# **DIRECTIVE**

**Directive Topic:** 

Extension of Directive of January 30, 2017 Re: Roadway Resurfacing,

As-Needed Sidewalk Repair, and Curb Ramp Programs

Issued By:

Albert Ko, City Engineer

Issue Date:

June 13, 2022

**Effective Date:** 

July 2022 - December 2022

Affected parties:

All Design and Engineering Division Staff

#### 1. Directive

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Albert Ko, PE, City Engineer & Deputy Director + Infrastructure Design & Construction albert.j.ko@sfdpw.org + T. 628.271.2772 + 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

# **DIRECTIVE**

**Directive Topic:** 

Extension of Directive of January 30, 2017 Re: Roadway Resurfacing,

As-Needed Sidewalk Repair, and Curb Ramp Programs

Issued By:

Albert Ko, City Engineer

Issue Date:

June 13, 2022

**Effective Date:** 

July 2022 - December 2022

Affected parties:

All Design and Engineering Division Staff

#### 1. Directive

On January 30, 2017, the City Engineer issued a directive describing the program of construction activities necessary to maintain City streets and sidewalks in good repair and maintain ADA standards for street facilities as required by law, and an accompanying internal process of mitigation-measure implementation and historic-resource screening. This directive was issued a CEQA determination by the San Francisco Planning Department on February 8, 2017. The directive and the CEQA documentation are attached.

#### 2. Extension

The directive, which was issued with an effective date of February 2017 to June 2022, will now be extended to December 2022.

## 3. Superseding by New Document

By January 2023, I expect that this directive will be superseded by a wider program of describing Public Works' repair, maintenance, and improvement activities, to be analyzed under CEQA in an Initial Study with Mitigated Negative Declaration currently in preparation by the San Francisco Planning Department, and so no subsequent extensions will be necessary. In the event that the Initial Study with Mitigated Negative Declaration is approved prior to January 2023, it will take precedence over this directive, which will then be retired.

# ABBREVIATED CEQA CHECKLIST For Better Streets Plan Related Improvement Projects

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

Reception: 415.558.6378

Fax:

415.558.6409

Planning Information: 415.558.6377

Please include the following supporting materials enclosed with this checklist:

 Project description: San Francisco Public Works Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs. See attached project description

2. **Existing and Proposed** site plans: N/A

3. Site photos: N/A

4. Scope of work for
Air Quality Analysis Tech Memo<sup>1</sup> N/A

5. Green House Gas Emission

Checklist<sup>2</sup> N/A

I- Basic Project Information					
Project Name:		Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs			
Responsible Agency:	San Fra	San Francisco Public Works Date: 1/30/17			
Project Contact:	015				
(Address/phone/email)	Oliver Ibe	rien			
Project Location	Througho	Throughout San Francisco in the public right-of-way			
Timeline for the proposed project	Through J	Through June 2022			
II- Project Characteristics					
			<sup>4</sup> From (Cross-street 1) To (Cross-street 2)		

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

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

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

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

	ng Part 1 (On the table below, pleas	e identify BSP's design e	elements that are part of the
proposed project.			
D . H . D . L . EL			
Detailed Design Ele	ments		
Number	Name	Project Element	Requires Subsequent
			Environmental Review <sup>5</sup>
			(EP PLANNER
			DETERMINATION ONLY)
	Standard Impi	rovements	
SI-1	Accessible curb ramps		
	Accessible care ramps		_
SI-2	Marked crosswalks		
SI-3	Pedestrian signal timing		
SI-4	Curb radii guidelines		
SI-5	Corner curb extensions		
31-3	Corner curb exterisions		
SI-6	Street trees		
			_
SI-7	Tree basin furnishing		
SI-8	Sidewalk planters		
SI-9	Stormwater management		
31-9	tools		
SI-10	Street lighting		
SI-11	Special paving		
SI-12	Site furnishings		

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

# **Project Screening Part 1 Cont.**

	Tas	T =						
Number	Name	Project Element	Requires Subsequent Environmental Review <sup>6</sup>					
			(DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)					
	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							
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							

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

# **Project Screening Part 1 Cont.**

Number	Name	Project Element	Requires Subsequent Environmental Review <sup>7</sup> (FOR EP PLANNER DETERMINATION ONLY)		
CBC-17	Traffic calming circles				
CBC-18	Roundabouts				
CBC-19	Pocket parks				
CBC-20	Reuse of 'pork chops'				
CBC-21	Boulevard treatments				
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) but not identified above					
Design Element Name	BSP Page Number				
(EP PLANNER COMMENTS): Project can proceed with review. No subsequent environmental review is required.					

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

# **Project Screening Part 1 Cont.**

	Yes	No	Requires Subsequent Environmental Review <sup>8</sup>
			(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)			

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

IV- Project Screening Part 2 (If you answer "YES" to any of the questions listed below, this checklist may not be				
utilized, and therefore, an Environmental Evaluation application must be filled.				
Transportation/Circulation				
	24			
Does the project include right turn on red (RTOR) at locations where the peak hour right-turning	Yes			
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?	No_x_			
stop is located in the hear side:				
Does the project include removal of crosswalk closures?	Yes			
	No_x_			
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500	Yes			
vehicles per hour in either direction during the peak hour?	No_x_			
Does the project include roundabouts?	Yes			
	No_x_			
Does the project include pedestrian-only streets on a street where through traffic is greater than 100	Yes			
vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking	No_x_			
garages, or loading activities cannot be accommodated during off-peak hours?				
Does the project include multi-use paths? <sup>9</sup>	Yes			
	No_x_			
Does the project include shared public ways on streets with park garages with parking spaces > 100, or	Yes			
through traffic > 100 cars per hours, or transit service?	No_x_			
V- Project elements that will require Tech Spec Evaluation:10 (If the project includes any of the elements	ents listed			
below, the project will require Tech Spec Evaluation).				
Historical/Archeo Resources				
All applications need preliminary review for potential impacts to archeological and historic resources proto EP practice.	ursuant			
Is the proposed project located within a potential historic district or on a street adjacent to a historic	Yes_x			
landmark? Please state the name of the historic district or historic landmark:To be	No_			
determined	110_			
Does the proposed project involve an identified historic resource among the following: street furniture,	Yes x _			
light standards, signage, curbs, places, bricks, walls, and other paving materials? Please identify the	No			
historic elements that are part of the proposed project: To be determined.				
Does the proposed project involve removal of trees adjacent to historic resources?	Yes_X_			
	No $x$			

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

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

Monitoring Reports CEQA Topic	Sub-topic	Meet	Requires	Potential	Comments and
orda Topic	Sub-topic	criteria/threshold: <sup>11</sup> Yes/No or N/A	mitigation measure: Yes/No	impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.	PMND reference page.
Aesthetics					
Does the proposed project involve removal of significant trees?	Significant trees	N/A			
Does the project involve tree root trimming? yes  Is tree root trimming greater than two inches? yes		Yes	Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53).		FMND page 53
Historical/Archeolo gical Resources			diameter (p.oo).		
Could the project have an effect on individual historic resources or historic districts?	Historic resources	Yes	No; however page 59 of the FMND states :Streetscape improvements in [historic] areas would be reviewed on a case-by-case basis by a preservation technical specialist at the Planning Department		FMND page 59
Does the project require excavation depth greater than two (2) feet? yes	Accidental discovery	Yes	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).		FMND page 64
Does the project occur in an area within the Hispanic Period Archeological District? 12 yes	Hispanic Period District	Yes	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		FMND page 64
Transportation and Circulation					
Does the project include removal of loading spaces?TBD	Loading		Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		

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

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

Biological Resources	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to <b>ALL</b> projects (p.120).		Compliance with Dust Control Ordinance supersedes Mitigation Measure AQ-1.
Does the project include tree removal?	Nesting birds	N/A	Nesting Birds Mitigation Measure M- Bio-1 (p.151).		
CEQA Topic	Sub-topic	Meet criteria/threshold: <sup>13</sup> 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.	Comments and PMND reference page.
Biological Resources (Cont.)					
What is the expected duration period of construction? TBD	Nesting birds	N/A	Nesting Birds Mitigation Measure M- Bio-1 (p.151).		
Which months would construction occur?TBD	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? 14 Yes	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M- HAZ-1 (p.161).		Maher compliance is mandatory for all SFPW projects

#### (EP PLANNER COMMENTS):

Project can proceed with review. The project sponsor agrees to implement the applicable Mitigation Measures listed above (MM-TR-1).

Mitigation Measure M-AE-1: Tree Root Protection.

Mitigation Measure Cul-1: Archeological Resources – Accidental Discovery

Mitigation Measure Cul-2: Archeological Monitoring: Hispanic Period Archeological District

Sponsor agrees that projects that could have an effect on historic resources would be reviewed by a preservation technical specialist.

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<sup>&</sup>lt;sup>13</sup> The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

<sup>&</sup>lt;sup>14</sup> www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp



# SAN FRANCISCO PLANNING DEPARTMENT

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

This section is to be filled by EP Planner. Use "N/A" next to check boxes for topics that are not applicable to this submittal.

	Project was screened for potential impacts to arche Project was screened by a Tech Spec for potential in		Reception: <b>415.558.6378</b> Fax:	
□ NA	EP practice. Applicable Mitigation Measures are applied to the	project.	<b>415.558.6409</b> Planning	
□ NA	Green House Gas analysis performed and approved by EP.			
□ NA	Air Quality Memo approved by EP.		415.558.6377	
□ <u>NA</u>	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.			
	termination file, contingent upon regulatory agency approval or oth	ner information, as follows:		
Adden	file (no additional documentation required) dum mental EIR or MND			
	W directive, which includes agreement to imple screening.	ement mitigation measures and historic		
EP Signa	<u>ure</u>			
		Date:		
Signee:Jeanie Poling  2/8/17				



Edwin M. Lee Mayor

Mohammed Nuru Director

#### John Thomas Division Manager

Project Management and Construction

30 Van Ness Ave. San Francisco, CA 94102 tel 415-558-4000

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# DIRECTIVE

Directive Topic: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp

**Programs** 

Issued By: John Thomas, Acting City Enginger

Issue Date: January 30, 2017

Effective Date: February 2017 - June 2022

Affected parties: All Design and Engineering Division Staff

# 1. Purpose

San Francisco Public Works has responsibility for the City of San Francisco's ("City") approximately 1,260 miles of streets and sidewalks. In order to maintain transportation and pedestrian usability, safety, and access on the City's streets and sidewalks, maintenance and repair must be performed on an ongoing basis. Roadway repair triggers federally mandated upgrades of any sidewalk curb ramps that may be touched by resurfacing to meet current Americans with Disabilities Act ("ADA") standards, and installation of new curb ramps. Curb-ramp installation or upgrade is also required under the ADA Transition Plan as a result of citizen requests or as a function of San Francisco Public Works stewardship of the public right-of-way.

This Directive addresses Public Works' Resurfacing and Curb Ramp Programs for roadway resurfacing and curb ramp construction activities. Upon the effective date of this Directive, Public Works staff and their contractors are authorized to carry out the resurfacing and curb ramp programs as described herein during the period from February 2017 to June 2022.

#### 2. Project Description: Public Works Resurfacing and Curb Ramp Programs

The maintenance and repair work described in this Directive will continue a program of construction activities necessary to maintain City streets and sidewalks in good repair and maintain ADA standards for street facilities as required by law. These activities are as follows:

#### Resurfacing of Existing Streets

Street resurfacing will take place within the existing right-of-way, and is conducted for street segments of varying length. Work packages are typically between approximately 120 and approximately 360 days in duration, with specific construction at locations requiring three to fourteen days of work for preparation, placement, and curing (pending on the type of resurfacing method applied).

Street resurfacing activities range in scale from processes which simply apply a new layer of material to the existing street surface (micro-surfacing) to full rehabilitation of the street section; descriptions of the work are provided below.

Street resurfacing activities range in scale from processes which simply apply a new layer of material to the existing street surface (micro-surfacing) to full rehabilitation of the street section; descriptions of the work are provided below.

- Surface Sealing: This is the application of a thin layer of material composed of small
  rocks, emulsions and additives to the roadway surface; examples of industry-standard
  surface-seal techniques include micro-surfacing. Before surface sealing a roadway,
  weeds from cracks are removed, the cracks are sealed, existing pavement markings
  removed, utility castings protected and the roadway swept. This method is typically
  performed on streets showing minimal signs of surface distress.
- Grinding and Paving with Localized Base Repairs: Street base failures are identified and saw cut in a rectangular fashion, the street dug out to the subgrade, the subgrade compacted, and the new street base placed. The top layer of asphalt is then cold planed (ground down) for the entire roadway and then topped with a new asphalt wearing surface, typically placed by a paving machine. This method is typically performed on streets showing moderate signs of surface distress.
- Complete Reconstruction: The entire roadway and roadway base are removed. The subbase is compacted, and a new concrete street base is placed and topped with an asphalt wearing surface. The asphalt wearing surface is typically placed by a paving machine. This method is typically performed on streets showing signs of heavy surface distress.

For all resurfacing methods, utility castings such as manhole covers, catch basins, and similar street iron will be protected and will be adjusted to meet the new resurfaced street surface. The removal of rail lines is not covered by this directive. After resurfacing, pavement markings will be reapplied.

# Curb Ramp Installation

Existing curb ramps or existing sidewalk and curbs at street crosswalks will be demolished, and new ADA-compliant curb ramps will be constructed or reconstructed, with new curb, gutter, sidewalk and minimally regraded roadway (to meet ADA requirements for traversability) as needed. Maximum depth of excavation for curb ramps alone is approximately eight inches. In some cases catch basins must be moved short distances horizontally (<10') or vertically (<1'), which also involves adjustment or replacement of the laterals into which they feed. Approximate depth of excavation in these cases is five feet and the maximum depth of excavation is the depth of sewer mains, approximately 12 feet. Work may extend horizontally up to eight feet into the street from the edge of the curb line. Other facilities in the immediate area of curb-ramp work, such as utility vaults, electrical cabinets, etc., may need to be adjusted vertically (< 6") or moved horizontally short distances (< 2'). Maximum depth of excavation for these adjustments is approximately two feet.

## Sidewalk Repair

Sidewalk repair is provided through two programs (the As-Needed Sidewalk Inspection and Repair Program (SIRP) and the As-Needed Sidewalk Repair for Accelerated Sidewalk

Abatement Program (ASAP)) on an as-needed, work order basis at various locations throughout the City. Work comprises repair and reconstruction of existing concrete sidewalk, including curbs and curb ramps, to Public Works standard specifications. Work also includes the repair or replacement of small in-sidewalk facilities such as utility-boxes and utility-box covers, and may include tree and hedge trimming in order to facilitate repairs. Maximum depth of soil disturbance for these activities is two feet.

# Emergency Subsidewalk Basement Repair

Work at locations where subsidewalk basements have previously been identified is excluded from this directive. Public Works will conduct due-diligence reviews to prevent, to the extent practicable, that any work be done under this directive that impacts subsidewalk basements. These reviews will include:

- Record requests to Department of Building Inspection
- Review of Sanborn maps
- Review of Bureau of Street Use and Mapping mapping, which identifies known subsidewalk basements and suspected-subsidewalk basement locations
- Mail distribution of surveys
- Engineering inspection of existing sidewalks for indicators of the presence of subsidewalk basements, which may include vaults, vents, changes in sidewalk grade, light prisms, and elevators

In the event that previously unidentified subsidewalk basements are inadvertently breached during construction, or if it is discovered during the course of construction that a structurally unsafe condition exists under the sidewalk or roadway as a consequence of the presence of subsidewalk basements, this will be repaired and work will proceed to its conclusion. This emergency-repair work will comprise construction of new subsurface structural support for replacement sidewalk and/or roadway surface and repair as needed of the basement ceiling.

# Sidewalk Planting Areas/Tree Protection

Installation of curb ramps may require the use of small areas of existing landscaped areas adjacent to the construction area. No trees may be removed under this directive, and no more than the minimum of landscaped area needed to construct an ADA-compliant curb ramp will be used for construction.

If trimming of roots greater than 2-inches in diameter is necessary during the course of construction, a licensed arborist possessing a valid specialty class C61-D49 Contractor's License shall supervise the trimming of such roots. Pruning of trees shall be performed in conformance with the City of San Francisco Pruning Standards for Trees (June 27, 2006) (available at http://sfdpw.org/sites/default/files/FileCenter/Documents/234-SF\_Pruning\_Stds\_6.27approved.pdf) and under the supervision of the qualified arborist. This is consistent with Mitigation Measure M-AE-1, Tree Root Protection, of the Better Streets Mitigated Negative Declaration (see Attachment A).

## Archaeological Resources

The Accidental Discovery archeological mitigation measure shall apply to any soils disturbing activities below a depth of two (2) feet below grade surface (bgs), except within the Hispanic Period Archeological District (see Attachment B), where the Archeological Monitoring mitigation measure shall apply (see Attachment A).

#### Historic Resources

Projects shall aim to avoid damaging or the removal of historic or potentially historic sidewalk elements such as brick surfacing, brick gutters, granite curbs, cobblestones and non-standard sidewalk scoring, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates. Attachment C identifies Article 10 and 11 landmark and conservation historic districts in San Francisco. For any work in this area involving sidewalk elements such as brick surfacing, brick gutters, granite curbs, cobblestones and nonstandard sidewalk scoring, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates, the project manager must coordinate with the Design and Engineering Regulatory Affairs Section Manager to submit Attachment D, the Historic Resources Screening Request. For some projects an Administrative Certificate of Appropriateness or a Minor Permit to Alter may be required and will be determined as part of the screening process. For those locations, historic materials will either be salvaged and re-installed or replaced in-kind to match the existing color, texture, material, and character of the existing condition. These locations and specific strategies will be determined during the design development phase. For projects in the remaining areas of the City, sidewalk elements such as brick surfacing, brick gutters, granite curbs, cobblestones and nonstandard sidewalk scoring, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates should be protected from project activities or salvaged and reinstalled. If replacement in kind or removal is required the project manager must coordinate with the Design and Engineering Regulatory Affairs Section Manager to submit Attachment D, the Historic Resources Screening Request. Removal of any features without replacement is explicitly not covered by this directive.

#### Hazardous Materials

Attachment E identifies areas of known contamination in San Francisco ("Maher Zone"). Any project involving disturbance of 50 cubic yards or more of soil is subject to Health Code Section 22A (the "Maher Ordinance"). See Attachment F, and submit the Maher Ordinance Screening Request to the Public Works Site Assessment & Remediation Regulatory Affairs Manager. Small areas of soil disturbance are associated with each location for curb ramp construction. Areas of temporary excavation will be backfilled with excavated native material. Small amounts of surplus material may be generated by locations where no ramps currently exist. The project will be screened by San Francisco, and construction specifications provided as needed for compliance.

# 3. Roles & Responsibilities

The responsibility to implement the measures specified by this Directive rests with each Project Manager in the Resurfacing and Curb Ramp Programs. The following Public Works staff have responsibility for ensuring compliance with this Directive:

- The Resurfacing and Curb Ramp Program Managers, the Central Operations Assistant
  Manager, and Project Managers for the four programs are responsible, through regular
  coordination with the Design and Engineering Regulatory Affairs Section Manager, for
  ensuring that current regulatory- and environmental-compliance information necessary
  for the implementation of Measures is conveyed to Public Works staff.
- The Streets and Highways Section Manager and the Central Operations Manager are responsible for assuring that his or her staff are aware of this Directive and that the final design and construction of all projects addressed by this Directive incorporates the Measures.
- The Design and Engineering Regulatory Affairs Section Manager is responsible for ongoing evaluation of the general work program and task-specific or site-specific conditions to identify applicable regulatory and environmental requirements; and, through the existing Public Works Quality Control/Quality Assurance process, ensure that the Measures are properly incorporated into final designs.

#### **ATTACHMENT A – MITIGATION MEASURES**

#### Mitigation Measure M-AE-1: Tree Root Protection

If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.

#### Mitigation Measure Cul-1: Archeological Resources - Accidental Discovery

The following archeological mitigation measure shall apply to any soils disturbing activities resulting from the Proposed Project excepting soils disturbing activities below a depth of two (2) feet below grade surface (bgs) within the Hispanic Period Archeological District. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO and MLD shall make all reasonable efforts to develop an

agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The E division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

## Mitigation Measure CUL-2: Archeological Monitoring: Hispanic Period Archeological District

The following archeological mitigation measure shall apply to any soils disturbing activities below a depth of two (2) feet below grade surface (bgs) resulting from the Proposed Project within the Hispanic Period Archeological District.

Based on the reasonable potential that archeological resources thay be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

• The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because

- of the potential risk these activities pose to archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence
  of the presence of the expected resource(s), of how to identify the evidence of the expected
  resource(s), and of the appropriate protocol in the event of apparent discovery of an
  archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artif actual/ecof actual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- C) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- D) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical

property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

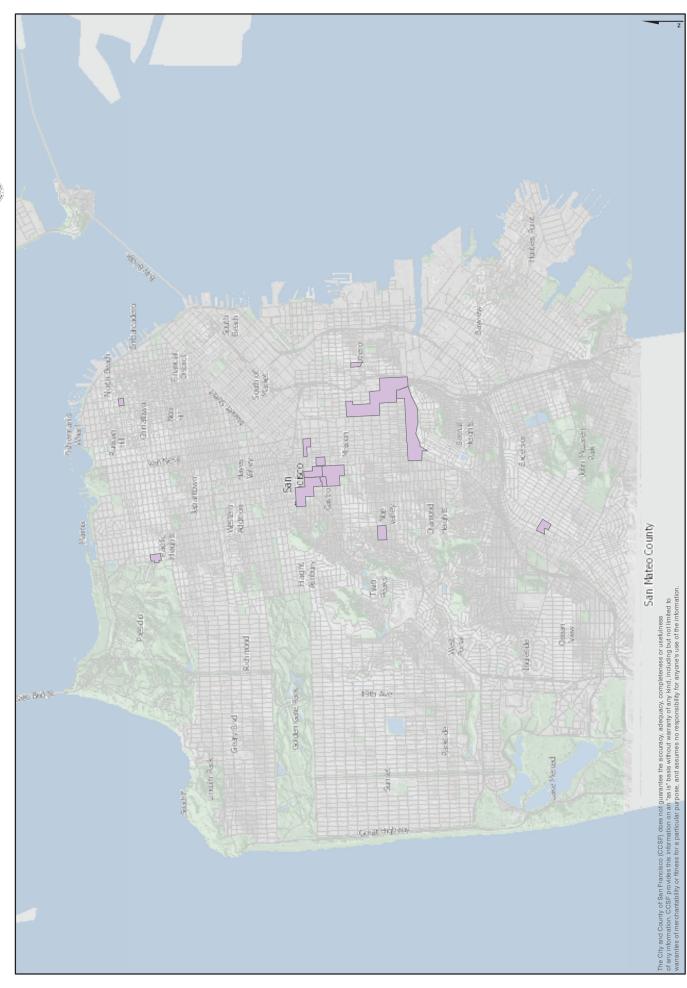
- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- Final Report. Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.



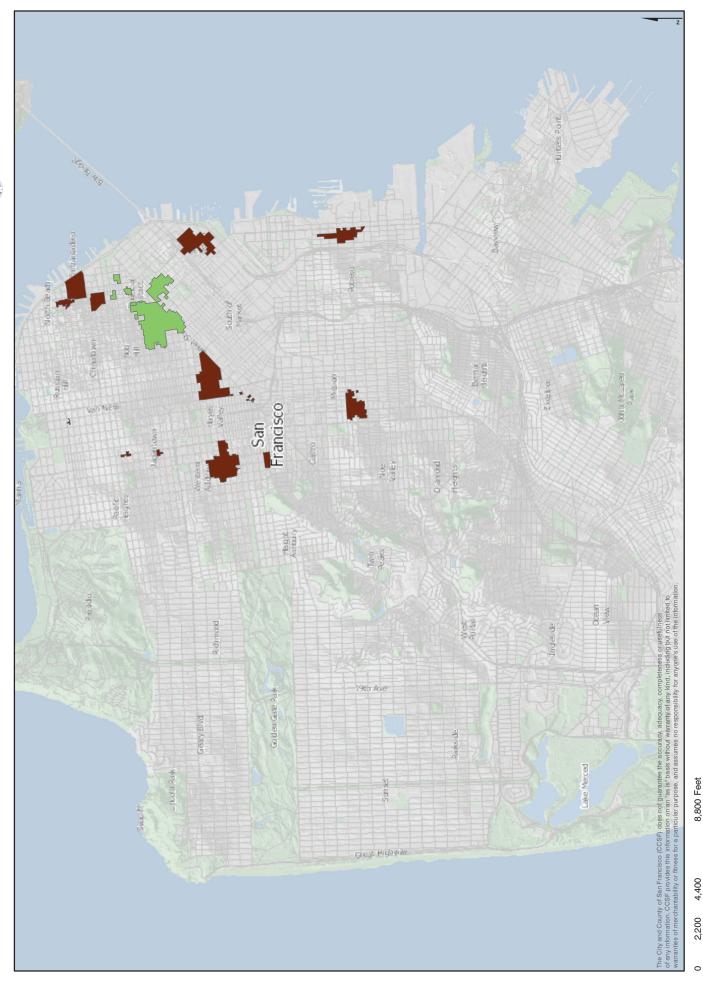


10,500 Feet

5,250

2,625





## **Attachment D - Historic Resource Screening Request**

## From San Francisco Public Works to San Francisco Planning Department

6 - cp
Date:
Public Works Project Manager:
Project Name or Address:

## **PROJECT INFORMATION**

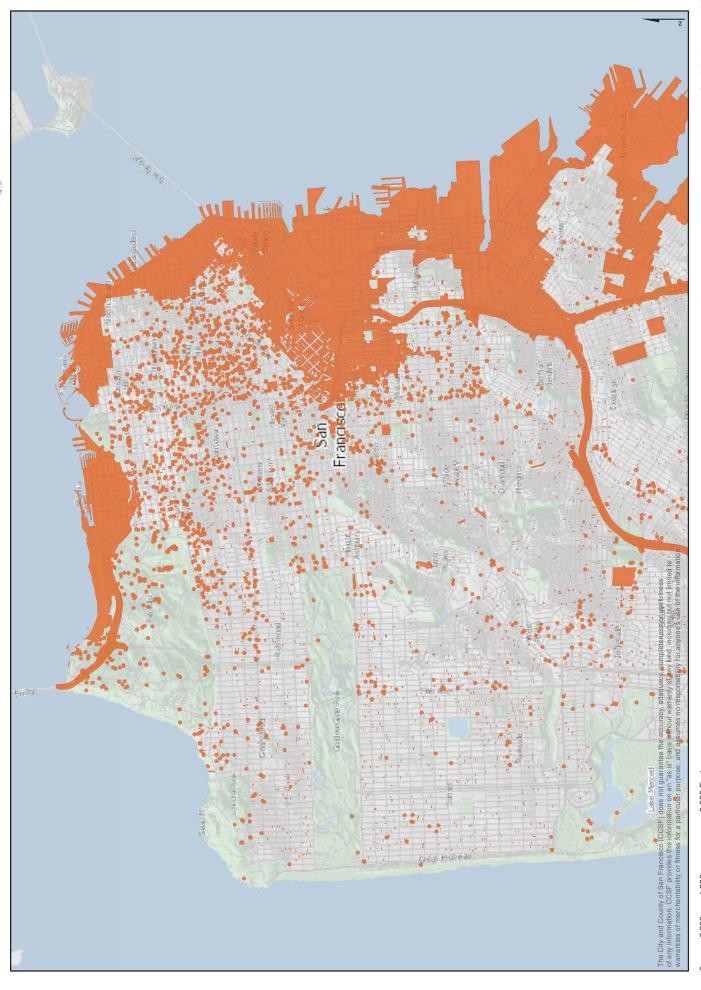
Please include the following:

- Detailed plans clearly indicating what is being retained, salvaged and restored, or replaced in kind. Whenever possible, including details showing existing and replacement items.
- Short project description identifying items that are being salvaged and restored, including any information on a salvage plan, and identification of items that are being replaced with detailed description on if they are being replaced in kind or not.
- Identification of known historical resources within or adjacent to project areas.

SAN FRANCISCO PLANNING DEPARTMENT PRESERVATION PLANNER CONCLUSIONS AND RECOMMENDATIONS

# Attachment E - Areas of Known Contamination ("Maher Zone")





Printed: 20, January 2017

# Attachment F Maher Ordinance Screening Request

For a project to which you have been assigned as a Public Works project manager, complete the top of this form and submit to SAR, with plan showing the limits of excavation and of known Maher locations in the work area.

Project Name:	Jo	O#	Date submitted:	
Submitted by:	mitted by: Date requested by (minimum of 20 working days):			
Describe the general pro	oject scope, and give details of	ground-distu	rbing activities:	
			addresses. For work in the public right-of- eet segment in which work will be done:	
Estimated volume of excorr earthen fill that the pro-	1		ne project require a building or grading from DBI? Yes □ No □	
SA&R: Co Date returned to PM:  Project does not mee  Project does not rec includes all projects way for end-of-life Per Health Code §2	quire a building or grading pe s for the repair and replaceme replacement and/or to addres 22A.3 and Building Code §106	Date forward Date forward nd/or intersect rmit from the nt ("R&R") of s structural in 6A.2.4, the M	ger and Regulatory Affairs Manager: ed to RA: Initial: with a known Maher site. Maher does not apply.  Department of Building Inspection. This existing structures in the public right-of- adequacies found during regular inspection. aher Ordinance does not apply.	
require constructio handling and dispo	n specifications for protection	for workers a egulatory req	ner does not apply, but the project will and the public, and for hazardous-materials uirements. Please budget an estimated	
cubic yards of nativ		Taher applicat	will bring to the surface 50 or more tion is required. Please budget an initial gwill also be required:	
□ Site history ( Recommended by:	(Phase I ESA).	_ P	hase II / Phase II workplan. With site mitigation plan. With site mitigation report/ Environmental inspection.	
Signature	Print Nar	ne	Date	

To complete this form, you will need the following information:

You will need to know that approximate total amount of excavated earth and earthen fill your project will bring to the surface, both permanent excavation and excavation that later will be backfilled. The key to whether or not activities add to your Maher total is whether or not the material brought up is earth or earthen fill -- roadway base, for example, does not count -- and whether or not it is brought to the surface -- pile driving does not count, but the spoils of holes drilled for piles will.

The easiest way to arrive at an approximate total is to classify excavations by type. For example, your project may have 12 pole footings, and two linear trenches. Each footing requires excavation of an area approximately 5' x 5' to a depth of 5'. There are 12 of these, so  $5' \times 5' \times 5' \times 12 = 1,500$  ft<sup>3</sup>. For the trenches, one is 10' deep, 5' wide, and 40' long, and the other is 8' deep, 5' wide, and 20' long. This would be  $(10' \times 5' \times 40') + (8' \times 5' \times 20') = 2,800$  ft<sup>3</sup>. Together, the total excavation for Maher is about 150 yd3, which would go over the 50 yd<sup>3</sup> limit that triggers Maher screening.

You'll need to provide a brief description of your project. Provide a general scope of your project (whether it is a streetscape project, a building-rehabilitation project, etc.) and provide details on the construction activities that will disturb the soil. For example, discuss the pole footings and the excavation that will accompany their construction. Provide identifiable project location(s). If your project is on a parcel, give the project address. If the project is in the public right-of-way, give, at a minimum, the street addresses at the beginning and end of each street segment. If the project is on a large public parcel (such as a park/open space), give enough information so that the location can clearly be identified.

You will need to provide mapping of your excavations with the Maher mapping overlain in order to facilitate SAR's presentation of your project information to San Francisco Public Health (SFPH), who oversee Maher compliance. Present the layers of your plans that contain the bulk of your excavation activities, and overlay the Maher Map. Maher mapping in GIS and DWG form can be found on the Public Works GIS server at \dpwhyd1\boe5m\sfGeology\MaherSitesAndBlocks. (You may have \dpwhyd1\boe5m mapped as the K: drive.)

Email this mapping along with the filled-out (top section only) digital version of the PDF form to the Site Assessment and Remediation (SAR) section. SAR will respond (after a minimum of 20 working days) with an assessment of whether or not your project requires further action, and what this action will be.

SAR: Stanley DeSouza <stanley.desouza@sfdpw.org>
Regulatory Affairs: Boris Deunert <boris.deunert@sfdpw.org>



Environmental Management 525 Golden Gate Avenue, 6th Floor San Francisco, CA 94102 T 415.934.5700 F 415.934.5750 TTY 415.554.3488

### STATUTORY EXEMPTION REQUEST

The San Francisco Public Utilities Commission (SFPUC) requests Environmental Planning (EP) review of the following proposed project under the California Environmental Quality Act (CEQA). The SFPUC recommends the proposed project is statutorily exempt from environmental review under Public Resources Code (PRC) Section 21080.21 and CEQA Guidelines Section 15282(k). To facilitate EP's review, relevant project details are summarized below.

Submittal Date: April 17, 2024

Project Name: Various Locations No. 69 Sewer Replacement

Project Type: Sewer Replacement

Project Location: Various locations in San Francisco (see Project Summary Table)

**Total Linear Feet:** Approximately 1,128 linear feet (see Project Summary Table for linear

feet by location)

**Brief Description of** 

Work:

A project of less than 1 mile in length within the existing public right-of-

**Project Summary Table** 

Project Location	Brief Description of Work	Length (linear feet)	No. of Manholes
Clarendon Avenue between Laguna Honda Boulevard and Clarendon Woods Avenue	Replace approximately 141 linear feet of 36-inch corrugated metal pipe (CMP) with 36-inch reinforced concrete pipe (RCP). Replace approximately 2 existing manholes.	141	2
Clarendon Avenue between Johnston Drive and Twin Peaks Boulevard	Replace approximately 40 linear feet of 12-inch vitrified clay pipe (VCP) with 12-inch VCP.	40	0
Laguna Honda Boulevard between Woodside Avenue /Merced Avenue and Vasquez Avenue	Line approximately 162 linear feet of 2-foot by 3-foot flat top reinforced concrete with cured in-place liner (CIPL). Replace approximately 2 existing manholes.	162	2

London N. Breed Mayor

**OUR MISSION:** To provide our customers with high-quality, efficient and reliable water, power and sewer services in a manner that values environmental and community interests and sustains the resources entrusted to our care.

Tim Paulson President

Anthony Rivera Vice President

Newsha K. Ajami Commissioner

**Sophie Maxwell** Commissioner

Kate H. Stacy Commissioner

**Dennis J. Herrera** General Manager

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<sup>&</sup>lt;sup>1</sup> PRC Section 21080.21 provides an exemption for the installation of new pipeline or maintenance, repair, restoration, reconditioning, relocation, replacement, removal or demolition of an existing pipeline as long as the project does not exceed one mile in length. Section 21080.21, Subsection (a) defines "pipeline" for purposes of this section as subsurface facilities but does not include any surface facility related to the operation of the underground facility.

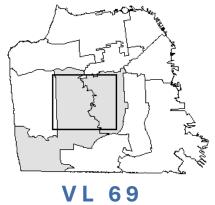
Project Location	Brief Description of Work	Length (linear feet)	No. of Manholes
Laguna Honda Boulevard between Balceta Avenue and Hernandez Avenue	Replace approximately 239 linear feet of 12-inch ironstone pip (ISP) with 15-inch VCP. Replace approximately 1 existing manhole and mortar approximately 1 manhole.	239	2
Laguna Honda Boulevard between Hernandez Avenue and Idora Avenue	Replace approximately 290 linear feet of 12-inch ISP with 15-inch VCP. Mortar approximately 1 manhole.	290	1
Lower Terrace between Roosevelt Way and Lavant Street	Replace approximately 23 linear feet of 12-inch ISP with 15-inch VCP. Replace approximately 1 existing manhole and mortar approximately 1 manhole.	23	2
Roosevelt Way between Clifford Terrace and Lower Terrace	Replace approximately 116 linear feet of 8-inch ISP with 12-inch VCP. Replace approximately 1 existing manhole.	116	1
Clifford Terrace between Roosevelt Way and Upper Terrace	Replace approximately 92 linear feet of 8-inch ISP with 12-inch VCP. Install approximately 1 new manhole and mortar approximately 1 manhole.	92	2
Miraloma Drive at Juanita Way intersection	Replace approximately 25 linear feet of 12-inch ISP with 12-inch VCP. Mortar approximately 1 manhole.	25	1

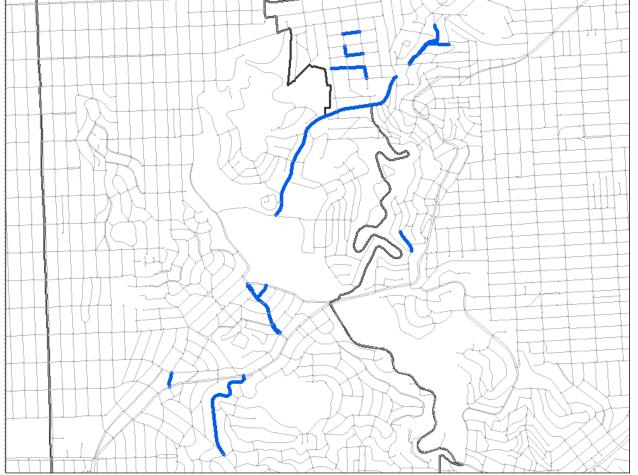
If you have any questions regarding the proposed project, please contact Scott MacPherson, Senior Environmental Project Manager, Environmental Management, at <a href="mailto:smacpherson@sfwater.org">smacpherson@sfwater.org</a>.

Scott MacPherson		4/17/24
Scott MacPherson, Senior Environmental	Project Manager	Date
SFPUC Environmental Management		
EP Signature of Approval:  Julia Moore		4/24/24
Julie Moore, Principal Planner		Date
EP Division, San Francisco Planning Departi	ment	
Planning Department Case No.:	2024-003415ENV	



# **Locations of Work**





On Street	From Street	To Street
17 <sup>™</sup> ST	COLE ST	STANYAN ST
BURNETT AVE	PARKRIDGE DR	CRESTLINE DR
CLAREMONT BLVD	ULLOA ST	PORTAL PATH \ PORTOLA DR
CLARENDON AVE	BIGLER AVE \ TWIN PEAKS BLVD	OLYMPIA WAY
CLARE ST	17 <sup>™</sup> ST	CARMEL ST
GRATTAN ST	COLE ST	SHRADER ST
LAGUNA HONDA BLVD	BALCETA AVE	WOODSIDE AVE
LOWER TER	LEVANT ST	ROOSEVELT WAY
MIRALOMA DR	KENSINGTON WAY \ PORTOLA DR	RAVENWOOD DR \ YERBA BUENA AVE
RIVOLI ST	COLE ST	SHRADER ST
ROOSEVELT WAY	LOMA VISTA TER	17 <sup>TH</sup> ST \URANUS TER
SHRADER ST	ALMA ST	RIVOLI ST
TWIN PEAKS BLVD	CARMEL ST \ CLAYTON ST	BIGLER AVE \ CLARENDON AVE
VASQUEZ AVE	WOODSIDE AVE	LAGUNA HONDA BLVD