

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

RESOLUTION NO. 2024-0054

WHEREAS, The work performed under the Powell Street Safety Project (Sourcing ID No. 0000008257) consists of new traffic signal infrastructure, pedestrian signal work, street lighting, pavement renovation, curb ramp construction, traffic control improvements and other associated infrastructure work at three intersections on Powell Street at Ellis Street, O'Farrell Street, and Geary Street, and construction of a cable car boarding island and other associated infrastructure work on Powell Street and Post Street; and

WHEREAS, On January 19, 2024, the San Francisco Planning Department issued an Exemption Determination (Case No. 2018-013500ENV or "CEQA Determination") determining that the project is exempt from the California Environmental Quality Act ("CEQA"). The work will be carried out by the licensed contractor and managed by San Francisco Public Works with funding/oversight from SFMTA. The contractor would be required to comply with the San Francisco Public Works Standard Construction Measures; and

WHEREAS, The Contract Monitoring Division ("CMD") established a Local Business Enterprise ("LBE") subcontracting requirement of 20% for this contract and the contractor committed to LBE participation of 23.28% in its bid submittal; and

WHEREAS, On April 17, 2024, Public Works advertised for bids for the Powell Street Safety Project contract; and

WHEREAS, On May 22, 2024, Public Works received two bids; and

WHEREAS, Public Works staff and CMD staff reviewed the bids and application of bid preferences and determined that Bay Area Lightworks, Inc. is the responsive and responsible bidder that submitted the lowest responsive bid; and

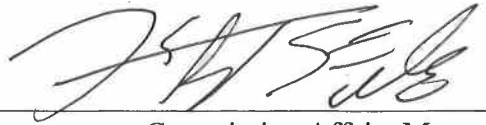
WHEREAS, The contract amount is \$3,010,386.00; and

WHEREAS, The contract duration is 360 consecutive calendar days; now, therefore, be it

RESOLVED, That this Commission hereby awards the Powell Street Safety Project (Sourcing ID No. 0000008257) Contract to Bay Area Lightworks, Inc. in the amount of \$3,010,386.00 with \$301,038.60 for contingency, and with 360 consecutive calendar days with 36 consecutive calendar days of contingency, for new traffic signal infrastructure, pedestrian signal work, street lighting, pavement renovation, curb ramp construction, traffic control

improvements and other associated infrastructure work at three intersections on Powell Street at Ellis Street, O'Farrell Street, and Geary Street, and construction of a cable car boarding island and other associated infrastructure work on Powell Street and Post Street in the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Works Commission at its meeting of July 22, 2024.



Commission Affairs Manager
Public Works Commission

SECTION 00 52 00**AGREEMENT FORM**

THIS AGREEMENT made for the convenience of the parties this 22nd day of July 20 24 by and between Bay Area Lightworks, Inc. located at 1460 Yosemite Ave., San Francisco, CA 94124 ("CONTRACTOR"), and the City and County of San Francisco, State of California (the "CITY"), acting through the Director (the "DIRECTOR") of the San Francisco Public Works, under and by virtue of the Charter and Administrative Code of the City and County of San Francisco.

WHEREAS, the Public Works Commission awarded this AGREEMENT to CONTRACTOR on the 22nd day of July, 2024, under AWARD OF COMMISSION RESOLUTION NO. 2024-0054, as more fully appears in the formal record of the DIRECTOR:

**POWELL STREET SAFETY PROJECT
(San Francisco Public Works Contract No. 1000033787)**

NOW, THEREFORE, CONTRACTOR, in consideration of the mutual covenants set forth in this AGREEMENT, promises and agrees to provide all services to construct the Project in accordance with the requirements of the Contract Documents, to perform the Work in good and workmanlike manner to the satisfaction of the DIRECTOR, to prosecute the Work with diligence from day to day to Final Completion, to furnish all construction work, labor and materials to be used in the execution and completion of the Work in accordance with the Contract Documents, and to otherwise fulfill all of CONTRACTOR's obligations under the Contract Documents, as and when required under the Contract Documents to the satisfaction of the DIRECTOR.

CONTRACTOR's execution of this AGREEMENT signifies its acceptance of the Contract Time and Contract Sum as being sufficient for completion of the Work, as well as acceptance of the other terms and conditions of the Contract Documents.

ARTICLE 1 - CONTRACT DOCUMENTS; CONTRACTOR'S GENERAL RESPONSIBILITIES

- 1.01 Contract Documents. CONTRACTOR shall Provide all Work according to the Contract Documents, which are incorporated into and made a part of this AGREEMENT by this reference, and all labor and materials used in providing the Work shall comply with the Contract Documents. The Contract Documents, which comprise the entire agreement between CONTRACTOR and the CITY concerning the Provision of the Work, are defined in the General Conditions (Section 00 72 00). Any undefined term used in this AGREEMENT shall be given the definition set forth in the General Conditions (Section 00 72 00).
- 1.02 Contractor's General Responsibilities. CONTRACTOR shall provide a fully functional, complete and operational Project constructed in accordance with the Contract Documents, including but not limited to, all investigations, analyses, surveys, engineering, procurement, materials, labor, workmanship, construction and erection, commissioning, equipment, shipping, subcontractors, material suppliers, permits, insurance, bonds, fees, taxes, duties, documentation, spare parts, materials for initial operation, security, disposal, startup, testing, training, warranties, guarantees, and all incidentals.

ARTICLE 2 - CONTRACT TIME

- 2.01 Completion Dates. As set forth in Section 00 73 02, the Work shall be Substantially Complete within **360** consecutive calendar days, beginning with and including the official date of Notice to

POWELL STREET SAFETY PROJECT

Contract ID: 1000033787

Proceed as established by the DIRECTOR, and Finally Complete in accordance with Article 9 of the General Conditions (Section 00 72 00) within **60** consecutive calendar days after the date the CITY issues a Notice of Substantial Completion.

- 2.02 Critical Milestone Dates. Contractor shall complete all critical milestone Work during the periods specified in Section 00 73 02.
- 2.03 Liquidated Damages. It is understood and agreed by and between CONTRACTOR and the CITY that time is of the essence in all matters relating to the Contract Documents and that the CITY will suffer financial loss if the Work is not completed within the above-stated Contract Times, plus any extensions thereof allowed in accordance with Article 7 of the General Conditions (Section 00 72 00). The CITY and CONTRACTOR further understand and agree that the actual cost to CITY which would result from CONTRACTOR's failure to complete the Work within the Contract Time is extremely difficult, if not impossible, to determine. Accordingly, CONTRACTOR and the CITY agree that as liquidated damages for delay (but not as a penalty), CONTRACTOR shall pay the CITY the amounts set forth in Section 00 73 02 (Contract Time and Liquidated Damages) for each calendar day that expires after the above Contract Times and the Work remains incomplete.

ARTICLE 3 – CONTRACT SUM3.01 Contract Sum.

- A. CONTRACTOR and the CITY agree that, upon performance and fulfillment of the mutual covenants set forth herein, the CITY will, in the manner provided by law and as set forth in the Contract Documents, pay or cause to be paid to CONTRACTOR the following price(s), as indicated in the Schedule of Bid Prices on the Bid Form (Section 00 41 00):
1. Lump sums for specified portions of the Work.
 2. The total of all Unit Price Items bid.
 3. The allowance specified.

Total awarded contract amount: \$ 3,010,386.00.

The price(s) and amount set forth above shall be adjusted during performance or upon final completion of the Work in accordance with the Contract Documents.

- B. CONTRACTOR understands and agrees that the CONTRACTOR shall be solely responsible for providing all resources that may be necessary to provide the Work, and that the CITY shall have no obligation whatsoever to finance any part of such costs except with respect to those amounts which become due under the terms and conditions of the Contract Documents.

- 3.02 Certification by Controller. This AGREEMENT is subject to the budget and fiscal provisions of the CITY's Charter. Charges will accrue only after prior written authorization certified by the Controller, and the amount of the CITY's obligation hereunder shall not at any time exceed the amount certified for the purpose and period stated in such advance authorization.

ARTICLE 4 – LABOR REQUIREMENTS

- 4.01 Applicable Laws and Agreements. Compensation and working conditions for labor performed or services rendered under this AGREEMENT shall be in accordance with the Contract Documents, the San Francisco Charter, and applicable sections of the San Francisco Administrative Code, including section 6.22(e). In Addition, this Project is subject to the requirements of the San Francisco Local Hiring Policy for Construction, pursuant to San Francisco Administrative Code section 6.22(g). Refer to Section 00 73 30 for further information.

POWELL STREET SAFETY PROJECT

Contract ID: 1000033787

- 4.02 Prevailing Wages. The latest Wage Rates for Private Employment on Public Contracts in the City and County of San Francisco, as determined by the San Francisco Board of Supervisors and the Director of the California Department of Industrial Relations, and, when federal funds are involved, the current General Wage Determination Decisions, as determined by the U.S. Secretary of Labor, as same may be changed during the term of this AGREEMENT, shall be included in this AGREEMENT and are hereby incorporated by this reference. CONTRACTOR agrees that any person performing labor in the provision of the Work shall be paid not less than the highest general prevailing rate of wages as so determined. If federal funds are involved, where the minimum rate of pay for any classification differs among State, City and Federal wage rate determinations, the highest of the three rates of pay shall prevail. CONTRACTOR shall include, in any contract or subcontract relating to the Work, a requirement that all persons performing labor under such contract or subcontract shall be paid not less than the highest prevailing rate of wages for the labor so performed. CONTRACTOR shall require any contractor to provide, and shall deliver to CITY every month during any construction period, certified payroll reports with respect to all persons performing labor in the Provision of the Work.
- A. Copies of the latest prevailing wage rates are available on the Internet at <http://www.dir.ca.gov/oprl/DPreWageDetermination.htm>.
- 4.03 Penalties. CONTRACTOR shall forfeit to the CITY back wages due plus not less than fifty dollars (\$50.00) for:
- A. Each laborer, workman, or mechanic employed in the provision of the Work, for each calendar day or portion thereof during which such laborer, workman, or mechanic is not paid the highest general prevailing rate of wage for the work performed; or
- B. Each laborer, mechanic or artisan employed in the provision of the Work, for each calendar day or portion thereof during which such laborer, mechanic or artisan is compelled or permitted to work for a longer period than five days (Monday-Friday) per calendar week of eight hours each, and not compensated in accordance with the prevailing overtime standard and rate.

ARTICLE 5 – NOTICES TO PARTIES

- 5.01 Unless otherwise indicated in the Contract Documents, all written communications sent by the Parties may be by U.S. mail or email and shall be addressed as follows:

To CITY: Ellen Lai, Project Manager
San Francisco Public Works
49 South Van Ness Avenue
San Francisco, CA 94103
Email: ellen.wong@sfdpw.org
Phone: (628) 271-2223

To CONTRACTOR: Tzanfow Saelee
Bay Area Lightworks, Inc.
1460 Yosemite Ave.
San Francisco, CA 94124
Email: tsaelee@bayarealightworks.com
Phone: (415) 822-2336

- 5.02 From time to time, the parties may designate new address information by notice in writing, delivered to the other Party.
- 5.03 The delivery to CONTRACTOR at the legal address listed above, as it may be amended upon written notice, or the depositing in any post office or post office box regularly maintained by the

United States Postal Service in a postage paid wrapper directed to CONTRACTOR at such address, of any drawing, notice, letter or other communication shall be deemed legal and sufficient service thereof upon CONTRACTOR.

ARTICLE 6 – TERMINATION AND SURVIVAL

- 6.01 This AGREEMENT and the other Contract Documents shall terminate when all obligations required to be performed by CONTRACTOR and the CITY have been fulfilled, unless sooner terminated as set forth in Article 14 of the General Conditions (Section 00 72 00).
- 6.02 The provisions of the Contract Documents which by their nature survive termination of the Contract, including without limitation all warranties, indemnities, payment obligations, and the City's right to audit Contractor's books and records, shall remain in full force and effect after termination of the Contract.

POWELL STREET SAFETY PROJECT

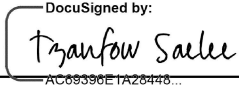
Contract ID: 1000033787

IN WITNESS WHEREOF, the CONTRACTOR and the CITY have hereunto set their hands and seals, and have executed this AGREEMENT in duplicate, the day and year first above written.

CONTRACTOR:

By my signature hereunder, as CONTRACTOR, I certify that I have read and understand the section captioned MacBride Principles – Northern Ireland included in Section 00 73 73, the CITY's statement urging companies doing business in Northern Ireland to move towards resolving employment inequities, encouraging compliance with the MacBride Principles, and urging San Francisco companies to do business with corporations that abide by the MacBride Principles.

I further certify that I am aware of the provisions of section 3700 of the Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the Work of this Contract.

Tzanfow (Torn) Saelee
Principal
BY:  8/8/2024 | 8:56:39 AM PDT
Project Manager
Title

CITY:

Recommended By:  8/8/2024 | 8:58:21 AM PDT
Project Manager:  8/13/2024 | 3:36:03 PM PDT
Division Manager:  8/13/2024 | 4:34:37 PM PDT
Deputy Director:

Approved as to form:
David Chiu
City Attorney

APPROVED:

 8/27/2024 | 5:21:53 PM
Director
 8/27/2024 | 12:35 PM
Deputy City Attorney

END OF SECTION

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

RESOLUTION NO. 2024-0054

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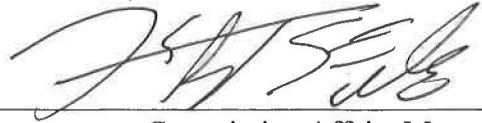
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I hereby certify that the foregoing resolution was adopted by the Public Works Commission at its meeting of July 22, 2024.

A handwritten signature in dark ink, appearing to read 'J. H. S. E.', is written over a horizontal line.

Commission Affairs Manager
Public Works Commission

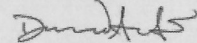
BUSINESS REGISTRATION CERTIFICATERENEW BY DATE
05-31-2025EXPIRATION DATE
06-30-2025**FY 2024-25**

BUSINESS ACCOUNT NUMBER 0373633	LOCATION ID 0373633-01-001
TRADE NAME (DBA) BAY AREA LIGHTWORKS	BUSINESS LOCATION 1460 YOSEMITE AVE
BUSINESS BAY AREA LIGHTWORKS INC	THIRD PARTY TAX COLLECTOR ☐ PARKING TAX ☐ TRANSIENT OCCUPANCY TAX

BAY AREA LIGHTWORKS INC
1460 YOSEMITE AVE
SAN FRANCISCO CA 94124

CITY AND COUNTY OF SAN FRANCISCO
OFFICE OF THE TREASURER & TAX COLLECTOR


José Cisneros
Treasurer


David Augustine
Tax Collector

POST CLEARLY VISIBLE AT THIS BUSINESS LOCATION

Read reverse side. To update addresses or to close a business, go to <https://sftreasurer.org/business-account-update>.

FY 2024-25

BUSINESS REGISTRATION CERTIFICATE

RENEW BY DATE	EXPIRATION DATE
05-31-2025	06-30-2025

BUSINESS ACCOUNT NUMBER 1133083	LOCATION ID 1318986-11-221
TRADE NAME (DBA) DR TRAFFIC CONTROL LLC	BUSINESS LOCATION 1395 FAIRFAX AVE UNIT A
BUSINESS DR TRAFFIC CONTROL LLC	THIRD PARTY TAX COLLECTOR ☐ PARKING TAX ☐ TRANSIENT OCCUPANCY TAX

DR TRAFFIC CONTROL LLC
1395 FAIRFAX AVE UNIT A
SAN FRANCISCO CA 94124-1735

CITY AND COUNTY OF SAN FRANCISCO
OFFICE OF THE TREASURER & TAX COLLECTOR


José Cisneros
Treasurer


David Augustine
Tax Collector

POST CLEARLY VISIBLE AT THIS BUSINESS LOCATION

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FY 2024-25

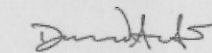
BUSINESS REGISTRATION CERTIFICATERENEW BY DATE
05-31-2025EXPIRATION DATE
06-30-2025

BUSINESS ACCOUNT NUMBER 0486644	LOCATION ID 1268151-01-211
TRADE NAME (DBA) R&S Construction Management In	BUSINESS LOCATION 1555 Burke AVE
BUSINESS R&S CONSTRUCTION MGMT INC	THIRD PARTY TAX COLLECTOR ☐ PARKING TAX ☐ TRANSIENT OCCUPANCY TAX

R&S CONSTRUCTION MGMT INC
1555 BURKE AVE I STE
SAN FRANCISCO CA 94124-1442

CITY AND COUNTY OF SAN FRANCISCO
OFFICE OF THE TREASURER & TAX COLLECTOR


José Cisneros
Treasurer


David Augustine
Tax Collector

POST CLEARLY VISIBLE AT THIS BUSINESS LOCATION

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BUSINESS REGISTRATION CERTIFICATE

RENEW BY DATE	EXPIRATION DATE
05-31-2025	06-30-2025

FY 2024-25

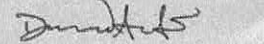
POST CLEARLY VISIBLE AT THIS BUSINESS LOCATION

BUSINESS ACCOUNT NUMBER 0335315	LOCATION ID 0335315-01-001
TRADE NAME (DBA) MC METAL INC	BUSINESS LOCATION 1347 DONNER AVE
BUSINESS MC METAL INC	THIRD PARTY TAX COLLECTOR
☐ PARKING TAX	☐ TRANSIENT OCCUPANCY TAX

MC METAL INC
1347 DONNER AVE
SAN FRANCISCO CA 94124

CITY AND COUNTY OF SAN FRANCISCO
OFFICE OF THE TREASURER & TAX COLLECTOR


José Cisneros
Treasurer


David Augustine
Tax Collector

Read reverse side. To update addresses or to close a business, go to <https://sftreasurer.org/business-account-update>.

POWELL STREET SAFETY PROJECT

Contract ID: 1000033787

SECTION 00 61 13 Bond No: 57BCSJF6895

Premium: \$40,546*

PERFORMANCE BOND AND PAYMENT (LABOR & MATERIALS) BOND FORM

BOND EXECUTED IN DUPLICATE

*Premium includes additional charge for 24-month maintenance warranty period.

KNOW ALL MEN BY THESE PRESENTS, that WHEREAS, the Director of Public Works of the City and County of San Francisco, State of California, has awarded to:

Bay Area Lightworks, Inc., 1460 Yosemite Ave., San Francisco, CA 94124

hereinafter designated as the "Principal", a Contract by COMMISSION RESOLUTION NO. 2024-0054, adopted July 22, 2024 for:

POWELL STREET SAFETY PROJECT
(San Francisco Public Works Contract No. 1000033787)

WHEREAS, said Principal is required under the terms of said Contract to furnish a Bond for the faithful performance of said Contract; and to furnish a separate Bond for the payment of any materials, provisions, or other supplies, used in, upon, for or about the performance of the Work contracted to be done;

NOW, THEREFORE, we the Principal and

Hartford Fire Insurance Company **

**One Pointe Drive, 6th Floor, Brea, CA 92821 - 469-287-1022

as Surety, are firmly bound unto the City and County of San Francisco in the penal sum of

(PERFORMANCE BOND)

\$3,010,386.00

and

(PAYMENT BOND)

\$3,010,386.00

Three Million Ten Thousand Three Hundred
Eighty-Six Dollars and Zero Cents

Three Million Ten Thousand Three Hundred
Eighty-Six Dollars and Zero Cents

lawful money of the United States for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally firmly by these presents for the penal sum for a performance bond and an equal and separate penal sum for a separate payment bond. The conditions of this obligation is such that if the said principal does well and faithfully performs all the conditions and covenants of said Contract, according to the true intent and meaning thereof, upon its part to be kept and performed, then the above obligation is to be null and void, otherwise to remain in full force and effect.

(PERFORMANCE BOND)

THE CONDITION OF THIS OBLIGATION IS SUCH, that if the above bounden Principal, its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and agreements in the said Contract, including the provisions for liquidated damages in the said Contract, any changes, additions or alterations thereof made as therein provided, on its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City and County of San Francisco, its officers and agents, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

(PAYMENT BOND)

THE CONDITION OF THIS OBLIGATION IS SUCH, that if said principal, its heirs, executors, administrators, successors or assigns, or its subcontractors, shall fail to pay (i) any of the persons named in California Civil Code Section 9100 for any materials, provisions, or other supplies used in, upon, for or about the performance of work under the Contract, or for any work or labor performed under the Contract;

POWELL STREET SAFETY PROJECT

Contract ID: 1000033787

or (ii) amounts due under the California Unemployment Insurance Code with respect to work or labor performed under the Contract; or (iii) for any amounts required to be deducted, withheld, and paid over to the State of California Employment Development Department from the wages of employees of Principal and subcontractors pursuant to Section 13020 of the California Unemployment Insurance Code with respect to such work or labor, that Surety will pay for the same in an amount not exceeding the sum specified in this Bond. In the event that suit is brought upon this Payment Bond, the parties not prevailing in such suit shall pay reasonable attorney's fees and costs incurred by the prevailing parties in such suit.

This Payment Bond shall inure to the benefit of any of the persons named in California Civil Code Section 9100 as to give a right of action to such persons or their assigns in any suit brought against this Bond.

Should the condition of this Payment Bond be fully performed, then this obligation shall become null and void; otherwise, it shall be and remain in full force and effect.

Surety, for value received, hereby expressly agrees that no change, extension of time, modification, alteration or addition to the undertakings, covenants, terms, conditions and agreements of the Contract, or to the work to be performed thereunder, or to the Specifications accompanying the same, and no inadvertent overpayment of progress payments, shall in any way affect its obligations on these Bonds; and it does hereby waive notice of any such change, extension of time, modification, alteration or addition to the undertakings, covenants, terms, conditions and agreements of the Contract, or to the Work to be performed thereunder, or to the Specifications, or of any inadvertent overpayment of progress payments.

IN WITNESS WHEREOF, the above-bounden parties have executed this instrument under their seal this 24th day of July, 2024, the name and corporate seal of each corporate party being hereto affixed and these presents duly signed by its undersigned representative, pursuant to authority of its governing body.

Approved as to form:
David Chiu
City Attorney

By: _____

Deputy City Attorney

Bay Area Lightworks, Inc.

Principal

By: _____

Jim Z. Lau, President

Hartford Fire Insurance Company

Surety

By: _____

Joan DeLuca, Attorney-in-Fact

END OF SECTION

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

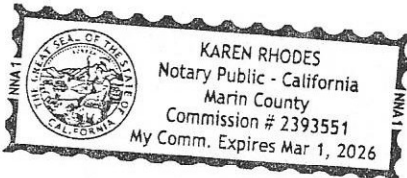
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
 County of Marin)
 On July 24, 2024 before me, Karen Rhodes, Notary Public,
 Date Here Insert Name and Title of the Officer
 personally appeared Joan DeLuca
 Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity(ies), and that by ~~his~~/her/~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal



Signature

[Signature]
 Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____
 Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
 Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
 Signer Is Representing: _____

POWER OF ATTORNEY

Direct Inquiries/Claims to:

THE HARTFORD

BOND, T-11

One Hartford Plaza

Hartford, Connecticut 06155

Bond.Claims@thehartford.com

call: 888-266-3488 or fax: 860-757-5835

KNOW ALL PERSONS BY THESE PRESENTS THAT:

Agency Name: WOODRUFF SAWYER & COMPANY

Agency Code: 57-554795

- ☒ **Hartford Fire Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- ☒ **Hartford Casualty Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- ☒ **Hartford Accident and Indemnity Company**, a corporation duly organized under the laws of the State of Connecticut
- ☐ **Hartford Underwriters Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- ☐ **Twin City Fire Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- ☐ **Hartford Insurance Company of Illinois**, a corporation duly organized under the laws of the State of Illinois
- ☐ **Hartford Insurance Company of the Midwest**, a corporation duly organized under the laws of the State of Indiana
- ☐ **Hartford Insurance Company of the Southeast**, a corporation duly organized under the laws of the State of Florida

having their home office in Hartford, Connecticut, (hereinafter collectively referred to as the "Companies") do hereby make, constitute and appoint, up to the amount of Unlimited :

Nerissa S. Bartolome, Joan DeLuca, Patrick R Diebel, Lucy M. Dunham, Kathleen Earle, Andrew S. Holloway, Kelly Holtemann, Christopher M. Howell, Thomas E. Hughes, Mark M. MuneKawa, Zachary V. Overbay, Christina Parsons, Rossio Polio, Karen Rhodes, Yvonne Roncagliolo, Charles R. Shoemaker, Valerie Takeuchi of SAN FRANCISCO, California

their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign its name as surety(ies) only as delineated above by ☒, and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

In Witness Whereof, and as authorized by a Resolution of the Board of Directors of the Companies on May 23, 2016 the Companies have caused these presents to be signed by its Assistant Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.



Shelby Wiggins

Shelby Wiggins, Assistant Secretary

Joelle L. LaPierre

Joelle L. LaPierre, Assistant Vice President

STATE OF FLORIDA

COUNTY OF SEMINOLE

SS. Lake Mary

On this 20th day of May, 2021, before me personally came Joelle LaPierre, to me known, who being by me duly sworn, did depose and say: that (s)he resides in Seminole County, State of Florida; that (s)he is the Assistant Vice President of the Companies, the corporations described in and which executed the above instrument; that (s)he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that (s)he signed his/her name thereto by like authority.



Jessica Ciccone

Jessica Ciccone
My Commission HH 122280
Expires June 20, 2025

I, the undersigned, Assistant Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of July 24, 2024

Signed and sealed in Lake Mary, Florida.



Keith D. Dozois

Keith D. Dozois, Assistant Vice President

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of San Mateo }

On Aug 11, 2024 before me, Ali Mohtasham, Notary Public

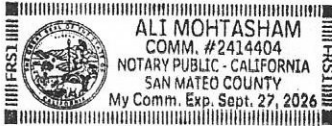
Date

Here Insert Name and Title of the Officer

personally appeared Jim Z. Lau

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

[Handwritten Signature]

Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Performance Bond and Payment (Labor & Materials) Bond Form

Document Date: 07/24/2024 Number of Pages: TWO

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Corporate Officer – Title(s): _____
☐ Partner – ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____

Signer is Representing: _____

Signer's Name: _____

- ☐ Corporate Officer – Title(s): _____
☐ Partner – ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____

Signer is Representing: _____

POWELL STREET SAFETY PROJECT

Contract ID: 1000033787

SECTION 00 61 13 Bond No: 57BCSJF6895
Premium: \$40,546*

PERFORMANCE BOND AND PAYMENT (LABOR & MATERIALS) BOND FORM

BOND EXECUTED IN DUPLICATE

*Premium includes additional charge for 24-month maintenance warranty period.

KNOW ALL MEN BY THESE PRESENTS, that WHEREAS, the Director of Public Works of the City and County of San Francisco, State of California, has awarded to:

Bay Area Lightworks, Inc., 1460 Yosemite Ave., San Francisco, CA 94124

hereinafter designated as the "Principal", a Contract by COMMISSION RESOLUTION NO. 2024-0054, adopted July 22, 2024 for:

POWELL STREET SAFETY PROJECT
(San Francisco Public Works Contract No. 1000033787)

WHEREAS, said Principal is required under the terms of said Contract to furnish a Bond for the faithful performance of said Contract; and to furnish a separate Bond for the payment of any materials, provisions, or other supplies, used in, upon, for or about the performance of the Work contracted to be done;

NOW, THEREFORE, we the Principal and

Hartford Fire Insurance Company **

**One Pointe Drive, 6th Floor, Brea, CA 92821 - 469-287-1022

as Surety, are firmly bound unto the City and County of San Francisco in the penal sum of

(PERFORMANCE BOND)

\$3,010,386.00

and

(PAYMENT BOND)

\$3,010,386.00

Three Million Ten Thousand Three Hundred
Eighty-Six Dollars and Zero Cents

Three Million Ten Thousand Three Hundred
Eighty-Six Dollars and Zero Cents

lawful money of the United States for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally firmly by these presents for the penal sum for a performance bond and an equal and separate penal sum for a separate payment bond. The conditions of this obligation is such that if the said principal does well and faithfully performs all the conditions and covenants of said Contract, according to the true intent and meaning thereof, upon its part to be kept and performed, then the above obligation is to be null and void, otherwise to remain in full force and effect.

(PERFORMANCE BOND)

THE CONDITION OF THIS OBLIGATION IS SUCH, that if the above bounden Principal, its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and agreements in the said Contract, including the provisions for liquidated damages in the said Contract, any changes, additions or alterations thereof made as therein provided, on its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City and County of San Francisco, its officers and agents, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

(PAYMENT BOND)

THE CONDITION OF THIS OBLIGATION IS SUCH, that if said principal, its heirs, executors, administrators, successors or assigns, or its subcontractors, shall fail to pay (i) any of the persons named in California Civil Code Section 9100 for any materials, provisions, or other supplies used in, upon, for or about the performance of work under the Contract, or for any work or labor performed under the Contract;

POWELL STREET SAFETY PROJECT

Contract ID: 1000033787

or (ii) amounts due under the California Unemployment Insurance Code with respect to work or labor performed under the Contract; or (iii) for any amounts required to be deducted, withheld, and paid over to the State of California Employment Development Department from the wages of employees of Principal and subcontractors pursuant to Section 13020 of the California Unemployment Insurance Code with respect to such work or labor, that Surety will pay for the same in an amount not exceeding the sum specified in this Bond. In the event that suit is brought upon this Payment Bond, the parties not prevailing in such suit shall pay reasonable attorney's fees and costs incurred by the prevailing parties in such suit.

This Payment Bond shall inure to the benefit of any of the persons named in California Civil Code Section 9100 as to give a right of action to such persons or their assigns in any suit brought against this Bond.

Should the condition of this Payment Bond be fully performed, then this obligation shall become null and void; otherwise, it shall be and remain in full force and effect.

Surety, for value received, hereby expressly agrees that no change, extension of time, modification, alteration or addition to the undertakings, covenants, terms, conditions and agreements of the Contract, or to the work to be performed thereunder, or to the Specifications accompanying the same, and no inadvertent overpayment of progress payments, shall in any way affect its obligations on these Bonds; and it does hereby waive notice of any such change, extension of time, modification, alteration or addition to the undertakings, covenants, terms, conditions and agreements of the Contract, or to the Work to be performed thereunder, or to the Specifications, or of any inadvertent overpayment of progress payments.

IN WITNESS WHEREOF, the above-bounden parties have executed this instrument under their seal this 24th day of July, 2024, the name and corporate seal of each corporate party being hereto affixed and these presents duly signed by its undersigned representative, pursuant to authority of its governing body.

Approved as to form:
David Chiu
City Attorney

By: [Signature]
Deputy City Attorney

Bay Area Lightworks, Inc.
Principal

By: [Signature]
Jim Z. Lau, President

Hartford Fire Insurance Company
Surety

By: [Signature]
Joan DeLuca, Attorney-in-Fact

END OF SECTION

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of Marin)

On July 24, 2024 before me, Karen Rhodes, Notary Public

Here Insert Name and Title of the Officer

personally appeared Joan DeLuca

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in his/~~her~~/~~their~~ authorized capacity(ies), and that by his/~~her~~/~~their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

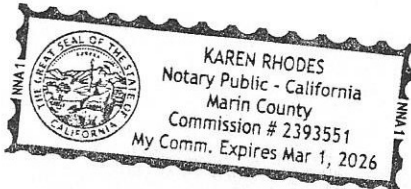
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Karen Rhodes

Signature of Notary Public



Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____

Signer Is Representing: _____

Signer's Name: _____

- ☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____

Signer Is Representing: _____

Direct Inquiries/Claims to:

THE HARTFORD

BOND, T-11

One Hartford Plaza

Hartford, Connecticut 06155

Bond.Claims@thehartford.com

call: 888-266-3488 or fax: 860-757-5835

POWER OF ATTORNEY

KNOW ALL PERSONS BY THESE PRESENTS THAT:

Agency Name: WOODRUFF SAWYER & COMPANY

Agency Code: 57-554795

- ☒ **Hartford Fire Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- ☒ **Hartford Casualty Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- ☒ **Hartford Accident and Indemnity Company**, a corporation duly organized under the laws of the State of Connecticut
- ☐ **Hartford Underwriters Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- ☐ **Twin City Fire Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- ☐ **Hartford Insurance Company of Illinois**, a corporation duly organized under the laws of the State of Illinois
- ☐ **Hartford Insurance Company of the Midwest**, a corporation duly organized under the laws of the State of Indiana
- ☐ **Hartford Insurance Company of the Southeast**, a corporation duly organized under the laws of the State of Florida

having their home office in Hartford, Connecticut, (hereinafter collectively referred to as the "Companies") do hereby make, constitute and appoint, up to the amount of Unlimited :

Nerissa S. Bartolome, Joan DeLuca, Patrick R Diebel, Lucy M. Dunham, Kathleen Earle, Andrew S. Holloway, Kelly Holtemann, Christopher M. Howell, Thomas E. Hughes, Mark M. Munekawa, Zachary V. Overbay, Christina Parsons, Rossio Polio, Karen Rhodes, Yvonne Roncagliolo, Charles R. Shoemaker, Valerie Takeuchi of SAN FRANCISCO, California

their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign its name as surety(ies) only as delineated above by ☒, and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

In Witness Whereof, and as authorized by a Resolution of the Board of Directors of the Companies on May 23, 2016 the Companies have caused these presents to be signed by its Assistant Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.



Shelby Wiggins

Shelby Wiggins, Assistant Secretary

Joelle L. LaPierre

Joelle L. LaPierre, Assistant Vice President

STATE OF FLORIDA

COUNTY OF SEMINOLE

SS. Lake Mary

On this 20th day of May, 2021, before me personally came Joelle LaPierre, to me known, who being by me duly sworn, did depose and say: that (s)he resides in Seminole County, State of Florida; that (s)he is the Assistant Vice President of the Companies, the corporations described in and which executed the above instrument; that (s)he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that (s)he signed his/her name thereto by like authority.



Jessica Ciccone

Jessica Ciccone
My Commission HH 122280
Expires June 20, 2025

I, the undersigned, Assistant Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of July 24, 2024

Signed and sealed in Lake Mary, Florida.



Keith D. Dozois

Keith D. Dozois, Assistant Vice President

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of San Mateo

On Aug 11 2024 before me, Ali Moltasham, Notary Public

Date Jim Z. Lau Here Insert Name and Title of the Officer

personally appeared Jim Z. Lau
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Place Notary Seal and/or Stamp Above

Signature [Signature]
Signature of Notary Public

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Performance Bond and Payment (Labor & Materials) Bond Form

Document Date: 07/24/2024 Number of Pages: Two

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer – Title(s): _____
☐ Partner – ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____

Signer is Representing: _____

Signer's Name: _____
☐ Corporate Officer – Title(s): _____
☐ Partner – ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____

Signer is Representing: _____



1460 Yosemite Ave.

San Francisco, CA 94124

T: 415-822-2336 F: 415-822-8086

TRANSMITTAL NO. 001

PROJECT: Powell Street Safety Project
Contract No. 1000033787

DATE: 8/1/2024

TO: SF Public Works
Division of Contract Administration
49 South Van Ness Ave., Suite 1600
San Francisco, CA 94103

REF:

ATTN: Ben Washington

via Fedex 7777 4381 9333

WE ARE SENDING:				SENT VIA:	
☐	Shop drawings	☐	Purchase Order	☐	Attached
☐	Letter	☐	Certified Payrolls	☐	Fax
☐	Prints	☐	Submittals	☒	FedEx
☐	Change Order	☐	Specifications	☐	Email
☐	Plans	☒	Other:	☐	Hand Delivery

#	COPIES	DATED	NO	DESCRIPTION
1	2			Performance Bond & Payment Bond

SUBMITTED FOR:		ACTION TAKEN:		
☐	Approval	☐	Approved as Submitted	☐
☐	Your Use	☐	Approved as Noted	☐
☒	As Requested	☐	Prints Returned after Loan to us	☐
☐	Review and Comment	☐	Resubmit	☐
				Due Date:

NOTE:

PREPARED BY: Chiao Saelee

AM Best Rating Services

Hartford Fire Insurance Company

BestLink 

AMB #: 002231 NAIC #: 19682 FEIN #: 060383750

Domiciliary Address

One Hartford Plaza

Hartford, Connecticut 06155-0001

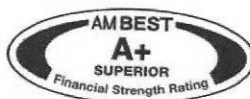
United States

Web: www.thehartford.com

Phone: 860-547-5000

AM Best Rating Unit: AMB #: 058707 - Hartford Financial Services Group, Inc.

Assigned to insurance companies that have, in our opinion, a superior ability to meet their ongoing insurance obligations.



View additional news, reports and products for this company.

Based on AM Best's analysis, 058707 - Hartford Financial Services Group, Inc. is the **AMB Ultimate Parent** and identifies the topmost entity of the corporate structure. View a list of operating insurance entities in this structure.

Best's Credit Ratings

Financial Strength View Definition

Rating (Rating Category): A+ (Superior)
Affiliation Code: p (Pooled)
Outlook (or Implication): Stable
Action: Affirmed
Effective Date: June 18, 2024
Initial Rating Date: December 31, 1907

Best's Credit Rating Analyst

Rating Office: A.M. Best Rating Services, Inc.
Associate Director : David Marek
Senior Director: Michael J. Lagomarsino, CFA, FRM
Note: See the Disclosure information Form or Press Release below for the office and analyst at the time of the rating event.

Long-Term Issuer Credit View Definition

Rating (Rating Category): aa- (Superior)
Outlook (or Implication): Positive
Action: Affirmed
Effective Date: June 18, 2024
Initial Rating Date: July 14, 2005

Disclosure Information

Disclosure Information Form
View AM Best's [Rating Disclosure Form](#)

Press Release
[AM Best Revises Issuer Credit Rating Outlook to Positive for The Hartford Financial Services Group, Inc. and Its Subsidiaries](#)
June 18, 2024

Financial Size Category View Definition

Financial Size Category: XV (Greater than or Equal to USD 2.00 Billion)

u Denotes [Under Review Best's Rating](#)

Rating History

AM Best has provided ratings & analysis on this company since 1907.

Financial Strength Rating

Effective Date	Rating
June 18, 2024	A+
August 24, 2023	A+
August 25, 2022	A+
July 29, 2021	A+
June 19, 2020	A+
August 30, 2019	A+

Long-Term Issuer Credit Rating

Effective Date	Rating
June 18, 2024	aa-
August 24, 2023	aa-
August 25, 2022	aa-
July 29, 2021	aa-
June 19, 2020	aa-
August 30, 2019	aa-

Related Financial and Analytical Data

The following links provide access to related data records that AM Best utilizes to provide financial and analytical data on a consolidated or branch basis.

AMB #	Company Name	Company Description
087049	Hartford Fire Insurance Company CAB	Represents the Property/Casualty financials for the Canada Branch of this legal entity.

Best's Credit & Financial Reports



Best's Credit Report - financial data included in Best's Credit Report reflects the data used in determining the current credit rating(s) for AM Best Rating Unit: AMB #: 058707 - Hartford Financial Services Group, Inc.



Best's Credit Report - Archive - reports which were released prior to the current Best's Credit Report.



Best's Financial Report - financial data included in Best's Financial Report reflects the most current data available to AM Best, including updated financial exhibits and additional company information, and is available to subscribers of Best's Insurance Reports.



Best's Financial Report - Archive - reports which were released prior to the current Best's Financial Report.

View additional [news, reports and products](#) for this company.

Press Releases

Date	Title
Jun 18, 2024	AM Best Revises Issuer Credit Rating Outlook to Positive for The Hartford Financial Services Group, Inc. and Its Subsidiaries
Aug 24, 2023	AM Best Affirms Credit Ratings of The Hartford Financial Services Group, Inc. and Its Subsidiaries
Aug 25, 2022	AM Best Affirms Credit Ratings of The Hartford Financial Services Group, Inc. and Subsidiaries
Jul 29, 2021	AM Best Affirms Credit Ratings of The Hartford Financial Services Group, Inc. and Subsidiaries
Jun 19, 2020	AM Best Affirms Credit Ratings of Hartford Financial Servs Group and Subs; Upgrades Ratings of Hartford Life and Accident Ins Co
Aug 30, 2019	AM Best Affirms Credit Ratings of Hartford Financial Services Group and Subs, Upgrades Ratings of Navigators Group and Its Subs

1 2 3

Page size: 10

30 items in 3 pages

European Union Disclosures

A.M. Best (EU) Rating Services B.V. (AMB-EU), a subsidiary of A.M. Best Rating Services, Inc., is an External Credit Assessment Institution (ECAI) in the EU. Therefore, credit ratings issued and endorsed by AMB-EU may be used for regulatory purposes in the EU as per Directive 2013/36/EU.

United Kingdom Disclosures

A.M. Best – Europe Rating Services Limited (AMBERS), a subsidiary of A.M. Best Rating Services, Inc., is an External Credit Assessment Institution (ECAI) in the United Kingdom (UK). Therefore, Credit Ratings issued and endorsed by AMBERS may be used for regulatory purposes in the United Kingdom as per the Credit Rating Agencies (Amendment, etc.) (EU Exit) Regulations 2019.

Australian Disclosures

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Credit Ratings determined and disseminated by AMBAPS are the opinion of AMBAPS only and not any specific credit analyst. AMBAPS Credit Ratings are statements of opinion and not statements of fact. They are not recommendations to buy, hold or sell any securities or any other form of financial product, including insurance policies and are not a recommendation to be used to make investment/purchasing decisions.

Legal Disclosures

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in ^ ^

Company Profile

Company Profile Search

Lines of Insurance Search

Other Insurance Entities

Reset
Company Profile
Search

Company Profile

HARTFORD FIRE INSURANCE
COMPANY

1 Hartford Plz, Hartford, CT 06115-1707

-

Show All

Name History

Agent for Service

Reference Information

Lines of Business

Name History

Legal Name	Name Status	Effective Date
HARTFORD FIRE INSURANCE COMPANY	Current	

Agent for Service

Full Name	Attn Or C/O	Full Address	Contact Phone	Effective From Date
AMANDA GARCIA	CT Corporation System	330 N Brand Blvd Ste 700, Glendale, CA 91203	213-337-4615	06/21/2021

Workers' Comp

Workers' Cor
Complaint &
for Action,
Contact Inf

Additional Information

View
Financial Disclosure

Reference Information

Identification

Company ID (EID)

2664

CA #

0085-1

NAIC

19682

NAIC Group

91

NAIC Group Name

HARTFORD FIRE
& CAS GRPDate Authorized in
California

-

Classification

Category

Insurer

Category Type

Property &
Casualty

Status

Unlimited-
Normal

License Category

Admitted

Location

State Name

Connecticut

Origin

Foreign

Country

-

Form

Stock

Lines of Business

The company is authorized to transact business within these lines of insurance. For an explanation of any of these terms, please refer to the glossary.

Lines of Business

Marine

Surety

Plate Glass

Liability

Lines of Business

Common Carrier Liability

Boiler And Machinery

Credit

Team And Vehicle

Automobile

Miscellaneous

Fire

Disability

Workers' Compensation

Burglary

Sprinkler

Aircraft

Legal Insurance

Financial Statements* Year **California Department of Insurance Disclaimer**

The Annual and Quarterly Financial Statements are submitted to the California Department of Insurance ("CDI") pursuant to California Insurance Code Sections 900 and 931 and California Code of Regulations Section 2308.1. The information is furnished to the CDI by California admitted insurers and is provided to the public "AS IS" pursuant to California Insurance Code Section 12921.2.

The CDI does not guarantee the truth, accuracy, adequacy or completeness of the data contained in the insurers' Annual and Quarterly Financial Statements and expressly disclaims any liability for any errors, omissions, or the result obtained from the use of such data.

Individuals who are unable to access the Annual and Quarterly Financial Statements may contact the CDI at CustodianofRecords@insurance.ca.gov for additional information.

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CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA - Powell Street Safety Project (formerly Powell Streetscape Project)		
Case No.		Permit No.
2018-013500ENV		
☒ Addition/ Alteration	☐ Demolition (requires HRE for Category B Building)	☐ New Construction
Project description for Planning Department approval. The Powell Street Safety Project, formerly known as the Powell Streetscape Project, would design and construct curb ramps, traffic signals, and streetlights along Powell Street between Geary and Ellis streets to improve safety for all street users, improve cable car safety and performance, and renew transportation infrastructure. The project includes associated work such as sub-sidewalk basement work, minor utility adjustments, and Golden Triangle streetlight adjustments. In addition, the project would reconstruct an existing cable car boarding island on Powell Street, south of Post Street, to allow for more pedestrian waiting space. Overall, the Powell Street Safety Project has a reduced scope of work compared to the previously proposed Powell Streetscape Project, which was determined to be categorically exempt from CEQA on 9/25/2019. A detailed description of the originally proposed Powell Streetscape Project (file name: Memorandum - Full Project Description 4-26-2019) and copies of the original categorical exemption and subsequent categorical exemption modifications are available for review under Planning Department record no. 2018-013500ENV.		

EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
☒	Class 1 - Existing Facilities. (CEQA Guidelines section 15301) Interior and exterior alterations; additions under 10,000 sq. ft.
☐	Class 3 - New Construction. (CEQA Guidelines section 15303) 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.
☐	Class 32 - In-Fill Development. (CEQA Guidelines section 15332) New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (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. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.
☐	Other _____
☐	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment.

ENVIRONMENTAL SCREENING ASSESSMENT

Comments:

PLEASE SEE ATTACHED

Planner Signature: Laura Lynch

PROPERTY STATUS - HISTORIC RESOURCE

PROPERTY IS ONE OF THE FOLLOWING:

☒	Category A: Known Historical Resource.
☐	Category B: Potential Historical Resource (over 45 years of age).
☐	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age).

PROPOSED WORK CHECKLIST

Check all that apply to the project.

☐	Change of use and new construction. Tenant improvements not included.
☐	Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
☐	Window replacement that meets the Department's <i>Window Replacement Standards</i> .
☐	Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
☐	Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
☐	Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
☐	Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
☐	Addition(s) not visible from any immediately adjacent public right-of-way for 150 feet in each direction; or does not extend vertically beyond the floor level of the top story of the structure, or does not cause the removal of architectural significant roofing features.
☐	Façade or storefront alterations that do not remove, alter, or obscure character -defining features.
☐	Restoration based upon documented evidence of a building's historic condition , such as historic photographs, plans, physical evidence, or similar buildings.
Note: Project Planner must check box below before proceeding.	
☐	Project is not listed.
☐	Project involves scope of work listed above.

ADVANCED HISTORICAL REVIEW

Check all that apply to the project.

☐	Reclassification of property status. (<i>Attach HRER Part I relevant analysis; requires Principal Preservation Planner approval</i>) ☐ Reclassify to Category A ☐ Reclassify to Category C ☐ Lacks Historic Integrity ☐ Lacks Historic Significance
☐	Project involves a known historical resource (CEQA Category A)
☐	Project does not substantially impact character-defining features of a historic resource (see Comments)
☐	Project is compatible, yet differentiated, with a historic resource.
☐	Project consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties
Note: If ANY box above is checked, a Preservation Planner MUST sign below.	
☒	Project can proceed with EXEMPTION REVIEW. The project has been reviewed by the Preservation Planner and can proceed with exemption review.
Comments by Preservation Planner: 	
Preservation Planner Signature: Allison Vanderslice	

EXEMPTION DETERMINATION

☒	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.	
	Project Approval Action: MTA Board Approval	Signature: Laura Lynch 09/25/2019
	Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/pim/ . 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 and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Admin Code. Per Chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the Approval Action occurs at a noticed public hearing, or within 30 days after posting on the Planning Department's website a written decision or written notice of the Approval Action, if the approval is not made at a noticed public hearing.	

Environmental Screening Comments (Continued)

Project construction would go through the San Francisco Public Works Regulatory Affairs Division and would be subject to Public Works Standard Construction Measures, including those related to cultural resources. SFMTA would submit the project and plans to the Public Works Regulatory Affairs section and the Planning Department archeological staff. Planning Department would determine if Public Works Archeological Measure II (Archeological Monitoring) measure is required and the scope of the monitoring for project. Public Works will perform the construction management for the project and would work with SFMTA and Planning to ensure this measure is implemented during construction.

Work Consistent With the Secretary of the Interior Standards for the Treatment of Historic Properties Analysis (Continued)

Streetscape improvements will not impact Powell Street cable car tracks or any other elements of the cable car system.

The AWSS hydrants will remain in place and will not be impacted by the project.

Thirteen historic 'Golden Triangle' street lights are within the project area and would be unchanged by the project, maintained in their current locations and unaltered.

Work Compatible With a Historic District Analysis (Continued)

Streetscape improvements will remove and reinstall in the same location the four historic 'Barbary Coast' plaques and one custom compass plaque.

The range of proposed paving materials and other new street furniture is compatible with the historic district and would not cause an indirect impact to historic resources.

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 environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Compared to the previously proposed Powell Streetscape Project, the Powell Street Safety Project NO LONGER PROPOSES: sidewalk widening; AWSS hydrant removal, replication, and replacement; construction of O'Farrell Street transit bulb; streetscape elements such as benches and planters; and loading changes. The modified project has also REDUCED traffic modifications, such as restrictions related to original proposed sidewalk widening work that further limit traffic allowed onto Powell Street; ADDED reconstruction of the existing boarding island on Powell Street at Post Street; and REVISED the scope to include reconstruction of intersection corners, including construction of curb ramps. A full project description is attached below.

A detailed description of the originally proposed Powell Streetscape Project (file name: Memorandum - Full Project Description 4-26-2019) and copies of the original categorical exemption and subsequent categorical exemption modifications issued in 2020 and 2021 are available for review under Planning Department record no. 2018-013500ENV and attached below.

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

☐	Result in expansion of the building envelope, as defined in the Planning Code;
☐	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
☐	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
☐	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

☒	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 be filed to the Environmental Review Officer within 10 days of posting of this determination.	
Planner Name:	Date:
Jennifer M Barbour Mckellar	01/19/2024



London Breed, Mayor

Amanda Eaken, Chair
Stephanie Cajina, Vice Chair
Steve Heminger, Director

Dominica Henderson, Director
Fiona Hinze, Director
Lydia So, Director

Jeffrey Tumlin, Director of Transportation

MEMORANDUM

Date: January 19, 2024
To: Jennifer McKellar, San Francisco Planning Department
From: Mark Dreger, San Francisco Municipal Transportation Agency (SFMTA)
Hester Yu, San Francisco Municipal Transportation Agency (SFMTA)
Through: Marcus Barrango, San Francisco Municipal Transportation Agency (SFMTA)
Subject: **Powell Street Safety Project (formerly Powell Streetscape Project),
Updated Project Description**
Case No.: 2018-013500ENV

BACKGROUND

The Powell Streetscape Project was planned and underwent preliminary engineering between 2017 and early 2019. The project proposed to reconstruct Powell Street between Geary and Ellis streets and to implement alterations along portions of Geary, O'Farrell, and Ellis streets, where they meet Powell Street. Proposed construction activities included removing, documenting, protecting and reinstalling (unaltered in the same locations) four historic 'Barbary Coast' plaques and one custom compass plaque located on Powell Street's east-side sidewalk (at the corners of Geary, O'Farrell, and Ellis streets). Proposed excavation depths for the project ranged from up to 6 feet or 10 feet (in some locations) below ground surface. Implementation of Public Works Standard Construction Measures, including those related to cultural resources, were included as part of the project. The Planning Department issued a categorical exemption for the project on September 25, 2019.

In 2020, the Powell Streetscape Project was modified to include the elevation of 13 Golden Triangle lamp posts up to 4.5 inches to conform to new sidewalk elevations, including excavation up to 22 feet in depth to accommodate the streetlamp and signal pole foundation work. The Planning Department issued categorical exemption modifications for the modified project on September 28, 2020, and on September 30, 2020, to incorporate the additional scope of work, and to require the implementation of Public Works Archeological Measure II (Archeological Monitoring), during any work carried out below the earthquake fill (estimated to be approximately 3 feet below the ground surface), including work below floors of existing basements.



In 2021, the Powell Streetscape Project was further modified to include removal of an existing Auxiliary Water Supply System (AWSS) hydrant from its current location near the northeast corner of the Powell Street and Ellis Street intersection. The removed hydrant would be replicated and relocated to a location approximately 20 feet southeast on Ellis Street. The estimated volume of soil excavation required for the new scope of work would be 150 cubic yards. Public Works Archeological Measure II (Archeological Monitoring) would be required for the new scope of work. The Planning Department issued a categorical exemption modification on January 28, 2021, to incorporate the new scope of work.

From 2021 to 2022, the following project elements were constructed:

- Construction work such as a catch basin relocation and traffic signal upgrades took place in 2021-2022 for the Powell St and Ellis St northeast corner

A detailed description of the originally proposed Powell Streetscape Project (file name: Memorandum - Full Project Description 4-26-2019) and copies of the original categorical exemption and subsequent categorical exemption modifications are available for review under Planning Department record no. 2018-013500ENV.

In 2023, the Powell Streetscape Project was further modified and renamed the Powell Street Safety Project. A description of the Powell Street Safety Project, including the modifications from the former Powell Streetscape Project are described below.

PROJECT DESCRIPTION

Summary

The Powell Street Safety Project would design and construct curb ramps, traffic signals, and streetlights along Powell Street between Geary and Ellis streets to improve safety for all street users, improve cable car safety and performance, and renew transportation infrastructure. The project includes associated work such as sub-sidewalk basement work, minor utility adjustments, and Golden Triangle streetlight adjustments. In addition, the project would reconstruct an existing cable car boarding island on Powell Street, south of Post Street, to allow for more pedestrian waiting space.

Compared to the previous Powell Streetscape Project, the Powell Street Safety Project has removed, added, revised, or reduced the following elements.

Removed (no longer proposed)

- Sidewalk widening



- AWSS hydrant removal, replication, and replacement
- Construction of O'Farrell Street transit bulb
- Streetscape elements such as benches and planters
- Loading changes

Added

- Reconstruction of the existing boarding island on Powell Street at Post Street

Revised

- Reconstruction of intersection corners, including construction of curb ramps

Reduced

- Reduced traffic modifications such as restrictions related to original proposed sidewalk widening work that further limit traffic allowed onto Powell Street

Detailed Project Description

Project Boundaries

The primary project boundary encompasses Powell Street between Geary and Ellis streets. The areas of work are up to 40 feet of the intersections of:

- Powell Street and Ellis Street
- Powell Street and O'Farrell Street
- Powell Street and Geary Street

The project limits also include Powell Street, from Post Street to 50 feet southerly for the boarding island reconstruction work. The project area is located within the Kearny-Market-Mason-Sutter Conservation District.

Existing Powell Street Configuration

Powell Street between Geary and Ellis streets is currently 67 feet wide with one 11-foot-wide northbound travel lane, one 11-foot-wide southbound travel lane, two 7.5-foot-wide curbside lanes used for passenger and/or commercial loading (or otherwise occupied by temporary parklets), and 15-foot-wide sidewalks on both sides of the street. There are eight parklets ranging in length from 70 feet to 110 feet located within the 7.5-foot-wide curbside lanes, two per block face. Powell Street just south of Post Street is 47 feet wide with one 9-foot-wide curbside lane for taxi loading, one 10-foot-wide southbound travel lane, one 9-foot-wide northbound travel lane, one 11-foot-wide northbound travel lane, one 4 to 8-foot-wide island between the two northbound lanes, and 14 to 15-foot-wide sidewalks on both sides.



Cable car tracks run down the center of the street and the two travel lanes are shared between cable cars and limited vehicular traffic. On Powell Street between Ellis Street and Geary Street, vehicles permitted on these blocks include commercial and passenger vehicles using the street to access the loading zones, taxis, and Muni vehicles. Traffic restrictions currently in place are summarized in Table 1 below. No parking is permitted on the two blocks; the sidewalk is widened by parklets on both sides and active passenger and/or commercial vehicle loading is permitted in loading bays that are cut into the parklets. There is one loading bay on each block face in the project area, approximately mid-block, for a total of four loading zones. On Powell Street just south of Post Street, general traffic is allowed in both travel directions. No parking is permitted on this block, with a taxi zone on the west side and tow-away no stopping anytime on the east side.

Powell Street between Ellis and Market streets is 68 feet wide and has a curb-less design, paved in the same red bricks as is characteristic of Market Street's sidewalks. Cable car tracks run down the approximately 22-foot-wide central section of the right-of-way; this area is demarcated with an approximately 2-foot-wide line of grey pavers as a visual cue of the edge of the active trackway.

There are thirteen fire hydrants in the project area: seven AWSS and six standard.

Proposed Powell Street Configuration

- The proposed configuration maintains existing curb lines except at one location: Powell Street boarding island south of Post Street.

The cable car tracks in the center of the street are not part of the project, and would remain in place.

The thirteen fire hydrants in the project area (seven AWSS and six standard) will remain in place and accessible to the Fire Department. Relocation of one AWSS hydrant was previously triggered by sidewalk widening work included in the Powell Streetscape Project. Since the Powell Street Safety Project no longer includes sidewalk widening, relocation of the AWSS hydrant is no longer necessary.



The following section, *Proposed Project Elements*, provides additional detail into each category of the project, including circulation changes, historic resources, lighting, and excavation depths, among others.

Proposed Project Elements

Traffic and circulation

Minor traffic modifications to existing turn restrictions would be implemented to further limit vehicular traffic along Powell Street. Emergency vehicles would still have full access to the street within the project area, as detailed below. Table 1 compares the existing traffic restrictions with proposed modifications (including the optional removal of the thru taxi allowance).

Table 1: Existing and proposed traffic restrictions *(continues on following page)*

Intersection	Existing	Proposed
<i>Powell Street & Ellis Street</i>	• No left turn from eastbound Ellis Street onto Powell Street, except Muni, taxis, and vehicles loading on Powell St. • No right turn from westbound Ellis Street onto Powell Street, except Muni, taxis, and vehicles loading on Powell Street.	• No right turn from westbound Ellis St onto Powell St, except Muni and vehicles loading on Powell St. [taxi allowance removed]
<i>Powell Street & O'Farrell Street</i>	• No right turn from eastbound O'Farrell Street onto Powell Street, except Muni, taxis, and vehicles loading on Powell Street. • No left turn from eastbound O'Farrell Street onto Powell Street, except Muni, taxis, and vehicles loading on Powell Street.	• No right turn from eastbound O'Farrell Street onto Powell Street. [turn restricted to all vehicles] [implemented] • No left turn from eastbound O'Farrell Street onto Powell Street, except Muni and vehicles loading on Powell Street. [taxi allowance removed] • Left turn only from southbound Powell Street onto O'Farrell Street, except Muni. [new restriction]



<i>Powell Street & Geary Street</i>	• No left turn from westbound Geary Street onto Powell Street, except Muni, taxis, and vehicles loading on Powell Street. • Right turn only from southbound Powell Street onto Geary Street, except Muni, taxis, and vehicles loading on Powell. • No left turn from northbound Powell Street onto Geary Street, 7AM – 10PM, Everyday	• No left turn from westbound Geary Street onto Powell Street, except Muni and vehicles loading on Powell Street. [taxi allowance removed] • Right turn only from southbound Powell Street onto Geary Street, except Muni and vehicles loading on Powell Street. [taxi allowance removed] • No left turn from northbound Powell Street onto Geary Street, except Muni.
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Roadway striping and signage to designate and indicate traffic controls would be included in the project. Signage detailing turn restrictions (including vehicle types exempt) at the three intersections of Ellis, O’Farrell, and Geary streets in the project area and loading regulations at the loading zones would still be included.

Traffic signals would be upgraded and/or modified at the three intersections within the project area. At Powell Street and Geary Street, a new signal configuration would provide a dedicated right-turn arrow for southbound right-turns from Powell Street onto Geary Street to address conflicts between drivers turning right and people walking in the west crosswalk, as well as congestion on southbound Powell Street. Signals at Powell Street and Geary Street and Powell Street and O’Farrell Street could also be upgraded to support transit priority signalization.

Parking, loading, and transit

As no long-term parking is currently permitted on the four blocks of Powell Street within the project area, no changes to parking are proposed on Powell Street.

No changes to loading facilities are proposed on Powell Street.

The cable car tracks in the center of the street are not part of the project, and would remain in place. Additional measures would be established to ensure cable car tracks are protected during construction as part of the implementation of Public Works Standard Construction Measures.



Street configuration

At the Powell Street boarding island south of Post Street, the narrow 4-foot portion of the island would be widened to 8 feet to match the wider portion of the island. A portion of the Powell Street sidewalk would be reduced by 3 feet, from 15-foot to 12-foot to accommodate the island widening. This corner is adjacent to Union Square so the available pedestrian space at the corner is greater than the sidewalk width. Approximate length of work is 50 feet.

Sidewalk and roadway paving

The project proposes to repair and replace roadway base and asphalt-concrete wearing surface where the project is demolishing roadway as a result of sidewalk work and its associated work. The roadway and roadway base would be removed. The subbase would be compacted, and a new concrete street base would be placed and topped with an asphalt wearing surface. Utility castings such as manhole covers, catch basins, and similar, would be adjusted to new grades. Street iron will be protected and will be adjusted to meet the new resurfaced street surface.

This project proposes to re-construct intersection corners at the following locations:

- Powell Street and Ellis Street
- Powell Street and O'Farrell Street
- Powell Street and Geary Street

The existing sidewalk at curb ramps would be demolished and reconstructed where it does not meet ADA standards for slope 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 feet) or vertically (<1 foot), 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 inches) or moved horizontally short distances (< 2 feet).



The project would comply with the Downtown Streetscape Plan (“Destination Downtown”) requirements for pavement for all concrete sidewalk in conformity with [DPW Order 172,596](#); these sidewalks would be constructed of a dark gray, Hi-Con@ 5 lbs. per cubic yard carbon black based concrete finish, with 25 to 30 lbs. per 100 square feet of silicon carbide sparkle grains. All sidewalk with curb with the exception of ADA Pedestrian Access Routes on ADA curb ramps will be reconstructed using granite curb as per [DPW Order 201,954](#).

Street light and signal pole foundation installation

A total of 16 new poles with new footings up to 22-feet deep and 4-feet wide would be constructed at the following locations:

- At Powell Street and Ellis Street: three poles at the southeast and southwest corners
- At Powell Street and O’Farrell Street: eight poles at the northwest, northeast, southwest and southeast corners
- At Powell Street and Geary Street: five poles at the northwest, southwest, and southeast corners

Some foundations would be installed in sub-sidewalk basements. At intersection corners and in the intersection, associated work such as conduits, pullboxes, cabinets, signal equipment, and fixtures would also be installed.

Sub-sidewalk basement work

At the following locations where subsidewalk basements are known to be present or nearby the work area, the project would construction new subsurface structural support for subsidewalk basements replacement sidewalk and/or roadway surface and repair as needed of the basement ceiling.

- 111 Ellis Stret (Powell Street and Ellis Street, southwest corner)
- 101 Powell Street (Powell Street and Ellis Street, northwest corner)
- 165-167 Powell Street (Powell Street and O’Farrell Street, southwest corner)
- 150 Powell Street (Powell Street and O’Farrell Street, southeast corner)
- 201-221 Powell Street (Powell Street and O’Farrell Street, northwest corner)
- 200-214 Powell Street (Powell Street and O’Farrell Street, northeast corner)
- 247 Powell Street/301 Geary Street (Powell Street and Geary Street, southwest corner)
- 246 Powell Street (Powell Street and Geary Street, southeast corner)



- 301-345 Powell Street (Powell Street and Geary Street, northwest corner)

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, similar work would be done. No work on subsidewalk basements would proceed before the conclusion of DBI permitting for such work.

Streetscape Design Elements

This project proposes to re-construct intersection corners. Decorative, high-quality paving materials would be used and could include materials such as granite and sparkling concrete.

Four historic 'Barbary Coast' plaques and one custom compass plaque are located on Powell Street's east-side sidewalk (at the corners with Geary, O'Farrell, and Ellis streets), which would need to be removed during construction and re-installed in the same locations thereafter. Their specific locations and orientations would be documented prior to removal and they would be protected during construction. The plaques would be re-installed on the sidewalks in the same locations unaltered at the end of the project. There are no other known historic elements on the sidewalk (e.g., scoring patterns, plaques, grates).

The project area is the public right of way on the blocks identified above and is located within the Kearny-Market-Mason-Sutter Conservation District. No other historic resources are known to the project team at this time.

Lighting

Thirteen historic 'Golden Triangle' street lights, common to the Union Square area and originally installed as early as 1918, are within the project area and would be unchanged by the project, maintained in their current locations and unaltered. Ten of these historic street lights are located on Powell Street proper, one near the southeast corner of Geary and Powell streets, one near the southeast corner of O'Farrell and Powell streets, and one near the northwest corner of Ellis and Powell streets. While the street lights would not be relocated or altered, there could be unforeseen site conditions with regards to their footings; if necessary, exploratory digging (described below) could reveal the necessity of repairing the damaged footings in-kind in consultation with San Francisco



Planning Department Preservation staff and re-securing the street lights in their existing locations with no changes to the street lights otherwise. This additional work may be subject to additional environmental review. Additional details regarding Golden Triangle street lights were part of the 09/30/2020 modified CatEx, including the work to address elevation changes for the streetlights of up to 4.5-inches to conform to new sidewalk elevations. As previously noted, the project would be subject to Public Works Standard Construction Measures related to cultural resources.

The foundations of up to four of the “Golden Triangle” street lights would be altered in order to accommodate a change in street grade if determined that the elevation change impacts the existing foundation. For all “Golden Triangle” within the construction footprint, any existing footings found to be damaged would be replaced in kind. Dismounted light standards would be securely packaged in moving blankets and heavy-gauge cardboard and stored off-site while foundation work is being conducted. Light standards remaining during construction would be protected in place. The street light locations are at the southeast corner of Powell Street and Geary Street, the northwest and southeast corner of Powell Street and O’Farrell Street, and the northwest corner of Powell Street and Ellis Street. This work would be coordinated with the City and performed by owners of the Golden Triangle street lights, PG&E.

Landscaping

Landscaping within the existing parklets would not be changed by the project. There are no existing street trees, tree canopies, or other landscaping within the areas of work public right-of-way of the project area.

Construction Elements Summary

The Powell Street Safety Project involves civil, electrical, and structural disciplines.

There would be 18 curb ramps constructed at the three intersections of Powell Street. This includes associated work such as curb, gutter, roadway work.

- Powell Street and Ellis Street: curb ramp replacement at NW, SW, and SE corners (4 in total)
- Powell Street and O’Farrell Street: curb ramp replacement at NW, SW, NE, and SE corners (8 in total)
- Powell Street and Geary Street: curb ramp replacement at NW, SW, and SE corners (6 in total)



There would be reconstruction of an existing boarding island on Powell Street, south of Post Street. This includes associated work such as curb, gutter, roadway work.

- Powell Street, south of Post Street: island reconstruction at NB island

There would be traffic signal and streetlighting work at the three intersections of Powell Street. This includes associated work such as poles and pole foundations, conduits, pull boxes, and cabinets.

- Powell Street and Ellis Street: work at NW, NE, SW, and SE corners
- Powell Street and O'Farrell Street: work at NW, NE, SW, and SE corners
- Powell Street and Geary Street: work at NW, NE, SW, and SE corners

There would be sub-sidewalk basement work at the three intersections of Powell Street. This includes associated structural work such as pole foundations and basement roof and sidewalk reconstruction.

- Powell Street and Ellis Street: work at NW and SW corners
- Powell Street and O'Farrell Street: work at NW, NE, SW, and SE corners
- Powell Street and Geary Street: work at NW, SW, and SE corners

CONSTRUCTION

The project would be constructed through a Public Works construction contract. The project would be required to implement Public Works Standard Construction Measures, including those related to cultural resources, and specifically Public Works Archeological Measure II (Archeological Monitoring) during any work carried out below the earthquake fill (estimated to be approximately 3 feet below the ground surface).

Construction of the Powell Street Safety Project is expected to last up to 18 months, from commencement of construction to full completion, though the project team is targeting a 9-month construction window for the most disruptive activities to minimize effects on Union Square businesses. Construction is expected to begin in 2024 and last until 2026. Construction may temporarily pause for the holiday construction moratorium and major City events.

Night work would be included to minimize the overall duration of project construction and the associated burden on Powell Street businesses and residents.



The cable car system would remain operational during construction. Night work would allow construction to occur without cable cars actively operating through the project limits.

Access to all businesses and other buildings would be maintained during construction. The program team would work with project area businesses to assure access for employees, customers, and goods is maintained throughout the construction period.

Excavation

This project proposes to excavate to depths up to 22 feet below ground surface to facilitate construction of the design (e.g., sidewalk and roadway paving, street light and signal pole foundation installation, sub-sidewalk basement work), included in the 09/30/2020 modified CatEx. Depths of up to 22 feet would be for pole foundations, depths of up to 10 feet would be for utilities, and depths of up to 2 feet would be for roadway such as curb ramps. The area of excavation required for reconstruction of the boarding island at Post Street would be 15 feet wide x 50 feet long, with a maximum excavation depth of 2 feet below ground surface.

There could be unforeseen site conditions with regards to the footings of the existing street lights (which are to remain in place), the condition of sub-sidewalk basements, and the feasibility of the installation of conduits, culverts, and piping for traffic signal and utility work. Potholing and other exploratory digging (not to exceed the depths outlined above) may be necessary to assess subgrade conditions for these elements.

Soil would need to be removed as part of construction activities and possibly replaced with new soil from off-site; soil would be tested before being taken off-site.

Approval Action

Traffic modifications such as turn restrictions were approved by the SFMTA Board of Directors in 2020. The proposed curb ramp, traffic signal, and sub-sidewalk basement scope does not require approval action by the SFMTA Board of Directors. Public Works would approve the award of the construction contract.

PLANNED PROJECTS IN THE VICINITY

The following projects are planned in the vicinity of the Powell Street Safety Project. Construction of these projects could overlap with the proposed project's construction schedule.



Better Market Street

The Better Market Street project is a \$504 million project to deliver transformative transportation, streetscape, and safety improvements on 2.2 miles of Market Street between Octavia Boulevard and the Embarcadero. The project would revitalize and improve San Francisco's busiest walking, bicycling, and transit thoroughfare, making it safer and easier for people to get around and creating a vibrant and inclusive destination where people want to live, work, and visit. The project will be constructed in multiple phases. Construction of the first phase, Market Street between Fifth and Eighth streets, began in 2022 and includes traffic signal upgrades, repaving the curb lane and intersections, constructing ADA-compliant curb ramps and four curb bulb-outs, new sidewalk pavers at multiple corners and streetscape improvements including new trees, benches and bicycle racks. Completion of Phase 1 construction is anticipated by late Spring 2024. Details concerning Phase 2, the F-Loop turn-around along McAllister Street and Charles J. Brenham Place, are not yet available.

114 Powell Street

114 Powell Street, also known as Hotel Union Square, is a project proposed by a private developer to remodel the building including the storefronts on the ground floor and the adjacent sidewalk space. The improvements proposed for the northeast corner of Powell Street and Ellis Street were coordinated between the developer and the City (Planning Case No. 2018-010078PRJ/PTA). The City performed the utility relocation work to allow for a new pedestrian bulb out at the corner, extending up to 6 feet into Powell Street and Ellis Street, and the developer will construct the concrete sidewalk and bulb out, which includes new ADA-compliant curb ramps.

ATTACHMENTS: SUPPORTING DOCUMENTATION
Powell Street Safety Project (formerly Powell Streetscape Project)
Planning Record No. 2018-013500ENV

Attachment A: Categorical Exemption – Issued September 25, 2019

Attachment B: Categorical Exemption Modification – Issued September 28, 2020

Attachment C: Categorical Exemption Modification – Issued September 30, 2020

Attachment D: Categorical Exemption Modification – Issued January 28, 2021



SAN FRANCISCO PLANNING DEPARTMENT

ATTACHMENT A

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA - Powell Streetscape Project		
Case No.		Permit No.
2018-013500ENV		
☒ Addition/ Alteration	☐ Demolition (requires HRE for Category B Building)	☐ New Construction
Project description for Planning Department approval. The Powell Streetscape Project would design and construct a new streetscape layout for Powell Street between Geary and Ellis streets. Alterations are also proposed along portions of Geary, O'Farrell, and Ellis streets where they meet Powell Street. The project would re-construct the entire street between building edges (i.e., private property lines) with wider sidewalks and using decorative, high-quality paving materials across both vehicular and pedestrian areas. Minor modifications to the existing turn restrictions would be necessary for this configuration (i.e.- the general taxi allowance could be rescinded (taxis picking-up or dropping-off passengers at hotels and other destinations on Powell St would still be permitted)). The project area is located within the Kearny-Market-Mason-Sutter Conservation District. A full project description has been provided In a Memorandum Dated April 26,2019 and is available under case number 2018-013500ENV (titled Memorandum - Full Project Description 4-26-2019). Below you will find a summary:38 Geary: The existing near-side bus stop for the 38 - Geary and 38R - Geary Rapid on the south side of O'Farrell Street just west of Powell Street is proposed to be relocated far-side to the east side of the intersection and a transit bulb would be installed. Lighting: Thirteen historic Golden FULL PROJECT DESCRIPTION ATTACHED		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
☒	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
☐	Class 3 - New Construction. 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.
☐	Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (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. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. FOR ENVIRONMENTAL PLANNING USE ONLY
☐	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

☐	Air Quality: 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., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)
☐	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? <i>if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
☐	Transportation: 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?
☒	Archeological Resources: 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, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
☐	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.
☐	Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
☐	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
☐	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.
Comments and Planner Signature (optional): Laura Lynch PLEASE SEE ATTACHED	

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

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)

☒	Category A: Known Historical Resource. GO TO STEP 5.
☐	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
☐	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

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

Check all that apply to the project.

☐	1. Change of use and new construction. Tenant improvements not included.
☐	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
☐	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
☐	4. Garage work. 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.
☐	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
☐	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
☐	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
☐	8. Addition(s) 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.

Note: Project Planner must check box below before proceeding.

☐	Project is not listed. GO TO STEP 5.
☐	Project does not conform to the scopes of work. GO TO STEP 5.
☐	Project involves four or more work descriptions. GO TO STEP 5.
☐	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.

☐	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
☐	2. Interior alterations to publicly accessible spaces.
☐	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
☐	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
☐	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.

☐	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
☒	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments): Streetscape improvements will not impact Powell Street cable car tracks or any other elements of the cable car system. The AWSS hydrants will remain in place and will not be impacted by the project. Thirteen historic 'Golden Triangle' street lights are within the project area and would be unchanged by the
☒	9. Other work that would not materially impair a historic district (specify or add comments): Streetscape improvements will remove and reinstall in the same location the four historic 'Barbary Coast' plaques and one custom compass plaque. The range of proposed paving materials and other new street furniture is compatible with the historic (Requires approval by Senior Preservation Planner/Preservation Coordinator)
☐	10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation ☐ Reclassify to Category A a. Per HRER or PTR dated b. Other (specify): ☐ Reclassify to Category C (attach HRER or PTR)
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
☒	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature: Allison Vanderslice	

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

☒	No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: MTA Board Approval If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	Signature: Laura Lynch 09/25/2019
	Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.	

Full Project Description

The Powell Streetscape Project would design and construct a new streetscape layout for Powell Street between Geary and Ellis streets. Alterations are also proposed along portions of Geary, O'Farrell, and Ellis streets where they meet Powell Street. The project would re-construct the entire street between building edges (i.e., private property lines) with wider sidewalks and using decorative, high-quality paving materials across both vehicular and pedestrian areas. Minor modifications to the existing turn restrictions would be necessary for this configuration (i.e.- the general taxi allowance could be rescinded (taxis picking-up or dropping-off passengers at hotels and other destinations on Powell St would still be permitted)). The project area is located within the Kearny-Market-Mason-Sutter Conservation District.

A full project description has been provided In a Memorandum Dated April 26,2019 and is available under case number 2018-013500ENV (titled Memorandum - Full Project Description 4-26-2019). Below you will find a summary:

38 Geary: The existing near-side bus stop for the 38 - Geary and 38R - Geary Rapid on the south side of O'Farrell Street just west of Powell Street is proposed to be relocated far-side to the east side of the intersection and a transit bulb would be installed.

Lighting: Thirteen historic Golden Triangle street lights – common to the Union Square area and originally installed as early as 1918 – are within the project area and would be unchanged by the project, maintained in their current locations and unaltered.

Loading: The project would relocate an existing loading zone- on the west side of Powell Street between O'Farrell and Ellis streets to allow for the restriction of all traffic in the southbound direction on this block, except Muni. Four new commercial loading spaces would be added on the south side of O'Farrell Street, just west of Powell Street. The locations and lengths of the remaining three loading zones on Powell Street would be adjusted to accommodate the new streetscape design. The changes would result in a gain of commercial loading space on Powell Street of 76 feet (about 4 spaces).

In addition, loading spaces on O'Farrell Street would also be relocated and reconfigured Four new commercial loading spaces would be added on the south side of O'Farrell St between Cyril Magnin and Powell streets. One new passenger loading space would be added on the south side of O'Farrell Street just west of Powell Street. Also, three existing yellow commercial loading spaces would be changed to red-top, 6-wheel commercial loading spaces on the north side of O'Farrell Street east of Powell Street.Relocate one foot long commercial loading space from Ellis Street onto Cyril Magnin to enable installation of corner bulb-outs.

No work would be done to the cable car tracks that run through the project; however, temporary, closure of approximately 5 months, is anticipated for the cable car service during construction of the proposed project. The duration of the construction of the project is anticipated to occur in 2021 (primarily between January-June) with substantial completion by fall 2021.

CEQA Impacts

Project construction would go through the San Francisco Public Works Regulatory Affairs Division and would be subject to Public Works Standard Construction Measures, including those related to cultural resources. SFMTA would submit the project and plans to the Public Works Regulatory Affairs section and the Planning Department archeological staff. Planning Department would determine if Public Works Archeological Measure II (Archeological Monitoring) measure is required and the scope of the monitoring for project. Public Works will perform the construction management for the project and would work with SFMTA and Planning to ensure this measure is implemented during construction.



CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA - Powell Streetscape Project		
Case No.		Permit No.
2018-013500ENV		
☒ Addition/ Alteration	☐ Demolition (requires HRE for Category B Building)	☐ New Construction
Project description for Planning Department approval. The Powell Streetscape Project would design and construct a new streetscape layout for Powell Street between Geary and Ellis streets. Alterations are also proposed along portions of Geary, O'Farrell, and Ellis streets where they meet Powell Street. The project would re-construct the entire street between building edges (i.e., private property lines) with wider sidewalks and using decorative, high-quality paving materials across both vehicular and pedestrian areas. Minor modifications to the existing turn restrictions would be necessary for this configuration (i.e.- the general taxi allowance could be rescinded (taxis picking-up or dropping-off passengers at hotels and other destinations on Powell St would still be permitted)). The project area is located within the Kearny-Market-Mason-Sutter Conservation District. A full project description has been provided In a Memorandum Dated April 26,2019 and is available under case number 2018-013500ENV (titled Memorandum - Full Project Description 4-26-2019). Below you will find a summary:38 Geary: The existing near-side bus stop for the 38 - Geary and 38R - Geary Rapid on the south side of O'Farrell Street just west of Powell Street is proposed to be relocated far-side to the east side of the intersection and a transit bulb would be installed. Lighting: Thirteen historic Golden FULL PROJECT DESCRIPTION ATTACHED		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
☒	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
☐	Class 3 - New Construction. 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.
☐	Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (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. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. FOR ENVIRONMENTAL PLANNING USE ONLY
☐	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

☐	Air Quality: 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., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)
☐	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? Note that a categorical exemption shall not be issued for a project located on the Cortese List if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).
☐	Transportation: 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?
☒	Archeological Resources: 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, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
☐	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.
☐	Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
☐	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
☐	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.
Comments and Planner Signature (optional): Laura Lynch PLEASE SEE ATTACHED	

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

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Property Information Map)</i>	
☒	Category A: Known Historical Resource. GO TO STEP 5.
☐	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
☐	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

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

Check all that apply to the project.	
☐	1. Change of use and new construction. Tenant improvements not included.
☐	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
☐	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
☐	4. Garage work. 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.
☐	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
☐	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
☐	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
☐	8. Addition(s) 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.
Note: Project Planner must check box below before proceeding.	
☐	Project is not listed. GO TO STEP 5.
☐	Project does not conform to the scopes of work. GO TO STEP 5.
☐	Project involves four or more work descriptions. GO TO STEP 5.
☐	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
☐	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
☐	2. Interior alterations to publicly accessible spaces.
☐	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
☐	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
☐	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
☐	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .

☒	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments): Streetscape improvements will not impact Powell Street cable car tracks or any other elements of the cable car system. The AWSS hydrants will remain in place and will not be impacted by the project. Thirteen historic 'Golden Triangle' street lights are within the project area and would be unchanged by the
☒	9. Other work that would not materially impair a historic district (specify or add comments): Streetscape improvements will remove and reinstall in the same location the four historic 'Barbary Coast' plaques and one custom compass plaque. The range of proposed paving materials and other new street furniture is compatible with the historic <i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i>
☐	10. Reclassification of property status. <i>(Requires approval by Senior Preservation Planner/Preservation)</i> ☐ Reclassify to Category A a. Per HRER or PTR dated b. Other (specify): ☐ Reclassify to Category C <i>(attach HRER or PTR)</i>
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
☒	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature: Allison Vanderslice	

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

☒	No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: MTA Board Approval	Signature: Laura Lynch 09/25/2019
	Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.	

Full Project Description

The Powell Streetscape Project would design and construct a new streetscape layout for Powell Street between Geary and Ellis streets. Alterations are also proposed along portions of Geary, O'Farrell, and Ellis streets where they meet Powell Street. The project would re-construct the entire street between building edges (i.e., private property lines) with wider sidewalks and using decorative, high-quality paving materials across both vehicular and pedestrian areas. Minor modifications to the existing turn restrictions would be necessary for this configuration (i.e.- the general taxi allowance could be rescinded (taxis picking-up or dropping-off passengers at hotels and other destinations on Powell St would still be permitted)). The project area is located within the Kearny-Market-Mason-Sutter Conservation District.

A full project description has been provided In a Memorandum Dated April 26,2019 and is available under case number 2018-013500ENV (titled Memorandum - Full Project Description 4-26-2019). Below you will find a summary:

38 Geary: The existing near-side bus stop for the 38 - Geary and 38R - Geary Rapid on the south side of O'Farrell Street just west of Powell Street is proposed to be relocated far-side to the east side of the intersection and a transit bulb would be installed.

Lighting: Thirteen historic Golden Triangle street lights – common to the Union Square area and originally installed as early as 1918 – are within the project area and would be unchanged by the project, maintained in their current locations and unaltered.

Loading: The project would relocate an existing loading zone- on the west side of Powell Street between O'Farrell and Ellis streets to allow for the restriction of all traffic in the southbound direction on this block, except Muni. Four new commercial loading spaces would be added on the south side of O'Farrell Street, just west of Powell Street. The locations and lengths of the remaining three loading zones on Powell Street would be adjusted to accommodate the new streetscape design. The changes would result in a gain of commercial loading space on Powell Street of 76 feet (about 4 spaces).

In addition, loading spaces on O'Farrell Street would also be relocated and reconfigured Four new commercial loading spaces would be added on the south side of O'Farrell St between Cyril Magnin and Powell streets. One new passenger loading space would be added on the south side of O'Farrell Street just west of Powell Street. Also, three existing yellow commercial loading spaces would be changed to red-top, 6-wheel commercial loading spaces on the north side of O'Farrell Street east of Powell Street.Relocate one foot long commercial loading space from Ellis Street onto Cyril Magnin to enable installation of corner bulb-outs.

No work would be done to the cable car tracks that run through the project; however, temporary, closure of approximately 5 months, is anticipated for the cable car service during construction of the proposed project. The duration of the construction of the project is anticipated to occur in 2021 (primarily between January-June) with substantial completion by fall 2021.

CEQA Impacts

Project construction would go through the San Francisco Public Works Regulatory Affairs Division and would be subject to Public Works Standard Construction Measures, including those related to cultural resources. SFMTA would submit the project and plans to the Public Works Regulatory Affairs section and the Planning Department archeological staff. Planning Department would determine if Public Works Archeological Measure II (Archeological Monitoring) measure is required and the scope of the monitoring for project. Public Works will perform the construction management for the project and would work with SFMTA and Planning to ensure this measure is implemented during construction.

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 environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

The revised project will elevate 13 Golden Triangle lamp posts up to 4.5" to conform to new sidewalk elevations. This will include excavation up to 22 feet in depth to accommodate street lamp and signal pole foundation work.

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

☐	Result in expansion of the building envelope, as defined in the Planning Code;
☐	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
☐	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
☐	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

☒	The proposed modification would not result in any of the above changes.
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If this box is checked, the proposed modifications are categorically 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 be filed within 10 days of posting of this determination.

Planner Name:	Date:
Alexandra Kirby	09/28/2020



CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA - Powell Streetscape Project		
Case No.		Permit No.
2018-013500ENV		
☒ Addition/ Alteration	☐ Demolition (requires HRE for Category B Building)	☐ New Construction
Project description for Planning Department approval. The Powell Streetscape Project would design and construct a new streetscape layout for Powell Street between Geary and Ellis streets. Alterations are also proposed along portions of Geary, O'Farrell, and Ellis streets where they meet Powell Street. The project would re-construct the entire street between building edges (i.e., private property lines) with wider sidewalks and using decorative, high-quality paving materials across both vehicular and pedestrian areas. Minor modifications to the existing turn restrictions would be necessary for this configuration (i.e.- the general taxi allowance could be rescinded (taxis picking-up or dropping-off passengers at hotels and other destinations on Powell St would still be permitted)). The project area is located within the Kearny-Market-Mason-Sutter Conservation District. A full project description has been provided In a Memorandum Dated April 26,2019 and is available under case number 2018-013500ENV (titled Memorandum - Full Project Description 4-26-2019). Below you will find a summary:38 Geary: The existing near-side bus stop for the 38 - Geary and 38R - Geary Rapid on the south side of O'Farrell Street just west of Powell Street is proposed to be relocated far-side to the east side of the intersection and a transit bulb would be installed. Lighting: Thirteen historic Golden FULL PROJECT DESCRIPTION ATTACHED		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
☒	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
☐	Class 3 - New Construction. 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.
☐	Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (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. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. FOR ENVIRONMENTAL PLANNING USE ONLY
☐	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

☐	Air Quality: 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., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)
☐	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? Note that a categorical exemption shall not be issued for a project located on the Cortese List if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).
☐	Transportation: 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?
☒	Archeological Resources: 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, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
☐	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.
☐	Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
☐	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
☐	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.
Comments and Planner Signature (optional): Laura Lynch PLEASE SEE ATTACHED	

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

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Property Information Map)</i>	
☒	Category A: Known Historical Resource. GO TO STEP 5.
☐	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
☐	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

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

Check all that apply to the project.	
☐	1. Change of use and new construction. Tenant improvements not included.
☐	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
☐	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
☐	4. Garage work. 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.
☐	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
☐	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
☐	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
☐	8. Addition(s) 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.
Note: Project Planner must check box below before proceeding.	
☐	Project is not listed. GO TO STEP 5.
☐	Project does not conform to the scopes of work. GO TO STEP 5.
☐	Project involves four or more work descriptions. GO TO STEP 5.
☐	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
☐	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
☐	2. Interior alterations to publicly accessible spaces.
☐	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
☐	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
☐	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
☐	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .

☒	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments): Streetscape improvements will not impact Powell Street cable car tracks or any other elements of the cable car system. The AWSS hydrants will remain in place and will not be impacted by the project. Thirteen historic 'Golden Triangle' street lights are within the project area and would be unchanged by the
☒	9. Other work that would not materially impair a historic district (specify or add comments): Streetscape improvements will remove and reinstall in the same location the four historic 'Barbary Coast' plaques and one custom compass plaque. The range of proposed paving materials and other new street furniture is compatible with the historic <i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i>
☐	10. Reclassification of property status. <i>(Requires approval by Senior Preservation Planner/Preservation)</i> ☐ Reclassify to Category A a. Per HRER or PTR dated b. Other (specify): ☐ Reclassify to Category C <i>(attach HRER or PTR)</i>
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
☒	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature: Allison Vanderslice	

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

☒	No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: MTA Board Approval	Signature: Laura Lynch 09/25/2019
	Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.	

Full Project Description

The Powell Streetscape Project would design and construct a new streetscape layout for Powell Street between Geary and Ellis streets. Alterations are also proposed along portions of Geary, O'Farrell, and Ellis streets where they meet Powell Street. The project would re-construct the entire street between building edges (i.e., private property lines) with wider sidewalks and using decorative, high-quality paving materials across both vehicular and pedestrian areas. Minor modifications to the existing turn restrictions would be necessary for this configuration (i.e.- the general taxi allowance could be rescinded (taxis picking-up or dropping-off passengers at hotels and other destinations on Powell St would still be permitted)). The project area is located within the Kearny-Market-Mason-Sutter Conservation District.

A full project description has been provided In a Memorandum Dated April 26,2019 and is available under case number 2018-013500ENV (titled Memorandum - Full Project Description 4-26-2019). Below you will find a summary:

38 Geary: The existing near-side bus stop for the 38 - Geary and 38R - Geary Rapid on the south side of O'Farrell Street just west of Powell Street is proposed to be relocated far-side to the east side of the intersection and a transit bulb would be installed.

Lighting: Thirteen historic Golden Triangle street lights – common to the Union Square area and originally installed as early as 1918 – are within the project area and would be unchanged by the project, maintained in their current locations and unaltered.

Loading: The project would relocate an existing loading zone- on the west side of Powell Street between O'Farrell and Ellis streets to allow for the restriction of all traffic in the southbound direction on this block, except Muni. Four new commercial loading spaces would be added on the south side of O'Farrell Street, just west of Powell Street. The locations and lengths of the remaining three loading zones on Powell Street would be adjusted to accommodate the new streetscape design. The changes would result in a gain of commercial loading space on Powell Street of 76 feet (about 4 spaces).

In addition, loading spaces on O'Farrell Street would also be relocated and reconfigured Four new commercial loading spaces would be added on the south side of O'Farrell St between Cyril Magnin and Powell streets. One new passenger loading space would be added on the south side of O'Farrell Street just west of Powell Street. Also, three existing yellow commercial loading spaces would be changed to red-top, 6-wheel commercial loading spaces on the north side of O'Farrell Street east of Powell Street.Relocate one foot long commercial loading space from Ellis Street onto Cyril Magnin to enable installation of corner bulb-outs.

No work would be done to the cable car tracks that run through the project; however, temporary, closure of approximately 5 months, is anticipated for the cable car service during construction of the proposed project. The duration of the construction of the project is anticipated to occur in 2021 (primarily between January-June) with substantial completion by fall 2021.

CEQA Impacts

Project construction would go through the San Francisco Public Works Regulatory Affairs Division and would be subject to Public Works Standard Construction Measures, including those related to cultural resources. SFMTA would submit the project and plans to the Public Works Regulatory Affairs section and the Planning Department archeological staff. Planning Department would determine if Public Works Archeological Measure II (Archeological Monitoring) measure is required and the scope of the monitoring for project. Public Works will perform the construction management for the project and would work with SFMTA and Planning to ensure this measure is implemented during construction.

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 environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

The revised project will elevate 13 Golden Triangle lamp posts up to 4.5" to conform to new sidewalk elevations. This will include excavation up to 22 feet in depth to accommodate street lamp and signal pole foundation work. As outlined in the attached exemption, Public Works Archeological Measure II (Archeological Monitoring) would be required at any work below the earthquake fill (estimated to be ~3 ft below the ground surface), which includes work below floors of the existing basements.

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- | | |
|--------------------------|--|
| ☐ | Result in expansion of the building envelope, as defined in the Planning Code; |
| ☐ | Result in the change of use that would require public notice under Planning Code Sections 311 or 312; |
| ☐ | Result in demolition as defined under Planning Code Section 317 or 19005(f)? |
| ☐ | 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

- | | |
|-------------------------------------|---|
| ☒ | The proposed modification would not result in any of the above changes. |
|-------------------------------------|---|

If this box is checked, the proposed modifications are categorically 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 be filed within 10 days of posting of this determination.

Planner Name:

Laura Lynch

Date:

09/30/2020



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA - Powell Streetscape Project		
Case No.		Permit No.
2018-013500ENV		
☒ Addition/ Alteration	☐ Demolition (requires HRE for Category B Building)	☐ New Construction
Project description for Planning Department approval. The Powell Streetscape Project would design and construct a new streetscape layout for Powell Street between Geary and Ellis streets. Alterations are also proposed along portions of Geary, O'Farrell, and Ellis streets where they meet Powell Street. The project would re-construct the entire street between building edges (i.e., private property lines) with wider sidewalks and using decorative, high-quality paving materials across both vehicular and pedestrian areas. Minor modifications to the existing turn restrictions would be necessary for this configuration (i.e.- the general taxi allowance could be rescinded (taxis picking-up or dropping-off passengers at hotels and other destinations on Powell St would still be permitted)). The project area is located within the Kearny-Market-Mason-Sutter Conservation District. A full project description has been provided In a Memorandum Dated April 26,2019 and is available under case number 2018-013500ENV (titled Memorandum - Full Project Description 4-26-2019). Below you will find a summary:38 Geary: The existing near-side bus stop for the 38 - Geary and 38R - Geary Rapid on the south side of O'Farrell Street just west of Powell Street is proposed to be relocated far-side to the east side of the intersection and a transit bulb would be installed. Lighting: Thirteen historic Golden FULL PROJECT DESCRIPTION ATTACHED		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
☒	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
☐	Class 3 - New Construction. 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.
☐	Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (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. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. FOR ENVIRONMENTAL PLANNING USE ONLY
☐	Other ____
☐	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment . FOR ENVIRONMENTAL PLANNING USE ONLY

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

☐	Air Quality: 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 Information tab on the San Francisco Property Information Map)</i>
☐	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? Note that a categorical exemption shall not be issued for a project located on the Cortese List if 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. (refer to The Environmental Information tab on the San Francisco Property Information Map)
☐	Transportation: 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?
☒	Archeological Resources: 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.
☐	Subdivision/Lot Line Adjustment: 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 the San Francisco Property Information Map)</i> If box is checked, Environmental Planning must issue the exemption.
☐	Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: 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 Planning tab on the San Francisco Property Information Map)</i> If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.
☐	Seismic Hazard: ☐ Landslide or ☐ Liquefaction Hazard Zone: 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 tab on the San Francisco Property Information Map)</i> If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.
Comments and Planner Signature (optional): Laura Lynch PLEASE SEE ATTACHED	

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

PROPERTY IS ONE OF THE FOLLOWING: (*refer to Property Information Map*)

☒	Category A: Known Historical Resource. GO TO STEP 5.
☐	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
☐	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

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

Check all that apply to the project.

☐	1. Change of use and new construction. Tenant improvements not included.
☐	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
☐	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
☐	4. Garage work. 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.
☐	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
☐	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
☐	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
☐	8. Addition(s) 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.

Note: Project Planner must check box below before proceeding.

☐	Project is not listed. GO TO STEP 5.
☐	Project does not conform to the scopes of work. GO TO STEP 5.
☐	Project involves four or more work descriptions. GO TO STEP 5.
☐	Project involves less than four work descriptions. GO TO STEP 6.

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

Check all that apply to the project.

☐	1. Reclassification of property status. (<i>Attach HRER Part I</i>) ☐ Reclassify to Category A a. Per HRER b. Other (<i>specify</i>): ☐ Reclassify to Category C <i>(No further historic review)</i>
☐	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
☐	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
☐	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

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

STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

☒	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.	
	Project Approval Action: MTA Board Approval	Signature: Laura Lynch
		09/25/2019
Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. 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. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.		

Full Project Description

The Powell Streetscape Project would design and construct a new streetscape layout for Powell Street between Geary and Ellis streets. Alterations are also proposed along portions of Geary, O'Farrell, and Ellis streets where they meet Powell Street. The project would re-construct the entire street between building edges (i.e., private property lines) with wider sidewalks and using decorative, high-quality paving materials across both vehicular and pedestrian areas. Minor modifications to the existing turn restrictions would be necessary for this configuration (i.e.- the general taxi allowance could be rescinded (taxis picking-up or dropping-off passengers at hotels and other destinations on Powell St would still be permitted)). The project area is located within the Kearny-Market-Mason-Sutter Conservation District.

A full project description has been provided In a Memorandum Dated April 26,2019 and is available under case number 2018-013500ENV (titled Memorandum - Full Project Description 4-26-2019). Below you will find a summary:

38 Geary: The existing near-side bus stop for the 38 - Geary and 38R - Geary Rapid on the south side of O'Farrell Street just west of Powell Street is proposed to be relocated far-side to the east side of the intersection and a transit bulb would be installed.

Lighting: Thirteen historic Golden Triangle street lights – common to the Union Square area and originally installed as early as 1918 – are within the project area and would be unchanged by the project, maintained in their current locations and unaltered.

Loading: The project would relocate an existing loading zone- on the west side of Powell Street between O'Farrell and Ellis streets to allow for the restriction of all traffic in the southbound direction on this block, except Muni. Four new commercial loading spaces would be added on the south side of O'Farrell Street, just west of Powell Street. The locations and lengths of the remaining three loading zones on Powell Street would be adjusted to accommodate the new streetscape design. The changes would result in a gain of commercial loading space on Powell Street of 76 feet (about 4 spaces).

In addition, loading spaces on O'Farrell Street would also be relocated and reconfigured Four new commercial loading spaces would be added on the south side of O'Farrell St between Cyril Magnin and Powell streets. One new passenger loading space would be added on the south side of O'Farrell Street just west of Powell Street. Also, three existing yellow commercial loading spaces would be changed to red-top, 6-wheel commercial loading spaces on the north side of O'Farrell Street east of Powell Street. Relocate one foot long commercial loading space from Ellis Street onto Cyril Magnin to enable installation of corner bulb-outs.

No work would be done to the cable car tracks that run through the project; however, temporary, closure of approximately 5 months, is anticipated for the cable car service during construction of the proposed project. The duration of the construction of the project is anticipated to occur in 2021 (primarily between January-June) with substantial completion by fall 2021.

Step 2: Environmental Screening Comments

Project construction would go through the San Francisco Public Works Regulatory Affairs Division and would be subject to Public Works Standard Construction Measures, including those related to cultural resources. SFMTA would submit the project and plans to the Public Works Regulatory Affairs section and the Planning Department archeological staff. Planning Department would determine if Public Works Archeological Measure II (Archeological Monitoring) measure is required and the scope of the monitoring for project. Public Works will perform the construction management for the project and would work with SFMTA and Planning to ensure this measure is implemented during construction.

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

Streetscape improvements will not impact Powell Street cable car tracks or any other elements of the cable car system.

The AWSS hydrants will remain in place and will not be impacted by the project.

Thirteen historic 'Golden Triangle' street lights are within the project area and would be unchanged by the project, maintained in their current locations and unaltered.

Step 5: #9 Work Compatible With a Historic District Analysis

Streetscape improvements will remove and reinstall in the same location the four historic 'Barbary Coast' plaques and one custom compass plaque.

The range of proposed paving materials and other new street furniture is compatible with the historic district and would not cause an indirect impact to historic resources.

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 environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

Public Works proposes to remove an existing Auxiliary Water Supply System (AWSS) hydrant from its current location near the northeast corner of the Powell Street and Ellis Street intersection and replicate and relocate the hydrant to a location approximately 20 feet southeast on Ellis Street. Associated work would relocate a main line gate valve from Powell Street to the middle of the Powell/Ellis Street intersection. The proposed changes would move the mainline and hydrant lateral gate valves, and hydrant, away from the cable car right-of-way making the facilities safer to access and eliminate the need to disrupt Powell Street cable car service. Except for the date stamp included in the cast, the new hydrant would be identical in appearance to the existing hydrant; additionally, the new hydrant will be cast in ductile iron, rather than cast iron. This will allow for maximum compatibility with the AWSS Historic District. Any removal of existing sidewalk or curb necessitated by the work would be restored to its original condition. No changes are proposed to the Golden West Triangle light standard that will be located 20 feet from the new location of the hydrant. The estimated volume of soil excavation is 150 cubic yards. As outlined in the attached exemption, Public Works Archeological Measure II (Archeological Monitoring) would be required.

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

☐	Result in expansion of the building envelope, as defined in the Planning Code;
☐	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
☐	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
☐	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

☒	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 be filed to the Environmental Review Officer within 10 days of posting of this determination.	
Planner Name:	Date:
Don Lewis	01/28/2021



MEMORANDUM

Date: June 6, 2024

To: Ellen Lai, Public Works
Ben Washington, Public Works

From: Queena Chen, Contract Monitoring Division

Subject: CMD Recommendation Memo: Sourcing Event: 0000008257 - PW Powell Steet Safety Project

The Contract Monitoring Division ("CMD") has reviewed the bids submitted for the above referenced project and determined responsiveness to the Chapter 14B pre-award requirements. An LBE subcontracting participation requirement of 20% was established for this project. Below is a summary of CMD's review.

Two (2) firms submitted bids:

Bidder	LBE Status	Base Bid	LBE Bid Discount	Adjusted Bid with Bid Discount
Bay Area Lightworks, Inc.	SF LBE - MBE (Small)	\$3,010,386.00	10%	\$2,709,347.40
R&S Construction Management	SF LBE - MBE (Micro)	\$3,085,776.00	10%	\$2,777,198.40

Bay Area Lightworks, Inc ("BAL"), a certified Small LBE, was the apparent lowest bidder and is deemed the responsive bidder. BAL satisfied the Good Faith Outreach requirement by counting its own self-performed work on the project to exceed the subcontractor participation requirement by at least 35%.

BAL met the 20% LBE subcontracting requirement by listing the following LBE firms:

LBE Subcontractor	Scope of Work	Status	Percent LBE	Listed Amount	Amount Credited	Percent of Work
DR Traffic Control, LLC	Traffic Control	SF LBE - MBE (Micro)	100%	\$5,000.00	\$5,000.00	0.17%
OBS Engineering, Inc.	Partial S items	SF LBE - MBE (Micro)	100%	\$150,000.00	\$150,000.00	4.98%
R & S Construction Management, Inc.	R items and partial S items	SF LBE - MBE (Micro)	100%	\$488,551.00	\$488,551.00	16.23%
MC Metal, Inc.	Partial S items	SF LBE - MBE (Micro)	100%	\$57,300.00	\$57,300.00	1.90%
			Total	\$700,851.00	\$700,851.00	23.28%

Based on the foregoing, CMD has determined that BAL has complied with the Chapter 14B pre-award requirements.

DPW Submittal of CMD Forms

Per Edward Yee, Construction Information Bulletin (CIB) 2023-05 CMD Forms 7, 8, and 9 for payments: The DPW CM Team or Project Controls submits the completed progress payment package with a copy of CMD Form 7 via email to Accounting and a carbon copy to the CMD Contract Compliance Office assigned to this contract. CMD Compliance Officer emails the CM Team or Project Controls and Accounting when CMD can confirm the contractor has confirmed payment and entered invoice and payment data into the Peoplosoft system, and a copy of CMD Form 7 is no longer needed. **Please send CMD Form 7 information to Queena at queena.chen@sfgov.org.**

Should you have any questions, or if I can be of further assistance, please email me at queena.chen@sfgov.org.