

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

SOURCING ID: 000008257
CONTRACT TITLE: PW Powell St Safety Prj
FULL TITLE: Powell Street Safety Project

BIDS RECEIVED: May 22, 2024

<u>BIDDERS (in the order received & opened):</u>	<u>LBE Status Claimed</u>	<u>Total Bid Price</u>
R&S Construction Management, Inc.	Micro-LBE 10%	\$3,085,776.00
Bay Area Lightworks, Inc.	Small-LBE 10%	\$3,010,386.00
	Average Bid:	\$3,048,081.00
	Engineer's Estimate:	\$2,800,000.00
	% of Engineer's Estimate:	109%
	% of Engineer's Estimate vs. Low Bid Received	108%

cc:	Ellen Wong	Carla Short	Albert Ko
	Iqbalbhai Dhapa	Au Bui	K2 Systems
	Ed Yee	Patrick Rivera	Nicolas Huff
	Queenena Chen	Cyril Velasquez	All Bidders

For complete subcontractor listings, check: <https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2509>

Sourcing ID: 000008257
 Contract Title: PW 5 FULTON TRANSIT IMPR
 Full Title: PW 5 Fulton Transit Improvements
 Bid Date: May 22, 2024

BID ITEMS	QUANTITIES	UNIT	UNIT PRICE	R&S Construction Management, Inc.		Bay Area Lightworks, Inc.	
				EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE
R-1	35	TON	\$650.00	\$22,750.00	\$600.00	\$21,000.00	
R-2	2,760	SF	\$25.00	\$69,000.00	\$30.00	\$82,800.00	
R-3	835	SF	\$20.00	\$16,700.00	\$24.00	\$20,040.00	
R-4	380	LF	\$65.00	\$24,700.00	\$78.00	\$29,640.00	
R-5	60	LF	\$50.00	\$3,000.00	\$60.00	\$3,600.00	
R-6	20	LF	\$120.00	\$2,400.00	\$145.00	\$2,900.00	
R-7	545	SF	\$85.00	\$46,325.00	\$100.00	\$54,500.00	
R-8	18	EA	\$8,000.00	\$144,000.00	\$6,000.00	\$108,000.00	
R-9	270	SF	\$50.00	\$13,500.00	\$60.00	\$16,200.00	
R-10	150	SF	\$95.00	\$14,250.00	\$115.00	\$17,250.00	
G-1	---	AL	---	\$140,000.00	---	\$140,000.00	
G-2	---	AL	---	\$140,000.00	---	\$140,000.00	
ET-1	2	EA	\$1,400.00	\$2,800.00	\$1,800.00	\$3,600.00	
ET-2	10	EA	\$1,400.00	\$14,000.00	\$2,000.00	\$20,000.00	
ET-3	2	EA	\$1,400.00	\$2,800.00	\$2,000.00	\$4,000.00	
ET-3A	2	EA	\$1,500.00	\$3,000.00	\$2,200.00	\$4,400.00	
ET-4	4	EA	\$1,400.00	\$5,600.00	\$2,000.00	\$8,000.00	
ET-5	1	EA	\$1,300.00	\$1,300.00	\$2,000.00	\$2,000.00	
ET-6	9	EA	\$1,400.00	\$12,600.00	\$2,200.00	\$19,800.00	
ET-7	1	EA	\$3,300.00	\$3,300.00	\$2,200.00	\$2,200.00	
ET-8	2	EA	\$650.00	\$1,300.00	\$500.00	\$1,000.00	
ET-9	16	EA	\$650.00	\$10,400.00	\$1,500.00	\$24,000.00	
ET-10	16	EA	\$275.00	\$4,400.00	\$1,500.00	\$24,000.00	
ET-11	13	EA	\$1,000.00	\$13,000.00	\$1,500.00	\$19,500.00	
ET-12	3	EA	\$1,000.00	\$3,000.00	\$1,600.00	\$4,800.00	
ET-13	1	EA	\$1,000.00	\$1,000.00	\$2,000.00	\$2,000.00	
ET-14	1	EA	\$2,450.00	\$2,450.00	\$3,000.00	\$3,000.00	
ET-15	6	EA	\$2,750.00	\$16,500.00	\$2,500.00	\$15,000.00	
ET-16	3	EA	\$5,500.00	\$16,500.00	\$3,500.00	\$10,500.00	
ET-17	1	EA	\$28,500.00	\$28,500.00	\$25,000.00	\$25,000.00	
ET-18	3	EA	\$8,800.00	\$26,400.00	\$8,000.00	\$24,000.00	
ET-19	1	EA	\$17,500.00	\$17,500.00	\$10,000.00	\$10,000.00	
ET-20	3	EA	\$1,950.00	\$5,850.00	\$1,000.00	\$3,000.00	
ET-21	3	EA	\$580.00	\$1,740.00	\$1,500.00	\$4,500.00	
ET-22	1	EA	\$580.00	\$580.00	\$1,500.00	\$1,500.00	
ET-23	5	EA	\$1,000.00	\$5,000.00	\$2,500.00	\$12,500.00	
ET-24	9	EA	\$1,000.00	\$9,000.00	\$2,000.00	\$18,000.00	
ET-25	6	EA	\$1,850.00	\$11,100.00	\$3,000.00	\$18,000.00	
ET-26	1	EA	\$2,000.00	\$2,000.00	\$3,000.00	\$3,000.00	
ET-27	22	LF	\$385.00	\$8,470.00	\$200.00	\$4,400.00	
ET-28	121	LF	\$165.00	\$19,965.00	\$150.00	\$18,150.00	
ET-29	33	LF	\$275.00	\$9,075.00	\$250.00	\$8,250.00	
ET-30	264	LF	\$220.00	\$58,080.00	\$220.00	\$58,080.00	
ET-31	110	LF	\$220.00	\$24,200.00	\$170.00	\$18,700.00	
ET-32	44	LF	\$375.00	\$16,500.00	\$270.00	\$11,880.00	
ET-33	50	LF	\$240.00	\$12,000.00	\$170.00	\$8,500.00	
ET-34	55	LF	\$440.00	\$24,200.00	\$270.00	\$14,850.00	
ET-35	22	LF	\$440.00	\$9,680.00	\$290.00	\$6,380.00	
ET-36	11	LF	\$440.00	\$4,840.00	\$190.00	\$2,090.00	
ET-37	215	LF	\$715.00	\$153,725.00	\$290.00	\$62,350.00	
ET-38	11	LF	\$210.00	\$2,310.00	\$190.00	\$2,090.00	
ET-39	11	LF	\$300.00	\$3,300.00	\$170.00	\$1,870.00	
ET-40	88	LF	\$340.00	\$29,920.00	\$270.00	\$23,760.00	
ET-41	44	LF	\$285.00	\$12,540.00	\$190.00	\$8,360.00	
ET-42	3	EA	\$19,500.00	\$58,500.00	\$50,000.00	\$150,000.00	
ET-43	1	EA	\$5,500.00	\$5,500.00	\$2,500.00	\$2,500.00	
ET-44	1	EA	\$2,750.00	\$2,750.00	\$2,000.00	\$2,000.00	
ET-45	1	EA	\$5,500.00	\$5,500.00	\$12,000.00	\$12,000.00	
ET-46	1	EA	\$7,000.00	\$7,000.00	\$12,000.00	\$12,000.00	
ET-47	---	LS	---	\$16,500.00	---	\$36,000.00	
M-1	---	LS	---	\$350,000.00	---	\$250,000.00	
M-2	---	LS	---	\$5,500.00	---	\$50,000.00	
M-3	---	LS	---	\$5,500.00	---	\$50,000.00	
M-4	---	LS	---	\$45,000.00	---	\$50,000.00	
A-1	---	AL	---	\$3,000.00	---	\$3,000.00	
A-2	---	AL	---	\$30,000.00	---	\$30,000.00	
S-1	---	LS	---	\$15,000.00	---	\$20,000.00	
S-2	---	LS	---	\$8,000.00	---	\$12,000.00	
S-3	---	AL	---	\$160,000.00	---	\$160,000.00	
S-4	1	EA	\$8,000.00	\$8,000.00	\$3,000.00	\$3,000.00	
S-5	3	EA	\$22,000.00	\$66,000.00	\$30,000.00	\$90,000.00	
S-5.1A	4	EA	\$22,000.00	\$88,000.00	\$30,000.00	\$120,000.00	
S-6	1	EA	\$11,000.00	\$11,000.00	\$25,000.00	\$25,000.00	
S-7	1	EA	\$11,000.00	\$11,000.00	\$15,000.00	\$15,000.00	
S-8	1	EA	\$13,750.00	\$13,750.00	\$20,000.00	\$20,000.00	
S-9	1	EA	\$3,950.00	\$3,950.00	\$3,000.00	\$3,000.00	
S-10	1	EA	\$27,500.00	\$27,500.00	\$15,000.00	\$15,000.00	
S-11	2	EA	\$11,000.00	\$22,000.00	\$15,000.00	\$30,000.00	
S-12	76	SF	\$120.00	\$9,120.00	\$145.00	\$11,020.00	
S-13	344	SF	\$48.00	\$16,512.00	\$58.00	\$19,952.00	
S-14	235	SF	\$48.00	\$11,280.00	\$58.00	\$13,630.00	
S-15	282	SF	\$225.00	\$63,450.00	\$250.00	\$70,500.00	
S-16	282	SF	\$1,150.00	\$324,300.00	\$900.00	\$253,800.00	
S-17	237	SF	\$48.00	\$11,376.00	\$58.00	\$13,746.00	
S-18	298	SF	\$48.00	\$14,304.00	\$58.00	\$17,284.00	
S-19	283	SF	\$48.00	\$13,584.00	\$58.00	\$16,414.00	
S-20	---	LS	---	\$50.00	---	\$3,000.00	
S-21	---	AL	---	\$4,000.00	---	\$4,000.00	
TR-1	---	LS	---	\$400,000.00	---	\$250,000.00	
TR-2	1800	LF	---	\$1,800.00	\$2.00	\$3,600.00	
				\$3,085,776.00		\$3,010,386.00	



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.



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		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>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.</p> <p>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.</p>		

EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. (CEQA Guidelines section 15301) Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	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.
<input type="checkbox"/>	<p>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:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p>
<input type="checkbox"/>	Other _____
<input type="checkbox"/>	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:

<input checked="" type="checkbox"/>	Category A: Known Historical Resource.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age).
<input type="checkbox"/>	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.	
<input type="checkbox"/>	Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	Window replacement that meets the Department's <i>Window Replacement Standards</i> .
<input type="checkbox"/>	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.
<input type="checkbox"/>	Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	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.
<input type="checkbox"/>	Façade or storefront alterations that do not remove, alter, or obscure character -defining features.
<input type="checkbox"/>	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.	
<input type="checkbox"/>	Project is not listed.
<input type="checkbox"/>	Project involves scope of work listed above.

ADVANCED HISTORICAL REVIEW

Check all that apply to the project.

<input type="checkbox"/>	<p>Reclassification of property status. (<i>Attach HRRER Part I relevant analysis; requires Principal Preservation Planner approval</i>)</p> <p><input type="checkbox"/> Reclassify to Category A</p> <p style="text-align: right;"><input type="checkbox"/> Reclassify to Category C</p> <p style="text-align: right;"><input type="checkbox"/> Lacks Historic Integrity</p> <p style="text-align: right;"><input type="checkbox"/> Lacks Historic Significance</p>
<input type="checkbox"/>	Project involves a known historical resource (CEQA Category A)
<input type="checkbox"/>	Project does not substantially impact character-defining features of a historic resource (see Comments)
<input type="checkbox"/>	Project is compatible, yet differentiated, with a historic resource.
<input type="checkbox"/>	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.	
<input checked="" type="checkbox"/>	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

<input checked="" type="checkbox"/>	<p>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.</p>	
	<p>Project Approval Action: MTA Board Approval</p>	<p>Signature: Laura Lynch 09/25/2019</p>
	<p>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.</p> <p>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.</p>	

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:

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

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

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:

Jennifer M Barbour Mckellar

Date:

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



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- 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>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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]



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<p><i>Powell Street & Geary Street</i></p>	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>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</p>		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	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.
<input type="checkbox"/>	<p>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:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input type="checkbox"/>	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>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)</p>
<input type="checkbox"/>	<p>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?</p> <p><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></p>
<input type="checkbox"/>	<p>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?</p>
<input checked="" type="checkbox"/>	<p>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)</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<p>Comments and Planner Signature (optional): Laura Lynch</p> <p>PLEASE SEE ATTACHED</p>	

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

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	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.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	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.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	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.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	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.	
<input type="checkbox"/>	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.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.

<input type="checkbox"/>	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> .
<input checked="" type="checkbox"/>	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
<input checked="" type="checkbox"/>	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)
<input type="checkbox"/>	10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation <input type="checkbox"/> Reclassify to Category A a. Per HRER or PTR dated b. Other (specify): <input type="checkbox"/> Reclassify to Category C (attach HRER or PTR)
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input checked="" type="checkbox"/>	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**

<input checked="" type="checkbox"/>	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
	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	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		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>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 (taxi 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</p>		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	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.
<input type="checkbox"/>	<p>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:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input type="checkbox"/>	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>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)</p>
<input type="checkbox"/>	<p>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?</p> <p>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).</p>
<input type="checkbox"/>	<p>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?</p>
<input checked="" type="checkbox"/>	<p>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)</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<p>Comments and Planner Signature (optional): Laura Lynch</p> <p>PLEASE SEE ATTACHED</p>	

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

PROPERTY IS ONE OF THE FOLLOWING: (refer to <i>Property Information Map</i>)	
<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	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.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	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.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	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.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	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.	
<input type="checkbox"/>	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.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	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> .

<input checked="" type="checkbox"/>	<p>8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (specify or add comments)</i>:</p> <p>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</p>
<input checked="" type="checkbox"/>	<p>9. Other work that would not materially impair a historic district (specify or add comments):</p> <p>Streetscape improvements will remove and reinstall in the same location the four historic 'Barbary Coast' plaques and one custom compass plaque.</p> <p>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></p>
<input type="checkbox"/>	<p>10. Reclassification of property status. <i>(Requires approval by Senior Preservation Planner/Preservation</i></p> <p><input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C</p> <p style="margin-left: 40px;">a. Per HRER or PTR dated <i>(attach HRER or PTR)</i></p> <p style="margin-left: 40px;">b. Other <i>(specify)</i>:</p>
<p>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</p>	
<input checked="" type="checkbox"/>	<p>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.</p>
<p>Comments (optional):</p>	
<p>Preservation Planner Signature: Allison Vanderslice</p>	

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

<input checked="" type="checkbox"/>	<p>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.</p>	
	<p>Project Approval Action: MTA Board Approval</p>	<p>Signature: Laura Lynch 09/25/2019</p>
<p>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.</p>		

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:

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

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input checked="" type="checkbox"/>	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:	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		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>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 (taxi 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</p>		

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	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.
<input type="checkbox"/>	<p>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:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input type="checkbox"/>	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>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)</p>
<input type="checkbox"/>	<p>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?</p> <p>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).</p>
<input type="checkbox"/>	<p>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?</p>
<input checked="" type="checkbox"/>	<p>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)</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<p>Comments and Planner Signature (optional): Laura Lynch</p> <p>PLEASE SEE ATTACHED</p>	

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

PROPERTY IS ONE OF THE FOLLOWING: (refer to <i>Property Information Map</i>)	
<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	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.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	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.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	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.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	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.	
<input type="checkbox"/>	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.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	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> .

<input checked="" type="checkbox"/>	<p>8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (specify or add comments)</i>:</p> <p>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</p>
<input checked="" type="checkbox"/>	<p>9. Other work that would not materially impair a historic district (specify or add comments):</p> <p>Streetscape improvements will remove and reinstall in the same location the four historic 'Barbary Coast' plaques and one custom compass plaque.</p> <p>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></p>
<input type="checkbox"/>	<p>10. Reclassification of property status. <i>(Requires approval by Senior Preservation Planner/Preservation</i></p> <p><input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C</p> <p style="margin-left: 40px;">a. Per HRER or PTR dated <i>(attach HRER or PTR)</i></p> <p style="margin-left: 40px;">b. Other <i>(specify)</i>:</p>
<p>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</p>	
<input checked="" type="checkbox"/>	<p>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.</p>
<p>Comments (optional):</p>	
<p>Preservation Planner Signature: Allison Vanderslice</p>	

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

<input checked="" type="checkbox"/>	<p>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.</p>	
<p>Project Approval Action: MTA Board Approval</p>		<p>Signature: Laura Lynch 09/25/2019</p>
<p>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.</p>		

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:

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

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- | | |
|-------------------------------------|-------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> | 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		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>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 (taxi 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</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	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.
<input type="checkbox"/>	<p>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:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input type="checkbox"/>	Other _____
<input type="checkbox"/>	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

<input type="checkbox"/>	<p>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></p>
<input type="checkbox"/>	<p>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?</p> <p>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)</p>
<input type="checkbox"/>	<p>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?</p>
<input checked="" type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>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.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/>Landslide or <input type="checkbox"/>Liquefaction Hazard Zone:</p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to The Environmental 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.</p>
<p>Comments and Planner Signature (optional): Laura Lynch</p> <p>PLEASE SEE ATTACHED</p>	

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>	
<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	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.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	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.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	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.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	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.	
<input type="checkbox"/>	1. Reclassification of property status. <i>(Attach HRER Part I)</i> <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other <i>(specify):</i> <input type="checkbox"/> Reclassify to Category C <i>(No further historic review)</i>
<input type="checkbox"/>	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.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input checked="" type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> : PLEASE SEE ATTACHED
<input checked="" type="checkbox"/>	9. Work compatible with a historic district (Analysis required): PLEASE SEE ATTACHED
<input type="checkbox"/>	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.	
<input checked="" type="checkbox"/>	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

<input checked="" type="checkbox"/>	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
<p>Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31of 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.</p>		

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 Comopatible 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:

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

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input checked="" type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.	
Planner Name:	Date:
Don Lewis	01/28/2021



PROJECT QA/QC REVIEWS FORM

(This Form must be completed by the PM or PL after each milestone for review by the QA/QC Program Manager.)



Check Milestone for this Submittal:	Mandatory Milestones for Building and Complex Projects	For All Projects
	* <input type="checkbox"/> PD/PP <input type="checkbox"/> 10% PS&E <input type="checkbox"/> 50% PS&E <input type="checkbox"/> 75% PS&E <input type="checkbox"/> 100% SD <input type="checkbox"/> 100% DD <input type="checkbox"/> 50% CD	<input checked="" type="checkbox"/> 95% PS&E <input type="checkbox"/> 100% Final <input type="checkbox"/> 95% CD

Job Order No.: 10031873 Date Submitted: 10/25/2023
 Project Title: Powell Street Safety Project
 Project Manager: Ellen Lai / Therese Topacio Phone Number: 628-271-2439
 Submitted By: Markus Williams Phone Number: 628-271-2503

1. QA/QC Reviews Completed

Team	Team Review Completed?	Reviewer	Date Review Completed	No. of Drawings	If applicable, Design Checklists Done?
Streets & Highways	<input type="checkbox"/> Yes <input type="checkbox"/> NA				<input type="checkbox"/> Yes <input type="checkbox"/> No
Hydraulics	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA				<input type="checkbox"/> Yes <input type="checkbox"/> No
Landscape	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA				<input type="checkbox"/> Yes <input type="checkbox"/> No
Electrical	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA				<input type="checkbox"/> Yes <input type="checkbox"/> No
Mechanical	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA				<input type="checkbox"/> Yes <input type="checkbox"/> No
Structural	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA				<input type="checkbox"/> Yes <input type="checkbox"/> No
Architecture	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA				<input type="checkbox"/> Yes <input type="checkbox"/> No
Other Reviews					Standard Construction Measures
Project Peer Review	<input type="checkbox"/> Yes <input type="checkbox"/> NA	Markus Williams			I certify that the Public Works Standard Construction Measures have fully been incorporated into project specifications. <i>Robert Begley</i> SAR Manager 1/16/24 Date
Value Engineering	<input type="checkbox"/> Yes <input type="checkbox"/> NA				
Disability Access Coordinator	<input type="checkbox"/> Yes <input type="checkbox"/> NA	Kevin Jensen	JAN 24, 2024		
CM Constructability	<input type="checkbox"/> Yes <input type="checkbox"/> NA				
Contract Prep	<input type="checkbox"/> Yes <input type="checkbox"/> NA				
CAD/BIM Manager	<input type="checkbox"/> Yes <input type="checkbox"/> NA				
Regulatory Affairs	<input type="checkbox"/> Yes <input type="checkbox"/> NA	Boris Deunert			
Public Affairs	<input type="checkbox"/> Yes <input type="checkbox"/> NA	Alex Murillo	03/11/2024		
Deputy Division Manager	<input type="checkbox"/> Yes <input type="checkbox"/> NA	Fernando Cisneros			

Is a tabulation of the review comments and responses saved in the Project file folder? Yes No NA

2. Final Reviews

Final Reviews	Completed?	By	Date Completed
General Design Checklist	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> NA		
Final Interference Check	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> NA		

Note: Final Interference Check is required when substantial revisions to the Drawings are made due to 95% review comments.

Reviewed by: *K. S. Jensen* 1/24/2024 Date Disability Access Coordinator
 Reviewed by: *Boris Deunert* for B. Deunert 3/18/2024 Date Regulatory Affairs Manager
 Reviewed by: *Alex M. Murillo* 03/11/2024 Date Public Affairs Manager

Reviewed by: *Fernando Cisneros* 03/19/2024 Date
 Deputy Division Manager (BOE) or Bureau Manager (BOA)

* PD = Project Definition; PP = Planning and Programming; SD = Schematic Design; DD = Design Development; CD = Construction Documents. Refer to Procedure 10.05.03.