



ABBREVIATED CEQA CHECKLIST FOR Better Streets Plan Improvement Projects

Please include the following supporting materials with this checklist:

- Project Description and scope of work
- Existing and Proposed* Site plans
- Site photos
- Scope of work for: Air Quality Analysis Tech Memo *(if applicable)*¹
- Green House Gas Emission Checklist² *(if applicable)*

I - PROJECT INFORMATION	
DATE	
PROJECT NAME	
LOCATION/ NEIGHBORHOOD	
CONSTRUCTION DURATION	
II - PROJECT CONTACT	
RESPONSIBLE AGENCY	
NAME	
ADDRESS	
PHONE	
EMAIL	
III - PROJECT CHARACTERISTICS	
STREET TYPE ³	<input type="checkbox"/> Varies (See attachment _____) OR Provide a description: Neighborhood Residential
STREET NAME	
⁴ FROM (CROSS-STREET 1) TO (CROSS-STREET 2)	

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

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

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

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

PROJECT NAME:

PROJECT SCREENING PART I

(On the table below, please identify BSP's design elements that are part of the proposed project)

DETAILED DESIGNED ELEMENTS

STANDARD IMPROVEMENTS

BSP NUMBER/ NAME	PROJECT ELEMENT	Requires Subsequent Environmental Review⁵ (EP PLANNER DETERMINATION ONLY)
SI-1 Accessible curb ramps	<input type="checkbox"/>	<input type="checkbox"/>
SI-2 Marked crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
SI-3 Pedestrian signal timing	<input type="checkbox"/>	<input type="checkbox"/>
SI-4 Curb radii guidelines	<input type="checkbox"/>	<input type="checkbox"/>
SI-5 Corner curb extensions	<input type="checkbox"/>	<input type="checkbox"/>
SI-6 Street trees	<input type="checkbox"/>	<input type="checkbox"/>
SI-7 Tree basin furnishing	<input type="checkbox"/>	<input type="checkbox"/>
SI-8 Sidewalk planters	<input type="checkbox"/>	<input type="checkbox"/>
SI-9 Stormwater management tools	<input type="checkbox"/>	<input type="checkbox"/>
SI-10 Street lighting	<input type="checkbox"/>	<input type="checkbox"/>
SI-11 Special paving	<input type="checkbox"/>	<input type="checkbox"/>
SI-12 Site furnishings	<input type="checkbox"/>	<input type="checkbox"/>

CASE-BY-CASE IMPROVEMENTS

CBC-1 High-visibility crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-2 Special crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-3 Vehicle turning movements	<input type="checkbox"/>	<input type="checkbox"/>
CBC-4 Removal or reduction of permanent crosswalk closures	<input type="checkbox"/>	<input type="checkbox"/>

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

PROJECT NAME:

PROJECT SCREENING PART I CONT.

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

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

PROJECT NAME:

PROJECT SCREENING PART I CONT.		
NUMBER/ NAME	PROJECT ELEMENT	REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW⁷ (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)
CBC-22 Shared public ways	<input type="checkbox"/>	<input type="checkbox"/>
CBC-23 Pedestrian-only streets	<input type="checkbox"/>	<input type="checkbox"/>
CBC-24 Public stairs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-25 Multi-use paths	<input type="checkbox"/>	<input type="checkbox"/>
CBC-26 Above-ground landscaping	<input type="checkbox"/>	<input type="checkbox"/>
OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP) (Not identified above)		
DESIGN ELEMENT NAME	BSP PAGE NUMBER	
		<input type="checkbox"/>
(EP PLANNER COMMENTS):		

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

PROJECT NAME:

PROJECT SCREENING PART I CONT.

(On the table below, please identify BSP's design elements that are part of the proposed project. If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.)

IDENTIFY STORM WATER FACILITIES THAT ARE PART OF THE PROJECT

	Project Element	Requires Subsequent Environmental Review⁸ (FOR EP PLANNER DETERMINATION ONLY)
Permeable Paving	<input type="checkbox"/>	<input type="checkbox"/>
Bioretention Facilities	<input type="checkbox"/>	<input type="checkbox"/>
Swales	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration Boardwalks	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration and Soakage Trench	<input type="checkbox"/>	<input type="checkbox"/>
Channels and Runnels	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Buffer Strip	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Gutter	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe stormwater improvements)	<input type="checkbox"/>	<input type="checkbox"/>

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

(EP PLANNER COMMENTS):

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

PROJECT NAME:

PROJECT SCREENING PART II
(If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.
Note: If you answer "YES" to any of the questions listed below, this checklist may not be utilized, and therefore, and Environmental Evaluation application must be filled.)

TRANSPORTATION/CIRCULATION

Does the project include right turn on red (RTOR) at locations where the peak hour right-turning traffic volume exceeds 300 vehicles per hour; or require any removal of multiple turn lanes; or the bus stop is located in the near side?	Yes
Does the project include removal of crosswalk closures?	Yes
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour?	Yes
Does the project include roundabouts?	Yes
Does the project include pedestrian-only streets on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours?	Yes
Does the project include multi-use paths? ⁹	Yes
Does the project include shared public ways on streets with park garages with parking spaces > 100, or through traffic > 100 cars per hours, or transit service?	Yes

PROJECT ELEMENTS THAT WILL REQUIRE TECH SPEC EVALUATION:¹⁰
(If the project includes any of the elements listed below, the project will require Tech Spec Evaluation).

HISTORICAL/ARCHEO RESOURCES
(All applications need preliminary review for potential impacts to archeological resources pursuant to EP practice.)

Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark? Please state the name of the historic district or historic landmark: _____	Yes
Does the proposed project involve an identified historic resource among the following: street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials? Please identify the historic elements that are part of the proposed project: _____	Yes
Does the proposed project involve removal of trees adjacent to historic resources?	Yes

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

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

¹⁰ EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

PROJECT NAME:

PROJECT SCREENING PART III					
<i>Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.</i>					
CEQA Topic	Sub-topic	Meet criteria/threshold:¹¹ Yes/No or N/A	Requires mitigation measure: Yes/No	Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.	Project Sponsor Agrees to Implement Mitigation Measures
Aesthetics					
Does the proposed project involve removal of significant trees? Yes <input type="checkbox"/> No <input type="checkbox"/>	Significant trees	N/A			<input type="checkbox"/>
Does the project involve tree root trimming? Yes <input type="checkbox"/> No <input type="checkbox"/> If so, is tree root trimming greater than two inches? Yes <input type="checkbox"/> No <input type="checkbox"/>		N/A	Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53).		<input type="checkbox"/>
<input type="checkbox"/> None of the above CEQA topics apply to the project					
Historical/Archeological Resources					
Does the project require excavation depth greater than two (2) feet? Yes <input type="checkbox"/> No <input type="checkbox"/>	Accidental discovery	N/A	Archeological Accidental Discovery mitigation measure Cul-1 applies to all projects except for those occurs in an area within Hispanic Period Archeological District (p.64).		<input type="checkbox"/>
Does the project occur in an area within the Hispanic Period Archeological District? ¹² Yes <input type="checkbox"/> No <input type="checkbox"/>	Hispanic Period District	N/A	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		<input type="checkbox"/>
<input type="checkbox"/> None of the above CEQA topics apply to the project					
Transportation and Circulation					
Does the project include removal of loading spaces? Yes <input type="checkbox"/> No <input type="checkbox"/>	Loading	YES	Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		<input type="checkbox"/>

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

¹² **TO BE EVALUATED BY EP PLANNER.** The Spanish Period Map is not available for public review due to the sensitivity of the archeological resources encountered in the area.

PROJECT NAME:

PROJECT SCREENING PART III CONT.					
<i>Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.</i>					
Air Quality					
	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to ALL projects (p.120).		
Biological Resources					
Does the project include tree removal? Yes <input type="checkbox"/> No <input type="checkbox"/>	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Biological Resources (Cont.)					
What is the expected duration period of construction? _____	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Which months would construction occur? _____	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Hazardous Materials					
Does the project occur in an area within the Maher-designated area? ¹³ Yes <input type="checkbox"/> No <input type="checkbox"/>	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).		
(EP PLANNER COMMENTS):					

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

PROJECT NAME:

This section is to be filled by EP Planner. Use check boxes to indicate type of review conducted (as applicable). Leave blank if not applicable to the Project.

- Project was screened for potential impacts to archeological resources pursuant to EP practice.
- Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.
- Applicable Mitigation Measures are applied to the project.
- Green House Gas analysis performed and approved by EP.
- Air Quality Memo approved by EP.
- The project was reviewed by DPH and DTSC, and a memo of concurrence was submitted to EP (for projects within the Maher Layer only).
- PMND was reviewed and no items were identified that would require subsequent environmental review.

CEQA Determination

Note to file, contingent upon regulatory agency approval or other information, as follows:

- Note to file (no additional documentation required)
- Addendum
- Supplemental EIR or MND

Notes:

Planner Signature

Signee (print name): Ryan Shum

Date: _____

Public Works Havelock Pedestrian Bridge – Sidewalk Improvements Project

Project Description

San Francisco Public Works proposes a project to construct approximately 370' of 6.5-foot-wide concrete sidewalk on the south side of Havelock St between the western landing of the Havelock Pedestrian Bridge and the entrance to a parking lot on the City College of San Francisco (CCSF) Campus west of the intersection with Edna Street. Sections of the sidewalk would narrow to 4.5-feet due to the presence of utilities and limitations of existing terrain. The project would also demolish and reconstruct three ADA curb ramps: one at the CCSF parking lot, and two at either side of the pedestrian crossing on Havelock St. at the bridge landing.

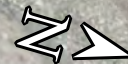
The location for the proposed sidewalk is an unpaved embankment with lengths of mesh fence, ornamental shrubs, and ruderal vegetation between the Havelock Street roadway and the adjacent City College tennis courts. The courts are between approximately 2.5-feet and 5-feet below the grade of the roadway depending on location. Project construction would require 180 days and excavate approximately 400 cubic yards of material to a maximum depth of 5-feet. No trees would be removed and only minor adjustment to existing utilities would be required. Construction equipment would include excavators, jumping jacks, concrete mixers, and hydroseed tank sprayers.

The project would excavate the entire project area on the south side of Havelock St. to a depth of approximately five feet and construct a new stabilized 1.0:1.1 slope using geogrid between 10" lifts of compacted soil. A 3.0-foot wide bench for maintenance access would be constructed at the foot of the slope, and a 2.5-foot bench at the top of slope graded to drain downslope. The slope face and benches would be finished with topsoil, either stockpiled before construction or imported, and compost, and be hydroseeded with a climate-appropriate native seed mix. The remainder of the new slope would be covered with a layer of compacted aggregate base on which the project would construct standard 3.5-inch thick concrete sidewalk, with 6-inch concrete curb with 2-foot-wide concrete gutter to City standards. The project would restore asphalt concrete wearing surface at the curb to match the existing roadway.

At curb ramp locations, the project would install new concrete curb ramps with detectable tiles, in combination with installing a combined 6-inch curb and 2-foot wide concrete gutter and installing new 3.5-inch concrete sidewalk around the curb ramp as needed to match existing. Existing curb ramps or existing sidewalk and curbs at street crosswalks would be demolished, and new ADA-compliant curb ramps will be constructed or reconstructed, with new curb, gutter, sidewalk and minimally regraded roadway (to meet ADA requirements for traversability) as needed. Maximum depth of excavation for curb ramps alone is approximately 8-inches.

Havelock St.

Looking West from the Havelock Pedestrian Bridge landing.



Havelock St.

Looking East from the CCSF parking lot.



Google Earth

© 2024 Google

5.60 ft



HAVELOCK STREET SIDEWALK



SCALE: 1" = 20'

