



# SAN FRANCISCO PLANNING DEPARTMENT

## CEQA CATEGORICAL EXEMPTION FORM

PROJECT NAME: SFPUC - Folsom Area Stormwater Improvement Project

PROJECT LOCATION: Mission District

CASE NUMBER: 2021-002217ENV

PROJECT TYPE:  New Facility  Replacement Facility/Equipment  
 Repair/Maintenance/Upgrade  Other: \_\_\_\_\_

### 1. EXEMPTION CLASS

- Class 1: Existing Facilities
- Class 2: Replacement or Reconstruction
- Class 3: New Construction or Conversion of Small Structures
- Class 6: Information Collection
- Other: \_\_\_\_\_

### 2. CEQA Impacts

For any box checked below, refer to the attached Environmental Evaluation Application with supporting analysis and documentation.

- Air Quality:** Would the project affect sensitive receptors (specifically schools, colleges, universities, day care facilities, hospitals, residential dwellings, or senior-care facilities)? Would project construction or operations exceed air quality screening criteria using either the SFPUC Air Quality Screening Tool or CalEEMOD?
- Noise:** Would the project conflict with the applicable local Noise Ordinance?
- Hazardous Materials:** Would the project be located on a site included on any list compiled pursuant to Section 65962.5 of the Government Code, or impact an area with known hazardous materials such as a former gas station, auto repair, dry cleaners, heavy manufacturing use, or site with underground storage tanks? If the project site is suspected of containing hazardous materials, would the project involve 50 cubic yards or more of soil disturbance?
- Soils Disturbance/Modification:** Would the project result in soil disturbance greater than 2 feet below grade in an archeological sensitive area or 8 feet in a non-archeological sensitive area?

**Slope/Geological Hazards:** If located on slopes of 20% or greater, in a landslide or liquefaction zone, does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint?

**Hydrology/Water Quality:** Would the project cause flooding impacts, violate water quality standards, result in on- or off-site erosion impacts, or otherwise substantially degrade water quality?

**Biology:** Would the project have the potential to impact sensitive species, rare plants or designated critical habitat? Is the project consistent with the applicable tree protection ordinance?

**Visual:** Is the project located within or adjacent to a designated scenic roadway, or would the project have the potential to impact scenic resources that are visible from public locations?

**Transportation:** Would project construction or operation have the potential to adversely affect existing traffic patterns, transit operations, pedestrian and/or bicycle safety (hazards), or the adequacy of nearby transit, pedestrian and/or bicycle facilities?

**Historical Resources:** Is the project located on a site with a known or potential historical resource?

Other: \_\_\_\_\_

### 3. CATEGORICAL EXEMPTION DETERMINATION

Further Environmental Review Required.

Notes: \_\_\_\_\_

No Further Environmental Review Required. Project is categorically exempt under CEQA.

**Timothy Johnston**

Digitally signed by Timothy  
Johnston  
Date: 2021.09.23 15:07:22 -07'00'

**9/23/2021**

Planner's Signature

Date

**Timothy Johnston, senior environmental planner**

Name, Title

Project Approval Action: **SFPUC public hearing**

Once signed and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.



# **PUBLIC PROJECT APPLICATION**

The purpose of the Public Project Application is to collect all relevant information necessary for the Planning Department to appropriately conduct environmental review. Unless otherwise specified by your liaison at Environmental Planning, please submit a completed Public Project Application, along with necessary materials to [CPC.EPIntake@sfgov.org](mailto:CPC.EPIntake@sfgov.org).

Once a project is received, you will be contacted regarding payment and/or any additional materials necessary. When payment and/or all missing materials are received; you will receive an email with the ENV case number and contact information for the assigned planner.

Please note that this application is only for projects that do not require an entitlement decision from the San Francisco Planning Commission and/or review of a building permit by Current Planning. For projects requiring an entitlement or review by Current Planning, please complete a regular Project Application and submit according to the submittal instructions outlined in the application.

## **FOLSOM AREA STORMWATER IMPROVEMENT PROJECT**

### **PROJECT INFORMATION**

#### **Property Information**

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Project Address: **various**

Block/Lot(s):

#### **Applicant Information**

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Public Agency: **San Francisco Public Utilities Corp**

Name: **Lynette Curthoys**

Phone Number: **650-245-7873**

Email: **lcurthoys@swater.org**

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### **REQUIRED MATERIALS**

- Electronic set of plans (11x17) Please see the Department's Plan Submittal Guidelines for more information.
- Photos of proposed work areas/project site.
- Necessary background reports and supplemental applications (specified in Environmental Evaluation Screening Form)
- MTA only: Synchro data for lane reductions and traffic calming projects.

## PROJECT DESCRIPTION

Please provide a narrative project description that summarizes the project and its purpose. If additional space is necessary, please attach a separate document with a complete project description.

The project has three components:

1. Construct approximately 3,800 linear feet of 12-foot inside-diameter tunnel from approximately the intersection of Alameda St. and Treat St. connecting to the Channel Transport/Storage Box near the intersection of 7th Street and Berry St.
2. Improve approximately 12,300 linear feet of the upstream sewer system (pipeline replacements, new pipelines, manholes, junction boxes) at various locations
3. Modify four Highway 101/Highway 280 overpass pier foundations to accommodate the proposed tunnel alignment under Alameda St.

## APPROVAL ACTION

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 first approval action.

<b>Project Approval Action:</b>	
<b>Will the approval action be taken at a noticed public hearing?</b> <input type="checkbox"/> YES* <input checked="" type="checkbox"/> NO **	
* If YES is checked, please see below. **Email CPC.EPIntake@sfgov.org the date of the approval	

### IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

#### End of Calendar:

CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code. If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision. Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.


#### Individual calendar items:

This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.





## ENVIRONMENTAL EVALUATION SCREENING FORM

This form will determine the level of environmental review required. You will be contacted by [CPC.EPIntake@sfgov.org](mailto:CPC.EPIntake@sfgov.org) with a payment request and planner contact information.

If you are submitting an application for entitlement, please submit the Project Application with either Building Permit or Entitlement Intake Appointment.

Environmental Topic	Information	Applicable to Proposed Project?	Notes/Requirements
<b>1a. General</b>	Estimated construction duration (months):	N/A	
<b>1b. General</b>	Does the project involve replacement or repair of a building foundation? If yes, please provide the foundation design type (e.g., mat foundation, spread footings, drilled piers, etc)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>2. Transportation</b>	Does the project involve a child care facility or school with 30 or more students, or a location 1,500 square feet or greater?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, submit an Environmental Supplemental- <a href="#">School and Child Care Drop-Off &amp; Pick-Up Management Plan</a> .
<b>3. Shadow</b>	Would the project result in any construction over 40 feet in height?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, an initial review by a shadow expert, including a recommendation as to whether a shadow analysis is needed, may be required, as determined by Planning staff. (If the project already underwent Preliminary Project Assessment, refer to the shadow discussion in the PPA letter.)  An additional fee for a shadow review may be required.
<b>4. Biological Resources</b>	Does the project include the removal or addition of trees on, over, or adjacent to the project site?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes:  Number of existing trees on, over, or adjacent to the project site:  _____  Number of existing trees on, over, or adjacent to the project site that would be removed by the project:  _____  Number of trees on, over, or adjacent to the project site that would be added by the project:  _____
<b>5a. Historic Preservation</b> 	Would the project involve changes to the front façade or an addition visible from the public right-of-way of a structure built 45 or more years ago or located in a historic district?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, submit a complete <a href="#">Historic Resource Determination</a> Supplemental Application. Include all materials required in the application, including a complete record (with copies) of all building permits.
<b>5b. Historic Preservation</b>	Would the project involve demolition of a structure constructed 45 or more years ago, or a structure located within a historic district?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, a historic resource evaluation (HRE) report will be required. The scope of the HRE will be determined in consultation with <a href="mailto:CPC-HRE@sfgov.org">CPC-HRE@sfgov.org</a> .

 Please see the [Property Information Map](#) or speak with Planning Information Center (PIC) staff to determine if this applies.

Environmental Topic	Information	Applicable to Proposed Project?	Notes/Requirements
<b>6. Archeology</b> 	Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeologically sensitive area or eight (8) feet below grade in a non-archeologically sensitive area?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If Yes, provide depth of excavation/disturbance below grade (in feet*):  <b>Max depth of disturbance 8-38 feet</b>  <i>*Note this includes foundation work</i>
<b>7. Geology and Soils</b> 	Is the project located within a Landslide Hazard Zone, Liquefaction Zone or on a lot with an average slope of 20% or greater?  -----  Area of excavation/disturbance (in square feet): <b>TBD</b> -----  Amount of excavation (in cubic yards): <b>106,000 cy</b> -----	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	A geotechnical report prepared by a qualified professional must be submitted if one of the following thresholds apply to the project: <ul style="list-style-type: none"> <li>● The project involves:               <ul style="list-style-type: none"> <li>○ excavation of 50 or more cubic yards of soil, or</li> <li>○ building expansion greater than 1,000 square feet outside of the existing building footprint.</li> </ul> </li> <li>● The project involves a lot split located on a slope equal to or greater than 20 percent.</li> </ul> <i>A geotechnical report may also be required for other circumstances as determined by Environmental Planning staff.</i>
<b>8. Air Quality</b> 	Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an Air Pollutant Exposure Zone?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, the property owner must submit copy of initial filed application with department of public health. More information is found <a href="#">here</a> .
<b>9a. Hazardous Materials</b>	Would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with underground storage tanks?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, submit a Phase I Environmental Site Assessment prepared by a qualified consultant.
<b>9b. Hazardous Materials</b> 	Is the project site located within the Maher area and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If yes, submit a copy of the <a href="#">Maher Application Form</a> to the Department of Public Health. Also submit a receipt of Maher enrollment with the Project Application.  For more information about the Maher program and enrollment, refer to the Department of Public Health's <a href="#">Environmental Health Division</a> .  <i>Maher enrollment may also be required for other circumstances as determined by Environmental Planning staff.</i>

 Please see the [Property Information Map](#) or speak with Planning Information Center (PIC) staff to determine if this applies.



September 21, 2021

Mr. Timothy Johnston, MP, Senior Environmental Planner  
 Environmental Planning Division  
 San Francisco Planning Department  
 49 South Van Ness Avenue, Suite 1400  
 San Francisco, CA 94103

RE: CEQA Exemption Request  
 Folsom Area Stormwater Improvement Project  
 Project No. 2021-002217ENV  
 COA: 10026818 : 0001 || 20500 || 232146 || 15729

Dear Timothy:

The San Francisco Public Utilities Commission (SFPUC) requests review of the proposed Folsom Area Stormwater Improvement Project (Project) under the California Environmental Quality Act (CEQA). SFPUC requests San Francisco Planning Department – Environmental Planning Division (EP) concurrence that the proposed Project is categorically exempt under CEQA Section 15302, Class 2 (Replacement or Reconstruction) and Section 15303 Class 3 (New Construction or Conversion of Small Structures). Class 2 consists of the replacement or reconstruction of existing structures and facilities where the new structure would be located on the same site as the structure replaced and would have substantially the same purpose and capacity as the structure replaced. Subsection (c) provides an exemption for the replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity. Class 3 consists of construction and location of limited number of new, small facilities or structures, including “water main, sewage, electrical, gas and other utility extensions.”

The following analysis demonstrates the proposed Project would not result in adverse environmental effects and provides support for our recommendation that the proposed activities are categorically exempt under CEQA. The Project would be conducted in compliance with applicable federal, State, and local regulations and under contractual provisions prohibiting work in violation of applicable regulations and plans.

**London N. Breed**  
 Mayor

**Sophie Maxwell**  
 President

**Anson Moran**  
 Vice President

**Tim Paulson**  
 Commissioner

**Ed Harrington**  
 Commissioner

**Newsha Ajami**  
 Commissioner

**Michael Carlin**  
 Acting  
 General Manager



Information regarding the purpose and need for the Project and describing proposed activities and an assessment of the potential for environmental effects are provided below.

## **BACKGROUND**

The project's primary goal is to mitigate flooding around the 17<sup>th</sup> Street and Folsom Street neighborhood. Properties in the area have historically been subject to stormwater inundation during moderate to heavy storms. Lower-lying areas in the vicinity can experience up to several feet of flooding during rain events.

## **PROJECT DESCRIPTION**

The project would include the following components:

**Tunnel:** Construct approximately 3,800 linear feet of 12-foot inside-diameter tunnel along Alameda, De Haro, and Berry streets, extending from Florida Street to the Channel Transport/Storage Box near the intersection of 7th Street and Berry Street.

**Upstream Improvements:** Improve approximately 12,300 linear feet of the upstream sewer system, including deepening an existing reinforced concrete and brick box sewer, installing new reinforced concrete box sewers, upsizing existing pipe sewers, and installing new auxiliary pipe sewers and junction structures.

The proposed improvements are shown on the attached Exhibit 1, Project Overview map.

### **Tunnel Construction**

The tunnel would be constructed using trenchless excavation methods, beginning with construction of a launch shaft on land owned by Caltrans underneath the Highway 101/80 interchange at Alameda Street. Excavation of this vertical shaft would provide the means to lower the tunnel boring machine to the appropriate depth so that it can begin excavating the tunnel towards the east and west under Alameda Street. Either two tunnel boring machines would be operated in the two directions, or the same tunnel boring machine would be used, constructing one side first and then being removed and lowered back into the launch shaft in order to operate in the opposite direction. The launch shaft



would provide a portal for workers, equipment, materials, and supplies entering and leaving the tunnel during construction and removal of tunnel spoils.

The retrieval shaft to the west would be located at either an existing parking lot just west of the Florida Street and Alameda Street intersection, or on Bryant Street just north of the Alameda Street intersection, where the tunnel boring machine would be removed upon completion of the tunnel bore. To the east, the project would excavate an additional rotation shaft at the intersection of De Haro and Alameda Street to allow the tunnel alignment to turn and continue northeast under De Haro and Berry streets. The project would construct a receiving shaft at the north end of the alignment near the intersection of 7<sup>th</sup> Street and Berry Street where the tunnel boring machine would be removed.

To allow the tunnel boring machine to excavate under the Highway 101/80 interchange, the project would excavate four shafts to modify the underground foundations of four highway overpass support piers along Alameda Street between Utah Street and San Bruno Avenue.

In the Berry Street segment, the tunnel would need to cross under four existing box sewers that extend east from Division Street, all of which are supported by existing piles. Before boring the tunnel through this area, the project would excavate two large shafts in Berry Street on either side of the Division Street box sewers and temporarily freeze the ground to support the existing box sewers. Crews would then excavate under the box sewers and build a shell to support them while creating a pile-free backfilled space that would allow the tunnel boring machine to bore through.

Ground improvements are needed to reinforce the soils at several locations along the tunnel alignment, including Alameda Street between Henry Adams Street and Rhode Island Street, the De Haro rotation shaft, and the Berry Street receiving shaft. In these locations, the project would drill holes below the existing road surface and inject a cement slurry into the ground to create the appropriate ground composition to support the tunnel bore. Ground improvement may be needed at additional locations as project designs are finalized.

Once the tunnel is completed, a junction structure would be installed in the shaft footprint and all shafts would be backfilled. From the surface, either the ground surface would be restored to pre-construction conditions, or a manhole cover or a hatch flush to the ground would be visible.

### Upstream Improvements

As summarized in Table 1, the existing pipelines vary between 8 and 72 inches in diameter and the replacement pipelines would be 12 to 102 inches in diameter. As described in Table 2, the project would also expand the existing box sewer under Treat and Harrison streets. In some cases, new pipeline or box sewer segments would be constructed. All replaced or expanded facilities would be removed; none would be abandoned in place. The purpose of the proposed pipeline diameter increases is to bring old mains up to the current minimum standard to serve existing development and manage Level of Service (LOS) stormwater events. These increases would provide negligible or no expansion of capacity for development growth purposes.

**Table 1 Proposed Upstream Pipeline Improvements**

Street	Between/At		Replacement Pipe Size(s) (inches)		Approx. Length (feet)
	Street	Street	Existing <sup>1</sup>	Proposed	
South Van Ness Avenue	17th Street	18th Street	12" - 15"	42"	510
South Van Ness Avenue	New pipeline to 18th Street		NA	42"	75
Shotwell Street	18th Street	19th Street	18"	18"	280
Folsom Street	11th Street	12th Street	NA	48"	425
Folsom Street	15th Street	16th Street	12"	15"	85
Folsom Street	16th Street	17th Street	12"	18"	155
Folsom Street	17th Street	18th Street	15"	15"	295
Trainor Street	13th Street	14th Street	12"	12"	305
Harrison Street	Alameda Street	15th Street	8"	12"	335
Alabama	17th Street	Mariposa	8"	12"-15"	430

Street	Between/At		Replacement Pipe Size(s) (inches)		Approx. Length
		Street			
11th Street	Folsom Street	Harrison Street	NA	48"	630
11th Street	Harrison Street	Division Street	NA	75"	845
Erie Street	South Van Ness Ave	Folsom Street	12"- 15"	12"- 18"	395
14th Street	Folsom Street	Harrison Street	75"	84"	620
14th Street	Mission Street	South Van Ness Ave	3' 6" x 5' 3" (box sewer)	66"	585
15th Street	Mission Street	Minna Street	66"	72"	255
15th Street	Minna Street	Capp Street	66"	78"	120
15th Street	Capp Street	South Van Ness Ave	66"	78"	295
15th Street	South Van Ness Ave	Shotwell Street	66"-72"	78"	300
17th Street	South Van Ness Ave	Shotwell Street	NA	102"	310
17th Street	Shotwell Street	Folsom Street	NA	102"	315
17th Street	Folsom Street	Treat Avenue	NA	102"	455
17th Street	Treat Avenue	Harrison Street	NA	90"	220
18th Street	Shotwell Street	Folsom Street	60"	108"	290
18th Street	Folsom Street	Treat Avenue	60"	90"- 108"	320
18th Street	Treat Avenue	Harrison Street	NA	60"	380

Street	Between/At		Replacement Pipe Size(s) (inches)		Approx. Length
19th Street	Folsom Street	Treat Street	12"	24"	300
Mistral Street	Treat Avenue	Harrison Street	12"	12"	75

<sup>1</sup>NA for existing indicates that the segment is a new pipeline.

**Table 2 Proposed Upstream Box Sewer Improvements**

Street	Between/At		Replacement Pipe Size(s) (feet)		Approx. Length (feet)
			Existing <sup>1</sup>	Proposed	
	Street	Street			
Treat Avenue	Alameda Street	16th Street	10.5' x 9'	10.5' x 15'	985
Treat Avenue	Florida Street	Alameda Street	10' x 9'	10.5' x 15'	285
Treat Avenue	16th Street intersection		NA	9' x 8'	45
Harrison Street	16th Street	17th Street	3'0" x 5'0"	9'0" x 8'0"	340
Harrison Street	17th Street	18th Street	3'0" x 5'0"	9'0" x 7'0"	708
Harrison Street	18th Street	19th Street	3'0" x 4'6" 3'0" x 5'0"	9'0" x 6'0"	585
Florida Street	Division Street	Alameda Street	NA	10.5' x 15'	180

<sup>1</sup>NA for existing indicates that the segment is a new box sewer.

Pipeline trenching and pipe installation would proceed approximately two blocks and three intersections at a time. Box sewer construction would proceed approximately one block and two intersections at a time. During some of the construction period, there may be more than one area of construction activity occurring simultaneously.

New sewer pipelines would be installed using the open trench construction technique ("cut and cover"). In open-trench construction, the first step is to saw cut around the pavement to be excavated. The pavement is then broken up and hauled to a facility for recycling. The soil is removed to the desired depth

and the bottom compacted. Trenches for pipelines would be approximately 6 to 14 feet wide and up to 17 feet deep. Excavations for box sewers would be approximately 13 to 15 feet wide and up to 25 feet deep.

A trench about 100 to 120 feet long would be opened at any one time for the sewer main work, depending on the space available. Open trenches for pipelines would be covered with steel plates at the end of each day. Approximately 200 to 250 feet of sewer main can typically be installed in a five-day work week. The box sewer excavation and removal activities would require opening a larger excavation, approximately 200 by 15 feet at a time, but once dug, the excavation would be covered with decking to allow construction work to continue while reopening the street to traffic.

After the base of the trench is compacted, a sand layer is placed, the sewer main is installed, and the trench backfilled with imported sand and/or native soil to the bottom of the pavement base. In general, approximately 2 feet of backfill would be placed above the highest point of the sewer main.

Following completion of this work, final repaving of affected streets would be conducted to SFPW standards and according to Public Works Code. Various intersection pedestrian crossings would be upgraded to meet ADA requirements.

### **Project Duration and Schedule**

The project would be initiated upon completion of the environmental review process and construction contract approval and award. The proposed project would be completed over a period of approximately three years. Tunnel construction would require just over two years of construction and the box sewer expansion would extend over approximately two and a half to three years. New pipeline construction and replacement segments would require anywhere from one week to five months depending on the length and size of the pipeline. Project activities would primarily be conducted between 7:00 a.m. to 5:00 p.m. Monday through Friday, though tunnel boring activities may continue through the night, and some work could be required on weekends.

At project intersections, construction work would likely occur on weekends, and occasionally at night, due to traffic restrictions and construction requirements. This could include the use of impact equipment. No more than two nights of

work would be conducted at any single intersection. Project intersections are listed below.

1. Mission Street at 14th Street
2. Mission Street at 15th Street
3. Minna Street at 14th Street
4. Minna Street at 15th Street
5. Natoma Street at 14th Street
6. Natoma Street at 15th Street
7. South Van Ness Avenue at 14th Street
8. South Van Ness Avenue at 15th Street
9. South Van Ness Avenue at 17th Street
10. South Van Ness Avenue at 18th Street
11. Shotwell Street at 15th Street
12. Shotwell Street at 17th Street
13. Shotwell Street at 18th Street
14. Folsom Street at 11th Street
15. Folsom Street at 12th Street
16. Folsom Street at 14th Street
17. Folsom Street at 16th Street
18. Folsom Street at 17th Street
19. Folsom Street at 18th Street
20. Folsom Street at 19th Street
21. Trainor Street at 13th Street
22. Trainor Street at 14th Street
23. Harrison Street at 11th Street
24. Harrison Street at 14th Street
25. Harrison Street at 15th Street
26. Harrison Street at 16th Street
27. Harrison Street at 17th Street
28. Harrison Street at 18th Street
29. Harrison Street at 19th Street
30. Treat Avenue at Florida Street
31. Treat Avenue at Alameda
32. Treat Avenue at 15th Street
33. Treat Avenue at 16th Street
34. Alabama Street at 17th Street
35. Alabama Street at 18th Street
36. Bryant Street at 13th Street/Division Street
37. Utah Street at Alameda Street
38. San Bruno Avenue at Alameda Street
39. Vermont Street at Alameda Street
40. Kansas Street at Alameda Street
41. Rhode Island Street at Alameda Street
42. DeHaro Street at Alameda Street
43. 7<sup>th</sup> Street at Alameda Street

Except for these intersections, no impact equipment, such as jackhammers, hoe rams or impact pile drivers, would be used during the nighttime hours.

### **Project Equipment**

The proposed project would require use of the following pieces of equipment:

- Tunnel Boring Machine
- Air Compressor
- Pumps
- Ventilation Fan
- Drill Rig
- Light Plant
- High Pressure Pump
- Sawcutting Machine
- Dump Truck
- Utility Truck
- Excavator
- Grinder
- Paver
- Loader/Backhoe
- Roller
- Slurry Plant
- Slurry Trenching Machine (Hydrofraise)
- Slurry Pumps
- Forklift
- Locomotive
- Welding Machine
- Flatbed/Delivery Truck
- Crane
- Pickup Truck
- Water Truck
- Concrete Mixer
- Skidsteer
- Generator
- Pneumatic Tools  
(e.g., Hoe-ram, Vibratory Pile Hammer)

Work crews of up to approximately 15 members per day, depending upon the work in progress at that particular time, would be required to complete the pipeline work. For the tunnel launch shaft, larger crews of up to 40 members may work during some activities. Multiple crews could be operating at different locations at the same time. Crews operating on the same street would be at least two blocks apart.

Equipment and debris removed from the project alignment would either be recycled or disposed of according to the provisions of the San Francisco Construction and Demolition Debris Recovery Ordinance.

### **Site Access and Staging**

Additional off-street staging is anticipated in the parking lots near the Florida Street launch shaft, on Caltrans property under the freeway overpasses at the Caltrans launch shaft, at the Berry Street receiving shaft, and at the parking lot at Bryant and Division streets. On-street staging is anticipated for the upstream

improvements, for the De Haro Street rotation shaft, the Alameda Street ground improvements, and for the Division box sewer shafts on Berry Street. Equipment, materials and work crew members would temporarily occupy on-street parking spaces along the project alignment. Work crew passenger vehicles may be parked on side streets or in other areas to minimize use of on-street parking spaces along the project alignment.

Site specific traffic control measures would be developed in coordination with the SFPUC and SFMTA to manage traffic during construction. Traffic control measures would include street and lane closures, parking restrictions, and one-way traffic controls. Temporary signage and/or flaggers would be used, and temporary barriers could be erected on heavily trafficked streets. While lanes and streets would be closed to the public, access to residences and businesses would be maintained at all times for property owners and emergency services. The SFPUC and the project construction contractor would coordinate with the SFMTA to minimize disruption and delay of traffic movement and transit service on the project streets.

The exhibit below shows the streets subject to road closures and duration of the closures.





## **SFPUC STANDARD CONSTRUCTION MEASURES**

The SFPUC requires the Standard Construction Measures issued July 1, 2015 (on file at the Environmental Planning Division) be implemented for all projects, as applicable. These measures would be applied to this project as well.

## **ENVIRONMENTAL INFORMATION**

### **Aesthetics**

The permanent facilities of the proposed Project would be completed below grade. Upon completion of the underground sewer work, disturbed surfaces would either be restored to pre-existing conditions, or only a manhole cover or a hatch would be visible.

The Project would implement SFPUC Standard Construction Measure Number 8, which would require the site and staging areas to be maintained in a clean and orderly state. Also, any nighttime lighting would be directed away from residential areas and have shields to prevent light spillover effects. Construction equipment, pipeline sections, and excavated soils would be temporarily stored on the street or in the off-street staging areas described in the project description.

Construction activities would be visible. Due to the short duration of work at any one project location, this change in the aesthetic environment would be temporary. Therefore, adverse effects to aesthetics would not be anticipated for the Project.

### **Air Quality**

Emissions of dust and air pollutants during Project construction would be temporary along individual blocks. The SFPUC has estimated the criteria air pollutants emitted during Project construction based on the maximum number of pieces of equipment that might be operating at one time. A total of approximately 21,000 vehicle trips would be required during the approximately three-year construction period. Approximately two thirds of these trips would be associated with construction of the tunnel and enlargement of the Treat Avenue and Harrison Street box sewers. The rest would be distributed across the other upstream improvements.

As shown in Table 3 below, the estimated average daily criteria pollutants during Project construction would be below the Bay Area Air Quality Management District (BAAQMD) pollutant thresholds.

The entire tunnel alignment and all or a portion of each upstream sewer system improvement are located in the Air Pollutant Exposure Zone (APEZ) as defined in the City's Clean Construction Ordinance (as amended). Per SFPUC Standard Construction Measure Number 2, the Project would adhere to the substantive requirements of the Clean Construction Ordinance. Equipment would either have Tier 2 or higher engines and the most effective Verified Diesel Emission Control Strategy (VDECS) available for the engine type as certified by the California Air Resources Board, or Tier 4 engines. Other requirements include limiting idling to two minutes, properly maintaining and tuning equipment, using alternative sources of power instead of portable diesel engines where feasible, maintaining an equipment inventory, and installing signs for public awareness. In addition, the Project would comply with the City Dust Control Ordinance, per SFPUC Standard Construction Measure Number 2. The ordinance requires watering during excavation to minimize dust emissions and minimizing ground-disturbing activities.

**Table 3. Project Criteria Pollutant Emissions**

Criteria Pollutant	Project Criteria Emissions (lbs/day) <sup>1,3</sup>			May 2017 BAAQMD Thresholds (lbs/day) <sup>4</sup>
	Year 1	Year 2	Year 3	
PM10	2.6	2.1	2.7	82
PM2.5	2.0	1.6	2.0	54
NOx	40.1	32.6	42.8	54
ROG	4.5	4.1	6.9	54

**Table Notes:**

- 1) Criteria emissions include all onsite construction emissions and onroad truck emissions for the full truck trip length. Worker commute trip emissions are excluded as negligible.
- 2) Daily average emissions are calculated as the quantity of emissions divided by the total number days for each year.
- 3) Total days are calculated as the total number of days between the Project start date and end date.
- 4) Average daily emissions are compared to BAAQMD threshold values.
- 5) PM = particulate matter, NOx = nitrogen oxides and ROG = Reactive Organic Gas

Given the Project would generate minimal dust, criteria pollutant emissions from Project construction would be below BAAQMD pollutant thresholds, and that construction would be temporary along individual blocks thereby further reducing exposure to emissions, adverse effects on air quality would not be expected.

### **Biological Resources**

The Project alignments would be located in urban/paved areas; therefore, species of concern or critical habitat would not be expected to be present. No vegetation or trees would be removed or trimmed as part of the Project. Therefore, adverse effects to biological resources would not be expected.

### **Cultural Resources**

As the Project would involve installation of an underground sewer infrastructure and would not alter any building or structure, the Project would have low potential to result in impacts to historic built environment features. Potential for historic period resources is generally low, with the possible exception of historic rail-related resources on streets.

A City Archaeologist conducted the archeological review for the Project and found many of the project alignments are modeled as very high to high sensitivity for prehistoric resources associated with the historic surface, and many project areas modeled as very high sensitivity for buried and/or submerged prehistoric resources. Historic surfaces in the area are likely buried, due to historic fill and development, particularly in eastern and northern parts of the project.

Pursuant to the SFPUC Standard Construction Measure Number 9, Archaeological Measure III (Archeological Testing/Data Recovery) would be included in the Project. This would require that archeological testing be conducted prior to construction where excavations in very high sensitivity areas would exceed approximately 12 feet depth. Testing would also be performed where piles or soil improvements are proposed in areas with high to very high submerged prehistoric sensitivity and the piles would penetrate young bay mud and extend to the Colma Formation. Depending on the results of the archeological testing, archeological data recovery and/or monitoring (Archeological Measure II) during excavation of the shafts may also be required. Archeological Measure III is required at the following locations:

**Table 4 Segments Requiring Archeological Measure III  
 (Archeological Testing/Data Recovery)**

Street	Between/At	
	Street	Street
Ground Improvements	Alameda between Vermont and Rhode Island	
De Haro Rotation Shaft	Alameda Street at De Haro Street	
11th Street	Harrison Street	Division Street
15th Street	South Van Ness Ave	Shotwell Street
17th Street	South Van Ness Ave	Shotwell Street
17th Street	Folsom Street	Treat Avenue
18th Street	Shotwell Street	Folsom Street
Treat Avenue	Alameda Street	16th Street
Treat Avenue	Florida Street	Alameda Street
Treat Avenue	16th Street intersection	

Archeological Measure II (Archeological Monitoring) would be performed for major excavations (including major increases in pipeline sizes and/or new pipelines) to depths less than 12 feet. Archaeological testing could also substitute for monitoring in areas of shallower excavations, which would substantially reduce monitoring time if findings indicate resources or sensitive strata are not present. Archaeological Measure II requires archaeological monitoring and preparation of an Archeological Monitoring Plan (AMP). Under this plan, archaeological monitoring by a qualified archaeologist would be performed for the locations identified in Table 5.

**Table 5 Segments Requiring Archeological Measure II  
 (Archeological Monitoring)**

Street	Between/At	
	Street	Street
Launch Shaft (Option 1)	Florida Street at Alameda Street	
Launch Shaft (Option 2)	Caltrans parcel at Alameda and San Bruno	
Caltrans Shafts	Alameda Street between Utah and San Bruno	
Division St Sewer Shafts (2)	Berry Street between 7 <sup>th</sup> and De Haro	
South Van Ness Avenue	17th Street	18th Street
South Van Ness Avenue	New pipeline to 18th Street	
Folsom Street	11th Street	12th Street
Folsom Street	16th Street	17th Street
11th Street	Folsom Street	Harrison Street
14th Street	Folsom Street	Harrison Street
15th Street	Mission Street	Minna Street
15th Street	Capp Street	South Van Ness Ave
17th Street	Treat Avenue	Harrison Street
18th Street	Shotwell Street	Folsom Street
18th Street	Folsom Street	Treat Avenue
18th Street	Treat Avenue	Harrison Street
19th Street	Folsom Street	Treat Street
Harrison Street	16th Street	17th Street
Harrison Street	17th Street	18th Street
Harrison Street	18th Street	19th Street

Archeological Measure I (Archeological Discovery) would also be implemented for the entire project, which would require training all construction workers on the potential to discover archeological resources and establishes the procedures to be followed in such an event.

With the inclusion of these measures, no adverse effects to archaeological resources are anticipated.

### **Hazardous Materials**

The State Water Resources Control Board (SWRCB) Geotracker and Department of Toxic Substances Control (DTSC) Envirostor databases were reviewed by SFPUC staff. No hazardous sites were identified within the project alignment. Therefore, the project is not located on a Cortese List site. However, various hazardous waste sites, primarily closed underground storage tank sites, are located on adjacent parcels to the project alignment.

The entire project area for both the tunnel alignment and the upstream sewer improvements is in the Maher zone. The SFPUC and its contractor would comply with the substantive requirements of the Maher Ordinance (Article 22A of the San Francisco Health Code), as amended, and include SFPUC Standard Construction Measure Number 6 in the Project, which requires appropriate treatment, containment and removal of hazardous materials (soil, groundwater or vapor), should they be encountered during Project activities.

Therefore, adverse effects related to potential exposure of workers or the public to hazardous materials would not occur.

### **Noise**

The proposed Project area includes residential, commercial/transit, mixed use, public, and production, distribution, and repair uses. Ambient noise in the area includes traffic noise from Interstate 80 and Highway 101. While some short-term and intermittent noise would be generated as a result of Project activities, the noise would be comparable to pipeline installation projects common in San Francisco.

Most construction activities would require intermittent construction activity for approximately two to four weeks in any given city block. Longer duration construction activities include the box sewers in Treat Avenue and Harrison Street (approximately 4 to 6 months in any given block) and the shafts and

associated work areas along the tunnel alignment (approximately 3 to 24 months depending on the location).

The Project would adhere to the substantive requirements of the San Francisco Noise Control Ordinance (Article 29 of the San Francisco Police Code). Non-impact powered equipment would not generally exceed a noise level of 80 dBA at a distance of 100 feet as specified in the noise ordinance.

Construction impact equipment would generate the most noise but are exempt from the Noise Control Ordinance. Sources of impact-generated noise include:

- Pile installation for shafts along the tunnel alignment, including the Florida Street launch shaft, the Caltrans pier modifications, the Caltrans launch shaft, the De Haro rotation shaft, the Division box sewer underpinning shafts in Berry Street, and the Berry Street receiving shaft.
- Pile installation to support the box Treat Avenue and Harrison Street box sewers.
- Pneumatic hammer (i.e., hoe ram) to remove the existing concrete box sewer under Harrison Street.

Impact equipment for the shaft locations would only occur during daytime hours (7:00 a.m. to 8:00 p.m.). Most of the shafts are not located near sensitive receptors, with the exception of the three shafts in Berry Street. Pile installation for the Division box sewer underpinning shafts in Berry Street would require approximately seven weeks near the residences at 888 7th Street. Pile installation for the receiving shaft in Berry Street would require approximately one week near the residences in Crescent Cove.

Pile installation for the box sewers would occur for three to five weeks in any given block and would use torque-down piles, which generate noise equivalent to a truck-mounted drill rig. For removal of existing reinforced concrete box sewers along Harrison Street between 16th and 19th street would require use of an excavator with a pneumatic hammer (i.e., hoe ram), though the trench would provide some sound attenuation. The existing box sewer under Treat Avenue is made of brick and can be removed with non-impact equipment.

As discussed in the Project Description above, Project activities would primarily be conducted between 7:00 a.m. to 5:00 p.m. Monday through Friday, and

potentially on weekends. As described in the project description, evening work, including with impact equipment, may be required at various intersections for up to 2 nights at each location.

Tunnel boring may continue 24 hours a day, however construction work for the tunnel alignment would be underground at depths of approximately 27 to 42 feet below the ground surface from Florida Street to Utah Street, and 17 to 27 feet below the ground surface between Utah Street and Berry Street. Therefore, construction noise within the tunnel would be shielded by the intervening ground and would not impact receptors above the alignment. Aboveground activities to support the tunnel boring would only be allowed if they would not result in a noise increase of 5 dBA above ambient at the nearest sensitive receptor from 8:00 PM to 7:00 AM.

The Berry Street shaft staging area would be located within 10 feet of the southernmost residences in Crescent Cove, however the actual shaft (where pile installation is required) would be approximately 40 feet from the nearest residence. Pile installation at this location would require operation of a vibratory hammer for approximately 1 week. Total construction use of this site is estimated to be approximately 13 weeks.

The Project would comply with San Francisco's noise ordinance. Due to the limited duration of the Project, and temporary nature of the construction activities, adverse noise effects would not be expected.

## **Recreation**

Chan Kaajal Park and Community Garden is located adjacent to a segment of the new 102-inch sewer pipeline that would be installed in 17th Street between Folsom Street and Shotwell Street. The park is operated and maintained by the San Francisco Recreation and Parks Department. The Berry Street receiving shaft and staging area would be located across the street from the Berry Street Dog Park, one of the public recreational amenities in Mission Creek Park, which is managed by Mission Bay Parks.

Project activities would not interfere with use of either park as work would occur within roadways or in the designated staging area. Public access to recreation resources would be maintained without interruption. Therefore, adverse effects on recreation resources would not be anticipated.



## **Transportation**

Project activities would require temporary use of traffic lanes, parking lanes and/or bus stops during construction and for equipment and materials staging. These activities could temporarily delay or require rerouting of through traffic including bus lines. As discussed in the Project Description section, some streets would be closed temporarily during construction.

The proposed Project follows and/or crosses various municipal bus routes and bike routes in the neighborhood but would not affect Municipal Light Rail operations. Any necessary detours and/or rerouted bus lines would be clearly identified. On-street parking spaces temporarily occupied by the Project would be made available at Project completion.

When feasible, at least one lane of traffic would be open during construction, and a flagger would be on duty to maintain traffic flow. Local access to residence and business driveways would be maintained at all times. Open trenches would be covered with steel plates at the intersections and along transit routes during evenings and weekends. During construction of the box sewers, the excavation would be covered with decking to allow construction work to continue while reopening the street to traffic. As required, encroachment permits would be obtained from SFMTA and/or SFPW for work that encroaches on City streets or sidewalks (i.e., lane or street closures) or requires relocating transit services and all conditions of any such permits would be implemented.

In general, parking lane, travel lane, and sidewalk closures are subject to review and approval by the SFMTA. The SFMTA review and approval process considers other construction projects in the vicinity; pedestrian, transit and traffic operations; and specific land uses along the Project corridor. Per Standard Construction Measure Number 4 and consistent with the requirements of SFMTA's Blue Book, the contractor would implement traffic control measures to maintain traffic and pedestrian circulation on streets affected by Project construction.

Based on the number of vehicles and construction equipment to be used during Project activities and the limited duration of work along Project segments, transit routes in the area of the Project should not be substantially delayed or traffic impeded, and adverse effects to transportation are not anticipated.

## **Water Quality**

No construction work would take place within waters of the U.S. or of the State or within any habitat associated with waters of the US or of the State. During construction, pollutants such as sediment and oils could be discharged to storm drains during storm events if they are entrained in stormwater runoff. The project would adhere to the City's Construction Site Runoff Control Ordinance (Article 4.2 of the San Francisco Public Works) that requires all projects to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from construction sites. Additionally, pursuant to SFPUC Standard Construction Measure Number 3, the contractor would implement erosion and sedimentation controls (i.e. gravel bags and silt fence for storm drain inlet protection) tailored to each site. These controls would ensure that Project activities do not alter any drainage patterns or adversely affect water quality. Given the nature of the work activities and because the Project would be required to comply with local water quality requirements, adverse effects to water quality would not be anticipated.

## **CEQA COMPLIANCE/RECOMMENDATION**

State CEQA Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The project is similar to other pipeline construction projects throughout the city, including recent tunnel installations for the WW-711 Wawona Area Stormwater Improvement and Vicente Street Water Main Replacement Project and the Kansas and Marin Streets Sewer Improvements Project. Therefore, there are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect. As detailed above, the proposed project would have no significant environmental effects.

Based on the description of the proposed activity and evaluations above, the SFPUC recommends EP determine the proposed Folsom Area Stormwater Improvement Project be classified as categorically exempt under CEQA Section 15302, Class 2 (Replacement or Reconstruction) and Section 15303 Class 3 (New Construction or Conversion of Small Structures). Class 3 consists of the construction and location of limited numbers of new, small facilities or structures.

Timothy Johnston, MP, Senior Environmental Planner,  
Environmental Planning Division, San Francisco Planning Department  
CEQA Exemption Request  
Folsom Area Stormwater Improvement Project  
September 21, 2021  
Page 21

Should you have questions regarding the proposed Project, Senior Environmental Project Manager Scott MacPherson may be reached at (415) 551-4525.

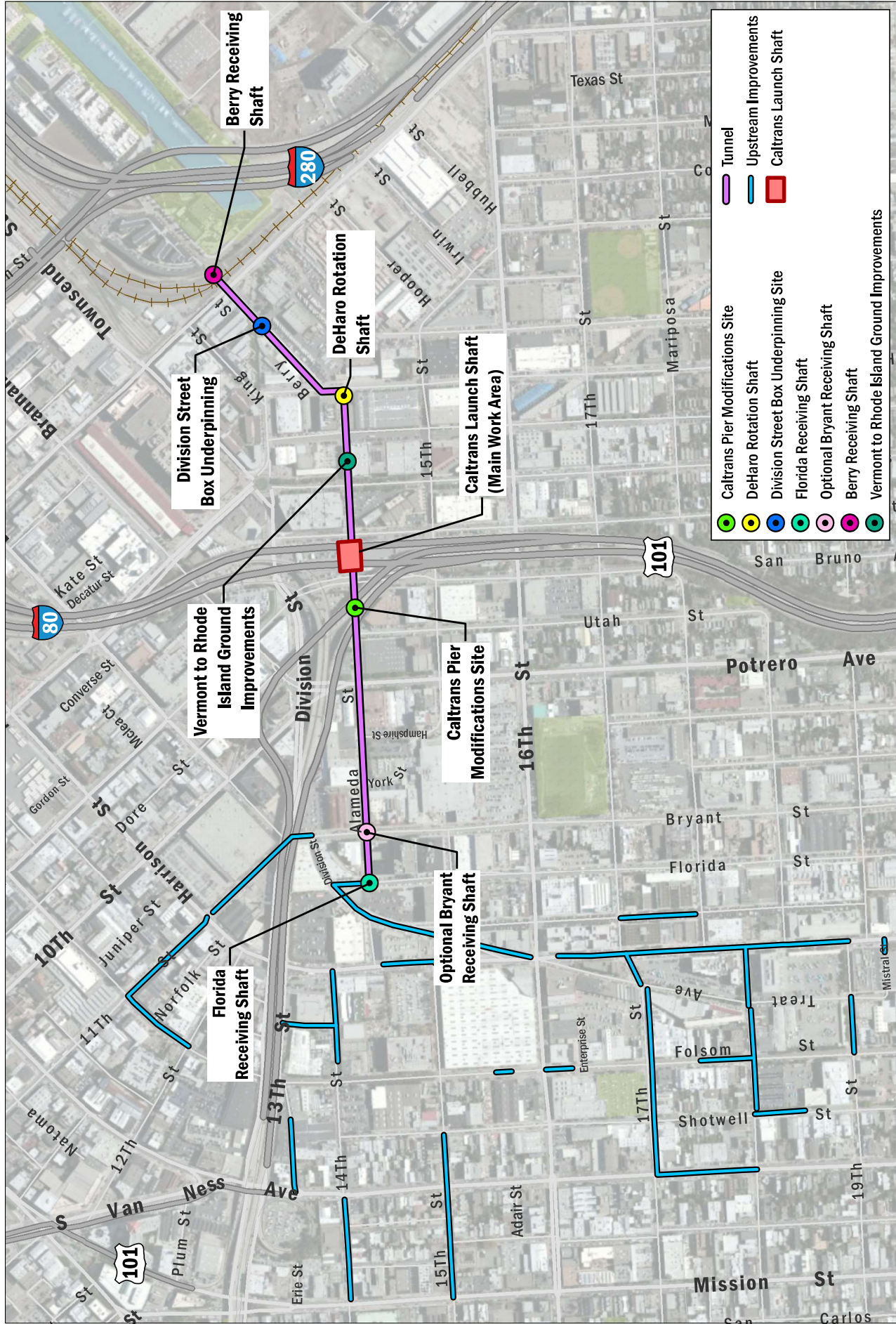
Sincerely,

A handwritten signature in cursive script that reads "Karen Frye".

Karen Frye, AICP, Acting Bureau Manager  
Bureau of Environmental Management

Attachment: Figure 1, Project Overview

cc: Derek Adams, SFPUC Project Manager  
Paul Louie, SFPUC Project Engineer



Source: Esri, 2021, AECOM 2021

**FIGURE 1**  
Project Overview

AECOM Oakland CA 9/15/2021 USER:caltrans\jensen.PATH \na.aecomnet.com\its\AMER\Oakland\USA\01\DCS\Projects\GIS\Projects\0000001\Proposal\_Maps\02\_Maps\02\_Report\_Maps\SFPUC\_FASIP\Figure1\_ProjectOverview\_Version 2.mxd