

File No. 171258

Committee Item No. 19  
Board Item No. \_\_\_\_\_

### COMMITTEE/BOARD OF SUPERVISORS

#### AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Committee Date December 7, 2017

Board of Supervisors Meeting Date \_\_\_\_\_

#### Cmte Board

- Motion
- Resolution
- Ordinance
- Legislative Digest
- Budget and Legislative Analyst Report
- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract/Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

OTHER (Use back side if additional space is needed)

- CEQA
- Planning Motion 19105
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

Completed by: Victor Young Date December 1, 2017  
Completed by: \_\_\_\_\_ Date \_\_\_\_\_

1 [Apply for, Accept, and Expend Grant - 1950 Mission Housing Associates, L.P. - Assumption  
2 of Liability - Affordable Housing and Sustainable Communities Program - 1950 Mission Street  
3 Project]

4 **Resolution authorizing the Mayor's Office of Housing and Community Development on**  
5 **behalf of the City and County of San Francisco to execute a grant application, grant**  
6 **agreement, and related documents, as defined herein, under the Department of**  
7 **Housing and Community Development Affordable Housing and Sustainable**  
8 **Communities (AHSC) Program as a joint applicant with 1950 Mission Housing**  
9 **Associates L.P., a California limited partnership for the project at 1950 Mission Street;**  
10 **authorizing the City to assume any joint and several liability for completion of the**  
11 **projects required by the terms of any grant awarded under the AHSC Program; and**  
12 **adopting findings under the California Environmental Quality Act (CEQA), the CEQA**  
13 **Guidelines and Chapter 31 of the San Francisco Administrative Code.**

14  
15 WHEREAS, The State of California, the Strategic Growth Council ("SGC") and the  
16 Department of Housing and Community Development ("Department") has issued a Notice of  
17 Funding Availability ("NOFA") dated October 2, 2017, under the Affordable Housing and  
18 Sustainable Communities ("AHSC") Program established under Division 44, Part 1 of the  
19 Public Resources Code commencing with Section 75200; and

20 WHEREAS, The SGC is authorized to approve funding allocations for the AHSC  
21 Program, subject to the terms and conditions of the NOFA, AHSC Program Guidelines  
22 adopted by SGC on July 17, 2017, errata August 14, 2017 ("Program Guidelines"), an  
23 application package released by the Department for the AHSC Program ("Application  
24 Package"), and an AHSC standard agreement with the State of California ("Standard  
25

1 Agreement”), the Department is authorized to administer the approved funding allocations of  
2 the AHSC Program; and

3 WHEREAS, The AHSC Program provides grants and loans to applicants identified  
4 through a competitive process for the development of projects that, per the Program  
5 Guidelines, will achieve greenhouse gas reductions and benefit disadvantaged communities  
6 through increased accessibility to affordable housing, employment centers and key  
7 destinations via low-carbon transportation; and

8 WHEREAS, The AHSC Program requires that joint applicants for a project will be held  
9 jointly and severally liable for completion of such project; and

10 WHEREAS, 1950 Mission Housing Associates LP, a California limited partnership  
11 (“Developer”), has requested the City and County of San Francisco, acting by and through  
12 MOHCD (the “City”), to be a joint applicant for its project located at 1950 Mission Street (the  
13 “1950 Mission Project”); and

14 WHEREAS, On July 6, 2017, by Certificate of Determination, the Planning Department,  
15 by case No. 2016-001514ENV, determined that the development of the 157 unit affordable  
16 housing project at 1950 Mission Street is eligible for streamlined environmental review per  
17 Section 15183 of the California Environmental Quality Act (“CEQA”) Guidelines and CEQA  
18 Section 21083.3; and

19 WHEREAS, The Planning Department found that any environmental impacts of 1950  
20 Mission Project were fully reviewed under the Eastern Neighborhoods Area Plan  
21 Environmental Impact Report (“EIR”); and

22 WHEREAS, The EIR was prepared, circulated for public review and comment, and, at  
23 a public hearing on August 7, 2008, by Motion No. 17659, certified by the Planning  
24 Commission as complying with CEQA; and

1 WHEREAS, The San Francisco Municipal Transportation Agency ("SFMTA") plans to  
2 perform upgrades to its 22 Fillmore bus line in the vicinity of the Project (the "SFMTA Work");  
3 and

4 WHEREAS, On March 27, 2014, the San Francisco Planning Commission certified the  
5 Environmental Impact Report for SFMTA's Transit Effectiveness Project ("TEP") and adopted  
6 CEQA findings for Case No. 2011.0558E, which approved the transit improvements for the  
7 construction of the 22 Fillmore bus line improvements; and

8 WHEREAS, The CEQA-related documents are on file with the Clerk of the Board of  
9 Supervisors in File No. 140326; and

10 WHEREAS, The City and County of San Francisco acting by and through the Mayor's  
11 Office of Housing and Community Development (the "City") desires to apply for AHSC  
12 Program funds and submit an Application Package as a joint applicant with the Developer;  
13 and

14 WHEREAS, In order for the City to make certain commitments in the Application  
15 Package, SFMTA and MOHCD will enter into a Memorandum of Understanding to make such  
16 commitments on behalf of the City; now, therefore, be it

17 RESOLVED, That the Board of Supervisors delegates to MOHCD, on behalf of the City  
18 and County of San Francisco, the authority to execute an application to the AHSC Program as  
19 detailed in the NOFA dated October 2, 2017, for Round 3, in a total amount not to exceed  
20 \$15,000,000 of which up to \$10,000,000 is requested as a loan for an Affordable Housing  
21 Development (AHD) ("AHSC Loan") and up to \$5,000,000 is requested for a grant for  
22 Housing-Related Infrastructure (HRI), Sustainable Transportation Infrastructure (STI), Transit-  
23 Related Amenities (TRA) or Program (PGM) activities ("AHSC Grant") as defined the AHSC  
24 Program Guidelines and sign AHSC Program documents; and if the Application is approved,  
25 to enter into, execute, and deliver AHSC Program documents, including a Standard

1 Agreement in a total amount not to exceed \$10,000,000 for the AHSC Loan and \$5,000,000  
2 for the AHSC Grant), and any and all other documents required or deemed necessary or  
3 appropriate to secure the AHSC Program funds from the Department, and all amendments  
4 thereto (collectively, the "AHSC Documents") as a co-applicant for the Project at 1950 Mission  
5 Street, San Francisco; and, be it

6 FURTHER RESOLVED, the Board of Supervisors specifically agrees that the City shall  
7 assume any joint and several liability for completion of the Project required by the terms of  
8 any grant awarded to the City and the Developer under the AHSC Program; and, be it

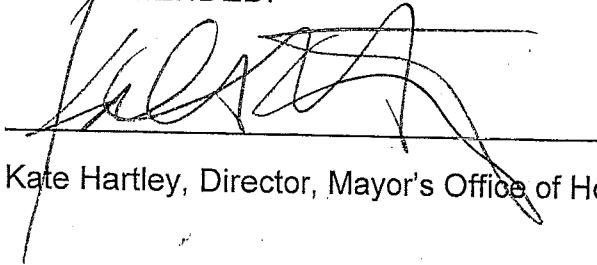
9 FURTHER RESOLVED, That the Board of Supervisors acknowledges that if the  
10 Application is successful, the City, through MOHCD, shall be subject to the terms and  
11 conditions as specified in the Standard Agreement, that AHSC Program funds are to be used  
12 for allowable capital asset project expenditures to be identified in Exhibit A of the Standard  
13 Agreement, that the Application Package in full is incorporated as part of the Standard  
14 Agreement, and that any and all activities funded, information provided, and timelines  
15 represented in the application are enforceable through the Standard Agreement; and, be it

16 FURTHER RESOLVED, That the Board of Supervisors authorizes the Director of  
17 MOHCD (or her designee) to execute and deliver any documents in the name of the City that  
18 are necessary, appropriate or advisable to secure the AHSC Program funds from the  
19 Department, and all amendments thereto, and complete the transactions contemplated herein  
20 and to use the funds for eligible capital asset(s) in the manner presented in the application as  
21 approved by the Department and in accordance with the NOFA and Program Guidelines and  
22 Application Package; and, be it

23 FURTHER RESOLVED, That all actions authorized and directed by this Resolution and  
24 heretofore taken are ratified, approved and confirmed by this Board of Supervisors; and, be it

1 FURTHER RESOLVED, That within thirty (30) days of the contract being fully executed  
2 by all parties, the MOHCD shall provide the final contract to the Clerk of the Board for  
3 inclusion into the official file.  
4  
5  
6

7 RECOMMENDED:

8   
9  
10 Kate Hartley, Director, Mayor's Office of Housing and Community Development  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25



# SAN FRANCISCO PLANNING DEPARTMENT

## Certificate of Determination Community Plan Evaluation

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

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6377

Case No.: 2016-001514ENV  
 Project Address: 1950 Mission  
 Zoning: Mission NCT (Neighborhood Commercial Transit) District  
 45-X (along Wiese Street)/85-X (along Mission Street) Height and Bulk  
 District  
 Block/Lot: 3554/005  
 Lot Size: 36,400 square feet  
 Plan Area: Eastern Neighborhoods Area Plan  
 Project Sponsor: BRIDGE Housing Corporation, Alicia Gaylord, 415-321-3569  
 Staff Contact: Chris Thomas, 415-575-9036, christopher.thomas@sfgov.org

### PROJECT DESCRIPTION

The proposed project includes demolition of 11 one-story modular wood frame buildings currently serving as a City of San Francisco Navigation Center that provides shelter and services for homeless individuals, and construction of two mixed-use buildings containing 157 affordable housing units. The nine story, 85-foot-tall (94-foot-tall with elevator penthouse), approximately 98,050 gross-square-feet (gsf) Mission Street building would provide 93 dwelling units in about 90,980 gsf of residential space over 1,910 gsf of ground-floor retail space and, additionally, the building lobby, an art studio, a laundry, and various meeting and building utility rooms. Level 1 of the Mission Street building would also include space for six Class 1 bicycle parking spaces, while eighteen Class 2 bicycle parking spaces would be

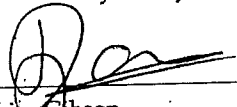
(Continued on next page.)

### CEQA DETERMINATION

The project is eligible for streamlined environmental review per section 15183 of the California Environmental Quality Act (CEQA) Guidelines and CEQA section 21083.3

### DETERMINATION

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

for   
 Lisa Gibson  
 Environmental Review Officer

July 6, 2017  
 Date

cc: BRIDGE Housing Corporation, Project Sponsor; Supervisor Ronen, District 9; Kimberly Durandet, Current Planning Division; Vima Byrd, M.D.F.; Exemption/Exclusion File

**PROJECT DESCRIPTION (CONTINUED)**

provided on the Mission and Wiese Streets sidewalks.<sup>1</sup> Due west and across a courtyard from the Mission Street building would be the five story, 44-foot-tall (54-foot-tall with proposed shade structure), approximately 60,650 gsf Wiese Street building that would provide 64 dwelling units in about 52,340 gsf of residential space over ground-floor space for artist studios, youth/media, community and multi-purpose rooms, and an infant/toddler childcare facility. A five-level bridge would allow for pedestrian access between the two buildings. The total dwelling unit mix for both buildings would include 24 studio, eight junior one-bedroom, 36 one-bedroom, 73 two-bedroom and 16 three-bedroom units. In addition to the ground-floor bicycle parking spaces, 114 Class 1 bicycle parking spaces would be provided for residents of both buildings in eight bicycle storage rooms located near the stairway on each residential floor of the Mission Street building. Another 114 bicycle parking spaces that do not qualify as Class 1 spaces because that would be located on the top deck of double-deck bike racks would also be provided in the eight bicycle storage rooms. No off-street vehicular parking would be provided.

In addition to providing one hundred percent of its dwelling units as affordable housing, the proposed project would include space for: four ground-floor studios for artists (totaling about 1,137 gsf); youth (Head Start and Mission Girls) programs (about 6,986 gsf); infant/toddler childcare facility (about 4,540 gsf); resident program space (about 2,281 gsf); and retail space fronting on Mission Street (2,517 gsf). The day care, which would operate from 8:00 a.m. to 5:30 p.m. for 246 days a year, is expected to host a total of 38 children, including six infants (birth to 18 months old), sixteen toddlers (18 to 36 months old) and 24 pre-K (36 months to enrollment in kindergarten) children, and a total of 10 staff members. Children would be dropped off by caretakers/guardians and access the day care facility from Mission Street via the proposed Paseo de Ninos, a pedestrian alley at the north end of the project site that would connect Mission Street with the interior courtyard area. During the school year four staff members are expected to provide a variety of services to about 35 participants in the Mission Girls program, which would operate from 9:00 a.m. to 6:00 p.m. During the summer, about six Mission Girls staff members would offer programs to about 60 participants from 9:00 a.m. to 6:00 p.m.<sup>2</sup> The proposed Paseo de Artistas, a pedestrian alley at the south end of the project site that would connect Mission Street with the interior courtyard and Wiese Street, would be available for art displays and community gatherings. The courtyard would be used at most once a week, more likely once a month, for small performances for which the audience is anticipated to be at most 50 to 75 people. A total of approximately 18,670 gsf of common open space would be provided by a courtyard between the two buildings, the pedestrian alleys at the north and south end of the project site (the Paseo de Ninos and the Paseo de Artistas), and a garden on the roof of the Wiese Street building.

The project site slopes gently downward from Wiese Street to Mission Street and the proposed project would require excavation of approximately 4,800 cubic yards to a depth of about eight feet below the ground surface, primarily below the Wiese Street building. The project site is within the mapped area identified as subject to the San Francisco Slope Protection Act (San Francisco Building Code Section

<sup>1</sup> Section 155.1(a) of the Planning Code defines Class 1 bicycle spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees," and defines Class 2 bicycle spaces as "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

<sup>2</sup> *Child Care and Mission Girls Programming Proposed by Mission Neighborhood Centers at 1950 Mission Street*. Attachment to March 20, 2017 email from Mitchell Crispell, Project Manager, Bridge Housing to Debora Dwyer, Senior Environmental Planner, San Francisco Planning Department. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-001514ENV.



106A.4.1.4) as well as within a state seismic hazard zone for liquefaction and subject to the requirements of the Seismic Hazard Mapping Act of 1990 (Public Resources Code [PRC] Sections 2690 to 2699.6). The Mission Street building would be constructed above the zone-of-influence for the Bay Area Rapid Transit (BART) tunnel<sup>3</sup> and its foundation would be supported by an estimated 161 torque-down piles drilled to a depth of about 50 feet below the ground surface. No impact pile driving is proposed or required. Construction of the proposed project is anticipated to take approximately 20 months and include seven partially overlapping phases: demolition; excavation, shoring, and installation of torque-down piles; foundation and superstructure; exterior enclosure; base building (internal framing/rough-in); interior finishing; and landscaping and site work.

### PROJECT APPROVAL

The 1950 Mission Street project would require permits from the Department of Building Inspection for the demolition of the existing structures and construction of the proposed structures. The proposed project is subject to notification under Planning Code section 312. If discretionary review before the Planning Commission is requested, the discretionary review decision constitutes the approval action for the proposed project. If no discretionary review is requested, the issuance of the building permit constitutes the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

### COMMUNITY PLAN EVALUATION OVERVIEW

CEQA section 21083.3 and CEQA Guidelines section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific environmental effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 1950 Mission Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)<sup>4</sup>. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

<sup>3</sup> The BART tunnel zone-of-influence is defined as the area above a line extending upward at an inclination of 1.5:1 (horizontal:vertical) from the base of the below-grade BART tunnel structure. Construction within this area must be reviewed by BART and cannot impose any temporary or permanent adverse effects on the tunnel structure. The proposed Mission Street building would be constructed within the zone-of-influence for the BART tunnel that runs beneath Mission Street.

<sup>4</sup> Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. The Eastern Neighborhoods PEIR also included changes to existing height and bulk districts in some areas, including the project site at 1950 Mission Street.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.<sup>5,6</sup>

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods Rezoning and Planning Code amendments. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a "No Project" alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.<sup>7</sup>

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

As a result of the Eastern Neighborhoods rezoning process, the project site has been rezoned to the Mission Street Neighborhood Commercial Transit District (Mission Street NCT District). The Mission

<sup>5</sup> San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed June 14, 2017.

<sup>6</sup> San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

<sup>7</sup> Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

Street NCT District is intended to promote moderate-scale buildings and uses, protecting rear yards above the ground story and at residential levels. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Evaluation (CPE) initial study, under Land Use. The 1950 Mission Street site, which is located in the Mission District of the Eastern Neighborhoods, was designated as a site allowing buildings up to 85 feet in height along Mission Street and 45 feet in height along Wiese Street.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 1950 Mission Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 1950 Mission Street project, and identified the mitigation measures applicable to the 1950 Mission Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.<sup>8,9</sup> Therefore, no further CEQA evaluation for the 1950 Mission Street project is required. In sum, the Eastern Neighborhoods PEIR and this certificate of determination and accompanying project-specific initial study comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

The approximately 182-foot by 200-foot project site is located on the west side of Mission Street, mid-way between 15<sup>th</sup> and 16<sup>th</sup> streets and bounded by Mission Street on the east and Wiese Street on the west. The project site is located in an intensively and long-developed block of Mission Street characterized by two to four story buildings with multi-unit residential, office and retail uses; many of the residential buildings have various ground-floor commercial uses. Immediately to the north of the project site is a four-story mixed-use building with 15 units above ground-floor retail space. To the immediate south is a two-story office building. Across Mission Street from the project site are a drug store (adjacent to the northeast 16<sup>th</sup> Street Mission BART plaza) and two- and three-story multi-unit residential buildings with ground-floor retail space. To the west, across Wiese Street and opposite the proposed Wiese Street building, are the rear sides of several two to four story multi-unit residential buildings that front on Julian Avenue.

The project site is about 200 feet from the 16<sup>th</sup> Street Mission BART entrances and about 2,000 feet south of the Central Freeway/Highway 101 on and off-ramps at 13<sup>th</sup> Street and South Van Ness Avenue and Mission Street, respectively. Aside from Marshall Elementary School, which is about 250 feet to the east (at the southwest corner of Capp and 15<sup>th</sup> streets), there are no other public or private schools within 1,000 feet of the project site. Kidpower Park, located about 600 feet to the south on Hoff Street (between 16<sup>th</sup> and 17<sup>th</sup> streets), is the only San Francisco Recreation and Park facility within 1,000 feet of the project site. The 16<sup>th</sup> Street Mission BART plazas are about 200 to 300 feet south at the southwest and northeast corners of 16<sup>th</sup> and Mission streets.

<sup>8</sup> Steve Wertheim, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis, 1950 Mission Street, April 17, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2016-001514ENV.

<sup>9</sup> Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 1950 Mission Street, June 22, 2017.

The current modular buildings at the project site are not historic resources, and the project site is not in a historic district, or in an area proposed for either the California or National registers for historic districts.

Cumulative development within one-quarter mile of the project site includes the following projects that are either under construction or for which the Planning Department has an active or completed Environmental Evaluation Application on file:

- 1979 Mission Street (Case No. 2013.1543E) would involve demolition of all existing improvements on the project site and construction of a five to 10 story (up to 105-foot high), 345,013 sf building with 351 residential units and off-street parking with approximately 155 off-street vehicular parking spaces and 166 Class 1 bicycle spaces and a minimum of 27 Class 2 bicycle spaces. This project is currently under review by the Planning Department.
- 1900 Mission Street (Case No. 2013.1330E) would involve demolition of an existing one-story, 1,690 sf automotive repair station and construction of a 16,022 gsf, seven-story, 75-foot-tall mixed-use building with 12 dwelling units, about 805 sf of ground-floor commercial space, and 18 Class 1 bicycle parking spaces at the basement level. This project is currently under review by the Planning Department.
- 1726 Mission Street (Case No. 2014-002026ENV) would involve demolition of an existing 3,500-sf, vacant two-story industrial building and construction of a six-story, 68-foot-tall mixed-use building with 36 dwelling units, 29 parking spaces, and approximately 900 sf of commercial space. This project is currently under review by the Planning Department.
- 344 14<sup>th</sup> Street and 1463 Stevenson Street (Case No. 2014.0948ENV) would involve removal of a surface-level parking lot and construction two buildings: at 344 14<sup>th</sup> Street, a five story (58-foot-tall) mixed-use residential building with 45 units, about 5,850 sf of ground floor retail space, 28 vehicular parking spaces and 46 bicycle parking spaces; at 1463 Stevenson, a three story, 40-foot-tall building with about 19,000 sf of small enterprise workspace uses, 19 vehicular parking spaces and two bicycle parking spaces. This project is currently under review by the Planning Department.
- 235 Valencia Street (Case No. 2016-007877ENV) would involve demolition of an existing one story, 9,210 sf commercial building and construction of a five-story, 55-foot-tall mixed-use building with 50 dwelling units, about 5,480 sf of ground-floor retail space, no vehicular parking and 51 Class 1 bicycle spaces. This project is currently under review by the Planning Department.
- 1990 Folsom Street (Case No. 2016-015092ENV) would involve demolition of an existing one-story building and construction of a 156,230 gsf, mixed-use residential building with 143 units and space devoted to a variety of community, day care and PDR uses. This project is currently under review by the Planning Department.
- 2100 Mission Street (Case No. 2009.0880E) would involve demolition of a one-story, 7,630 sf commercial building and construction of a six-story, 65-foot-tall mixed-use building with 30 dwelling units, about 3,000 sf of ground-floor commercial space, 14 vehicular and 29 bicycle parking spaces. This project is currently on hold.
- 1721 15<sup>th</sup> Street (Case No. 2016-008652ENV) would involve demolition of an existing two-story, 10,470 sf industrial building and construction of a five-story, 55-foot-tall mixed-use residential building with 23 dwelling units, 5,800 sf of ground-floor retail space, and 23 vehicular and 23

Class 1 bicycle parking spaces. This project is currently under review by the Planning Department.

- 1500 15<sup>th</sup> Street (Case No. 2016-011827ENV) would involve demolition of an existing one-story, approximately 1,200-square-foot sf automotive sales office and smog check facility (built in 1945) and construction of an eight-story, 76-foot-tall (88-foot-tall with elevator penthouse), approximately 62,085 sf residential building with 184 units, no vehicular and 44 Class 1 bicycle parking spaces. This project is currently under review by the Planning Department.
- 1801 and 1863 Mission Street (Case No. 2009.1011E\_3) would involve construction of a seven-story, 68-foot-tall, 22,610 gsf mixed-use building with 17 dwelling units, 1,100 gsf of ground-floor retail space, 740 gsf of second-floor office space, seven vehicular and 28 Class 1 bicycle parking spaces at 1801 Mission Street; and a four-to seven-story (38 to 65-foot-tall) mixed-use residential building with 37 dwelling units, 1,015 gsf of retail, 18 vehicular and 40 Class 1 bicycle parking spaces. 2009.1011E\_3

As indicated, these projects are all under review or (for 2100 Mission Street) on hold.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 1950 Mission Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 1950 Mission Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would not include displacement of an existing PDR use and would therefore not contribute to the significant and unavoidable land use impact identified in the Eastern Neighborhoods PEIR. Additionally, as discussed in the CPE initial study, the proposed project would not impact a historical resource, and would therefore not contribute to the significant and unavoidable historic architectural resources impact identified in the Eastern Neighborhoods PEIR; the proposed project would not generate cumulatively considerable new transit trips, and would therefore not contribute to the significant and unavoidable transportation impacts; and, as the shadow analysis contained in the CPE initial study describes, the proposed project would not cast substantial new shadow that would negatively affect the use and enjoyment of a recreational resource, and would therefore not contribute to the significant and unavoidable shadow impacts described in the Eastern Neighborhoods PEIR.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. Table 1 below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

**Table 1 – Eastern Neighborhoods PEIR Mitigation Measures**

Mitigation Measure	Applicability	Compliance
<b>F. Noise</b>		
F-1: Construction Noise (Pile Driving)	Not Applicable: impact pile driving not proposed.	Not Applicable
F-2: Construction Noise	Applicable: temporary construction noise from use of heavy equipment would occur in proximity to noise-sensitive receptors.	The project sponsor has agreed to implement Project Mitigation Measure 2, which includes the development and implementation of a set of noise attenuation measures during construction.
F-3: Interior Noise Levels	Not Applicable: Interior noise would be required to meet acoustical standards in Title 24 of the Building Code.	Not Applicable. However, the noise study prepared for the project demonstrates that Title 24 standards can be met for all project structures.
F-4: Siting of Noise-Sensitive Uses	Not Applicable: Interior noise would be required to meet acoustical standards in Title 24 of the Building Code.	Not Applicable. However, the noise study prepared for the project demonstrates that Title 24 standards can be met for all project structures.
F-5: Siting of Noise-Generating Uses	Not Applicable: the project will not include noise-generating uses.	Not Applicable
F-6: Open Space in Noisy Environments	Not Applicable: CEQA no longer requires the consideration of the effects of the existing environment on a proposed project's future users or residents where that project would not exacerbate existing noise levels.	Not Applicable
<b>G. Air Quality</b>		
G-1: Construction Air Quality	Not Applicable: these requirements have been superseded by the San Francisco Dust Control Ordinance.	The project is required to comply with the San Francisco Dust Control Ordinance.

Mitigation Measure	Applicability	Compliance
G-2: Air Quality for Sensitive Land Uses	Not Applicable: superseded by applicable Health Code article 38 requirements.	Not Applicable – project site is not in the air pollutant exposure zone.
G-3: Siting of Uses that Emit Diesel Particulate Matter	Not Applicable: the project's residential, childcare and artist uses are not expected to emit substantial levels of DPMs.	Not Applicable
G-4: Siting of Uses that Emit other Toxic Air Contaminants	Not Applicable: the project will not include a backup diesel generator or other use that emits TACs.	Not Applicable
<b>J. Archeological Resources</b>		
J-1: Properties with Previous Studies	Not Applicable: project is within Archeological Mitigation Zone J-3: Mission Dolores Archeological District.	Not Applicable
J-2: Properties with no Previous Studies	Not Applicable: project is within Archeological Mitigation Zone J-3: Mission Dolores Archeological District.	Not Applicable
J-3: Mission Dolores Archeological District	Applicable: project is within Archeological Mitigation Zone J-3: Mission Dolores Archeological District.	The project sponsor has agreed to implement Project Mitigation Measure 1 which includes the preparation of testing, monitoring and data recovery programs, as determined necessary by the Environmental Review Officer.
<b>K. Historical Resources</b>		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department.	Not Applicable
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission.	Not Applicable
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District	Not Applicable: plan-level mitigation completed by Planning Commission.	Not Applicable

Mitigation Measure	Applicability	Compliance
(Central Waterfront)		
<b>L. Hazardous Materials</b>		
L-1: Hazardous Building Materials	Applicable: The existing modular structures that will be demolished were built before 1970 and may contain hazardous building materials.	The project sponsor has agreed to implement Project Mitigation Measure 3 which requires removal and proper disposal of hazardous building materials according to applicable federal, state, and local laws prior to the start of demolition.
<b>E. Transportation</b>		
E-1: Traffic Signal Installation	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
E-2: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
E-3: Enhanced Funding	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
E-4: Intelligent Traffic Management	Not Applicable: automobile delay removed from CEQA analysis.	Not Applicable
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by San Francisco Municipal Transportation Agency (SFMTA).	Not Applicable
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA.	Not Applicable.
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA.	Not Applicable
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA.	Not Applicable



Mitigation Measure	Applicability	Compliance
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA.	Not Applicable

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

### PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on January 9, 2017 to adjacent occupants and owners of properties within 300 feet of the project site. No concerns were raised by the public. One individual responded to the notice with an email to Planning Department staff indicating his full support of the proposed project. A second individual left a phone message requesting further notices regarding the project.

### CONCLUSION

As summarized above and further discussed in the CPE Initial Study<sup>10</sup>:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Therefore, no further environmental review shall be required for the proposed project pursuant to CEQA section 21083.3 and CEQA Guidelines section 15183.

<sup>10</sup> The CPE Initial Study is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-001514ENV.

MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM				
A. Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<b>Archeology</b>				
<p><b><u>Project Mitigation Measure 1: Archeological Testing (Implementing Eastern Neighborhoods PEIR Mitigation Measure I-3)</u></b></p> <p>Based on the presence of archeological properties of a high level of historical, ethnic, and scientific significance within the Mission Dolores Archeological District, the following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a) and (c). The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. At the direction of the Environmental Review Officer (ERO), the archeology consultant may be required to have acceptable documented expertise in California Mission archeology. The scope of the archeological services to be provided may include preparation of an Archeological Data Recovery Plan/Testing Program (ARD/TP). The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall be</p>	Project sponsor, project contractor, project archeologist.	Prior to issuance of any permit for soils-disturbing activities and during construction activities.	Project sponsor, project contractor, project archeologist, ERO.	Prior to and during soils-disturbing and construction activities.

**MONITORING AND REPORTING PROGRAM**

<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Reporting Responsibility</b>	<b>Monitoring Schedule</b>
--	--------------------------------	--	--------------------------------

**A. Adopted Mitigation Measures**

submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Section 15064.5 (a)(c).

*Archeological Testing Program.* The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation

**MONITORING AND REPORTING PROGRAM**

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
---	------------------------	--	------------------------

**A. Adopted Mitigation Measures**

with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resources is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

*Archeological Monitoring Program.* If the ERO in consultation with the archeological consultant determines that an archeological monitoring program (AMP) shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading,

**MONITORING AND REPORTING PROGRAM**

**A. Adopted Mitigation Measures**

- utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
  - The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
  - The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
  - If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/torque-down piles/construction activities and equipment until the deposit is evaluated. If in the case of pile drilling activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile drilling activity may affect an

<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Reporting Responsibility</b>	<b>Monitoring Schedule</b>
--	--------------------------------	--	--------------------------------

**MONITORING AND REPORTING PROGRAM**

**A. Adopted Mitigation Measures**

archeological resource, the pile drilling activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

*Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
---	------------------------	--	------------------------

**MONITORING AND REPORTING PROGRAM**

**A. Adopted Mitigation Measures**

nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

*Human Remains and Associated or Unassociated Funerary Objects.*  
 The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
---	------------------------	--	------------------------

**MONITORING AND REPORTING PROGRAM**

**A. Adopted Mitigation Measures**

Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If non-Native American human remains are encountered, the archeological consultant, the ERO, and the Office of the Coroner shall consult on the development of a plan for appropriate analysis and recordation of the remains and associated burial items since human remains, both Native American and non-Native American, associated with the Mission Dolores complex (1776-1850s) are of significant archeological research value and would be eligible to the California Register of Historic Resources.

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

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
---	------------------------	--	------------------------



**MONITORING AND REPORTING PROGRAM**

**A. Adopted Mitigation Measures**

resource shall be provided in a separate removable insert within the final report.

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

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
-----------------------------------	---------------------	-------------------------------------	---------------------

**Noise**

**Project Mitigation Measure 2 - Construction Noise (Eastern Neighborhoods PEIR Mitigation Measure F-2)**

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-

Project Sponsor; project contractor.	During construction period.	Project Sponsor to provide monthly noise reports during construction.	During construction activities.
--------------------------------------	-----------------------------	---	---------------------------------

**MONITORING AND REPORTING PROGRAM**

**A. Adopted Mitigation Measures**

sensitive uses;

- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and whom to notify in the event of a problem, with telephone numbers listed.

**Hazardous Materials**

**Project Mitigation Measure 3 - Hazardous Building Materials (Eastern Neighborhoods Mitigation Measure L-1)**

The sponsor shall ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
-----------------------------------	---------------------	-------------------------------------	---------------------

Project sponsor; project contractor	Prior to any demolition or construction activities.	Project Sponsor; Planning Department	Prior to any demolition or construction activities.
-------------------------------------	---	--------------------------------------	---

**MONITORING AND REPORTING PROGRAM**

**B. Adopted Improvement Measures**

**Transportation**

**Project Improvement Measure TR-1: Coordination of Move-in/Move-Out Operations and Large Deliveries**

To reduce the potential for double parking of delivery vehicles within the travel lane adjacent to the curb lane on Mission Street, residential move-in and move-out activities and larger deliveries shall be scheduled and coordinated through building management. Such scheduled activities will avoid the weekday am and pm peak periods of travel (generally 7:00 am to 9:00 am and 4:00 pm to 6:00 pm). Appropriate move-in/move-out procedures shall be enforced to avoid any blockages of Mission Street over an extended period of time and reduce any potential conflicts between delivery vehicles, movers and other users of adjacent roadway (e.g., transit vehicles, bicyclists) and pedestrians walking along these adjacent streets.

Curb parking on Mission Street shall be reserved through SFMTA or by directly contacting the local 311 service.

**Project Improvement Measure TR-2: Develop Transportation Management Plan (TMP)**

The project sponsor should ensure that the lease agreements for the daycare facility and Mission Girls (or other youth activity program) include provisions for the development of transportation management plans for each facility that include

	Improvement			
Responsibility for Implementation	Measure Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule	
Project sponsor or building manager	Ongoing	Project sponsor or building manager and San Francisco Municipal Transportation Agency (SFMTA)	Ongoing	
Project sponsor, management of daycare facility and youth activity space (Mission Girls)	Prior to operation of the daycare and/or youth activity space (Mission Girls)	Submit initial TMP to Planning Department	Prior to operation of the daycare and/or Mission Girls (or other youth activity space) and	

**MONITORING AND REPORTING PROGRAM**

	Improvement			Monitoring Schedule
	Responsibility for Implementation	Measure Schedule	Monitoring/Reporting Responsibility	
<p><b>B. Adopted Improvement Measures</b></p> <p><b>Transportation</b></p> <p>the following provisions. The project sponsor may substitute additional transportation management provisions with the approval of the Planning Department.</p> <ul style="list-style-type: none"> <li>Notify parents/guardians of the daycare and Mission Girls (or other youth activity program) about pick-up and drop-off procedures in writing and through orientations.</li> <li>Staff members for the daycare and Mission Girls (or other youth activity program) would locate at the curbside adjacent to the Mission Street loading zone to coordinate vehicle entries and exits into and out of the loading zone and facilitate children exiting or entering vehicles on the vehicle curbside during drop-off/pick-up activities.</li> <li>Discourage parents/guardians from parking in the adjacent loading space on Mission Street for longer than one (1) minute to five (5) minutes.</li> <li>Enforce a restriction that would prohibit parents/guardians from exiting their vehicles and entering the daycare facility or youth activity space while stopped/parked at the loading zone.</li> <li>Provide a detailed map of the drop-off and pick-up zones adjacent to the proposed site, potential secondary the loading zones, and short-term on-street parking spaces in the project site vicinity.</li> </ul>				ongoing

**MONITORING AND REPORTING PROGRAM**

	Improvement		
Responsibility for Implementation	Measure Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule

**B. Adopted Improvement Measures**

**Transportation**

- The daycare and Mission Girls (or other youth activity program) should maintain a log (inventory) of complaints from neighbors and/or Muni in order to work with these neighbors and/or Muni to address unforeseen problems with drop off/pick-up activities, and maintain an ongoing, constructive relationship with the neighboring residents and businesses; and make adjustments as needed.
- Provide parents/guardians with an information guide regarding how to reach the daycare and Mission Girls (or other youth activity program) by walking, bicycling, and transit. The guide may include:
  - A detailed map of nearby transit facilities (stops and routes) in vicinity of the project site;
  - A detailed map of bicycle routes in the vicinity of the school site; and
  - Provide online links and phone numbers to transit providers that serve the project site.
- Develop a volunteer carpooling program for parents/guardians.
- Provide parents/guardians with the TMP as part of the enrollment application, orientation manual, and/or related information packet.

**MONITORING AND REPORTING PROGRAM**

<b>B. Adopted Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Improvement Measure Schedule</b>	<b>Monitoring/Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<b>Transportation</b>	Project sponsor or contractor	Prior to and during construction	Project sponsor, San Francisco Municipal Transportation Agency	CMP considered complete upon approval of CMP by San Francisco Municipal Transportation Agency; obligation complete at completion of construction.
<b><u>Project Improvement Measure TR-3: Construction Management</u></b>				
<p>The project sponsor should develop and implement a construction management plan (CMP) addressing transportation-related circulation, access, staging, and hours for deliveries. The CMP should include, but not be limited to, the following additional measures:</p> <ul style="list-style-type: none"> <li>• Identify ways to reduce construction worker vehicle-trips through transportation demand management programs and methods to manage construction worker parking demands, including encouraging and rewarding alternate modes of transportation (transit, walk, bicycle, etc.), carpooling, or providing shuttle service from nearby off-street parking facility.</li> <li>• Identify ways to consolidate truck delivery trips, minimizing delivery trips.</li> <li>• The project sponsor and/or their contractor should avoid deliveries and truck trips to the project site during peak commute hours (generally 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.).</li> <li>• The project sponsor and/or their contractor should limit construction activities where the use of a travel lane is required to between the weekday hours of 9:00 a.m. and 3:00 p.m.</li> <li>• Consultation with the surrounding community, including business and property owners near the project site, to assist coordination of construction traffic</li> </ul>				

**MONITORING AND REPORTING PROGRAM**

	Improvement		
Responsibility for Implementation	Measure Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule

**B. Adopted Improvement Measures**

**Transportation**

management strategies as they relate to the needs of other users adjacent to the project site.

- Develop a public information plan to provide adjacent residents and businesses with regularly updated information regarding project construction activities and duration, peak construction vehicle activities, (e.g. concrete pours), and lane closures, and provide a construction management contact to log and address community concerns.



# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Motion 19105

HEARING DATE: March 27, 2014

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

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6377

*Hearing Date:* March 27, 2014  
*Date:* March 13, 2014  
*Case No.:* 2011.0558E  
*Project Address:* Transit Effectiveness Project (TEP), Citywide  
*Zoning:* Not applicable  
*Block/Lot:* Not applicable  
*Project Sponsor:* Sean Kennedy, TEP Manager  
San Francisco Municipal Transportation Agency (the SFMTA)  
One South Van Ness Avenue, 7<sup>th</sup> Floor  
San Francisco, CA 94103  
*Staff Contact:* Debra Dwyer – (415) 575-9031  
Debra.Dwyer@sfgov.org

### ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE TRANSIT EFFECTIVENESS PROJECT AND SERVICE POLICY FRAMEWORK.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2011.0558E, the Transit Effectiveness Project, a citywide transit infrastructure project (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
  - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on November 9, 2011.
  - B. On July 10, 2013, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice and to people that commented on the Initial Study, published January 23, 2013.
  - C. Notices of availability of the DEIR and of the date and time of the public hearing were posted at the San Francisco County Clerk's Office, on transit vehicles, and on the Planning Department's



web site by Department staff on July 10, 2013. In addition, copies of the NOA were provided to all public libraries within San Francisco.

D. On July 10, 2013, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, and to government agencies, the latter both directly and through the State Clearinghouse.

E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on July 10, 2013.

2. The Commission held a duly advertised public hearing on said DEIR on August 15, 2013 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on September 17, 2013.
3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 67-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Responses to Comments document, published on March 13, 2014, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, the Responses to Comments document, and any Errata to the FEIR, all as required by law.
5. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.
6. On March 27, 2014, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
7. The Planning Commission hereby does find that the FEIR concerning File No. 2011.0558E reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines.
8. The Commission, in certifying the completion of said FEIR, hereby does find that the project described in the EIR:
  - A. will have the following unavoidable significant project-specific effects on the environment:

---

**Program Level Components**

Service Policy Framework: Objectives A and C

- **Impact TR-3:** Implementation of the Policy Framework Objective A, Action A.3, and Objective C, Actions C.3 through C.5 may result in significant traffic impacts;
- **Impact TR-5:** Implementation of the Policy Framework Objective A, Action A.3 and Objective C, Actions C.3 through C.5 may result in significant loading impacts;

TPS Toolkit Categories and Program level TTRPs:

- **Impact TR-8:** Implementation of the following TPS Toolkit categories: Lane Modifications and Pedestrian Improvements may result in significant traffic impacts;
- **Impact TR-10:** Implementation of the following TPS Toolkit categories: Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements, may result in significant loading impacts;
- **Impact TR-14:** Implementation of TPS Toolkit elements within the following categories: Lane Modifications and Pedestrian Improvements, along the program-level TTRP corridors may result in significant traffic impacts;

Affected Intersections by program-level TTRP corridor

- TTRP.1, at the intersections of: California/Arguello and California/Park Presidio, California/Cherry, California/Locust, California/Presidio, and California/Divisadero
  - TTRP.22\_2, at the intersection of: Fillmore/Lombard
  - TTRP.K, at the intersections of: Ocean/Junipero Serra, Ocean/Geneva/Phelan, Ocean/Lee, Ocean/Miramar, Ocean/Brighton
- **Impact TR-16:** Implementation of the following TPS Toolkit categories: Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements, along the program-level TTRP corridors may result in significant loading impacts;

**Project Level Components:**

TTRP.14 Moderate Alternative Variant 1

- **Impact TR-48:** Implementation of project-level TTRP.14 Moderate Alternative Variant 1 would result in a reduction in on-street commercial loading supply on Mission Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.14 Moderate Alternative Variant 2

- **Impact TR-49:** Implementation of project-level TTRP.14 Moderate Alternative Variant 2 would result in a reduction in on-street commercial loading supply on Mission Street such

that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.14 Expanded Alternative

- **Impact TR-24:** Implementation of the project-level TTRP.14 Expanded Alternative would result in a significant traffic impact at the intersection of Randall Street/San Jose Avenue that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.14 Expanded Alternative conditions;
- **Impact TR-50:** Implementation of project-level TTRP.14 Expanded Alternative would result in a reduction in on-street commercial loading supply on Mission Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.22\_1 Expanded Alternative

- **Impact TR-26:** Implementation of the project-level TTRP.22\_1 Expanded Alternative would result in a significant traffic impact at the intersection of 16th/Bryant streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22\_1 Expanded Alternative conditions;
- **Impact TR-27:** Implementation of the project-level TTRP.22\_1 Expanded Alternative would result in a significant traffic impact at the intersection of 16th Street/Potrero Avenue that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22\_1 Expanded Alternative conditions;
- **Impact TR-28:** Implementation of the project-level TTRP.22\_1 Expanded Alternative would result in a significant traffic impact at the intersection of 16th/Seventh streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22\_1 Expanded Alternative conditions;

TTRP.22\_1 Expanded Alternative Variant 1

- **Impact TR-30:** Implementation of the project-level TTRP.22\_1 Expanded Alternative Variant 1 would result in a significant traffic impact at the intersection of 16th/Bryant streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 1 conditions;
- **Impact TR-31:** Implementation of the project-level TTRP.22\_1 Expanded Alternative Variant 1 would result in a significant traffic impact at the intersection of 16th Street/Potrero Avenue that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 1 conditions;
- **Impact TR-32:** Implementation of the project-level TTRP.22\_1 Expanded Alternative Variant 1 would result in a significant traffic impact at the intersection of 16<sup>th</sup>/Seventh streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22\_1 Expanded Alternative conditions;

---

TTRP.22\_1 Expanded Alternative Variant 2

- **Impact TR-34:** Implementation of the project-level TTRP.22\_1 Expanded Alternative Variant 2 would result in a significant traffic impact at the intersection of 16th/Bryant streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 2 conditions;
- **Impact TR-35:** Implementation of the project-level TTRP.22\_1 Expanded Alternative Variant 2 would result in a significant traffic impact at the intersection of 16th Street/Potrero Avenue that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 2 conditions;
- **Impact TR-36:** Implementation of the project-level TTRP.22\_1 Expanded Alternative Variant 2 would result in a significant traffic impact at the intersection of 16<sup>th</sup>/Seventh streets that would operate at LOS E or LOS F conditions under Existing plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 2 conditions;

TTRP.30\_1 Moderate Alternative

- **Impact TR-51:** Implementation of project-level TTRP.30\_1 Moderate Alternative would result in a reduction in on-street commercial loading supply on Stockton Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.30\_1 Expanded Alternative

- **Impact TR-38:** Implementation of the project-level TTRP.30\_1 Expanded Alternative would result in a significant traffic impact at the intersection of Columbus Avenue/Green Street/Stockton Street that would operate at LOS E conditions under Existing plus Service Improvements and the TTRP.30\_1 Expanded Alternative conditions;
- **Impact TR-52:** Implementation of project-level TTRP.30\_1 Expanded Alternative would result in a reduction in on-street commercial loading supply on Stockton Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.30\_1 Expanded Alternative Variant 1

- **Impact TR-40:** Implementation of the project-level TTRP.30\_1 Expanded Alternative Variant 1 would result in a significant traffic impact at the intersection of Columbus Avenue/Green Street/Stockton Street that would operate at LOS E conditions under Existing plus Service Improvements and the TTRP.30\_1 Expanded Alternative Variant 1 conditions;
- **Impact TR-53:** Implementation of project-level TTRP.30\_1 Expanded Alternative Variant 1 would result in a reduction in on-street commercial loading supply on Stockton Street such that the existing loading demand during the peak hour of loading activities could not be

accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians;

TTRP.30\_1 Expanded Alternative Variant 2

- **Impact TR-42:** Implementation of the project-level TTRP.30\_1 Expanded Alternative Variant 2 would result in a significant traffic impact at the intersection of Columbus Avenue/Green Street/Stockton Street that would operate at LOS E conditions under Existing plus Service Improvements and the TTRP.30\_1 Expanded Alternative Variant 2 conditions;
- **Impact TR-54:** Implementation of project-level TTRP.30\_1 Expanded Alternative Variant 2 would result in a reduction in on-street commercial loading supply on Stockton Street such that the existing loading demand during the peak hour of loading activities could not be accommodated within on-street loading supply and may create a potentially hazardous condition or significant delay that may affect traffic, transit, bicycles, or pedestrians; and

B. will have the following significant cumulative effects on the environment:

- **Impact C-TR-1:** The Service Policy Framework and Service Improvements or Service Variants, in combination with past, present and reasonably foreseeable development in San Francisco, would contribute considerably to a significant cumulative impact on transit, resulting in an exceedance of Muni's capacity utilization standard on the Mission corridor within the Southeast screenline of the Downtown screenlines under 2035 Cumulative plus Service Improvements only conditions;
- **Impact C-TR-2:** The Service Policy Framework, TPS Toolkit elements as applied in the program-level TTRP corridors, and the Service Improvements with the TTRP Moderate Alternative, in combination with past, present and reasonably foreseeable development in San Francisco, would contribute considerably to significant cumulative impacts on transit, resulting in exceedances of Muni's capacity utilization standard on the Fulton/Hayes corridor within the Northwest screenline and on the Mission corridor within the Southeast screenline of the Downtown screenlines under 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative conditions;
- **Impact C-TR-3:** The Service Policy Framework, the TPS Toolkit elements as applied in the program-level TTRP corridors, and the Service Improvements with the TTRP Expanded Alternative, in combination with past, present and reasonably foreseeable development in San Francisco, would contribute considerably to significant cumulative impacts on transit, resulting in exceedances of Muni's capacity utilization standard on the Fulton/Hayes corridor within the Northwest screenline and on the Mission corridor within the Southeast screenline of the Downtown screenlines under 2035 Cumulative conditions plus Service Improvements and the TTRP Expanded Alternative conditions;
- **Impact C-TR-7:** Implementation of the Service Policy Framework Objective A, Action A.3 and Objective C, Actions C.3 through C.5 and TPS Toolkit categories: Lane Modifications and Pedestrian Improvements as applied in program-level TTRP corridors, in combination with past, present and reasonably foreseeable development in San Francisco, would result

---

in cumulative traffic impacts at intersections along the corridors under 2035 Cumulative plus Service Improvements and the TTRP Moderate Alternative conditions;

- **Impact C-TR-9:** Implementation of the Service Policy Framework Objective A, Action A.3 and Objective C, Actions C.3 through C.5 and TPS Toolkit categories: Lane Modifications and Pedestrian Improvements as applied in program-level TTRP corridors would result in cumulative traffic impacts at intersections along the corridors under 2035 Cumulative plus Service Improvements and the TTRP Expanded Alternative conditions;
- **Impact C-TR-43:** Implementation of the Policy Framework Objective A, Action A.3 and Objective C, Actions C.3 through C.5, and TPS Toolkit Categories: Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements as applied to the program-level TTRP corridors in combination with past, present and reasonably foreseeable development in San Francisco, would result in cumulative loading impacts;
- **Impact C-TR-49:** Implementation of the Service Policy Framework Objective A, Action A.3 and Objective C, Actions C.3, C.4 and C.5, and the TPS Toolkit categories: Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements as applied in program-level TTRP corridors, in combination with past, present and reasonably foreseeable development in San Francisco, may result in significant cumulative parking impacts;

TTRPJ Expanded Alternative

- **Impact C-TR-13:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRPJ Expanded Alternative would contribute considerably to cumulative traffic impacts at the intersection of Market/Church/14th streets during the p.m. peak hour;

TTRP.5 Expanded Alternative

- **Impact C-TR-14:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.5 Expanded Alternative would result in cumulative traffic impacts at the intersection of Fulton Street/Masonic Avenue during the p.m. peak hour;

TTRP.8X Expanded Alternative

- **Impact C-TR-15:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.8X Expanded Alternative would result in cumulative traffic impacts at the intersection of Geneva Avenue/Carter Street during the p.m. peak hour;
- **Impact C-TR-16:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.8X Expanded Alternative would result in cumulative traffic impacts at the intersection of Geneva Avenue/Moscow Street during the p.m. peak hour;

TTRP.14 Variant 1 Moderate Alternative

- **Impact C-TR-44:** Implementation of the project-level TTRP Moderate Alternative including the TTRP.14 Variant 1, TTRP.14 Variant 2, and TTRP.30\_1 in combination with past, present

and other reasonably foreseeable development in San Francisco, would result in cumulative loading impacts;

- **Impact C-TR-52:** Implementation of the project-level TTRP Moderate Alternative for the TTRP.14 Variant 1 or the TTRP.14 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.14 Variant 2 Moderate Alternative

- **Impact C-TR-44:** Implementation of the project-level TTRP Moderate Alternative including the TTRP.14 Variant 1, TTRP.14 Variant 2, and TTRP.30\_1 in combination with past, present and other reasonably foreseeable development in San Francisco, would result in cumulative loading impacts;
- **Impact C-TR-52:** Implementation of the project-level TTRP Moderate Alternative for the TTRP.14 Variant 1 or the TTRP.14 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.14 Expanded Alternative

- **Impact C-TR-17:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.14 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of Randall Street/San Jose Avenue during the a.m. peak hour;
- **Impact C-TR-18:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.14 Expanded Alternative would result in cumulative traffic impacts at the intersection of Mission/Fifth streets during the a.m. peak hour;
- **Impact C-TR-19:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.14 Expanded Alternative would result in cumulative impacts at the intersection of Mission/16<sup>th</sup> streets during the p.m. peak hour;
- **Impact C-TR-45:** Implementation of the project-level TTRP Expanded Alternative including the TTRP.14, TTRP.30\_1, TTRP.30\_1 Variant 1, and TTRP.30\_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in project and cumulative loading impacts;

TTRP.22\_1 Expanded Alternative

- **Impact C-TR-20:** Implementation of the 2035 Cumulative plus Service Improvements and TTRP.22\_1 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of 16<sup>th</sup>/Bryant streets during the p.m. peak hour;
- **Impact C-TR-23:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of 16<sup>th</sup>/Potrero streets during the p.m. peak hour;

- **Impact C-TR-26:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative would result in cumulative traffic impacts at the intersection of 16<sup>th</sup>/Owens streets during the p.m. peak hour;
- **Impact C-TR-29:** Implementation of the 2035 Cumulative plus Service Improvements plus the TTRP.22\_1 Expanded Alternative would result in cumulative traffic impacts at the intersection of 16<sup>th</sup>/Fourth streets during the a.m. and p.m. peak hours;
- **Impact C-TR-32:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of 16<sup>th</sup>/Seventh streets during the a.m. and p.m. peak hours;
- **Impact C-TR-54:** Implementation of the project-level TTRP Expanded Alternative for the TTRP.22\_1, TTRP.22\_1 Variant 1, or TTRP.22\_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.22\_1 Expanded Alternative Variant 1

- **Impact C-TR-21:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 1 would result in project and traffic cumulative impacts at the intersection of 16<sup>th</sup>/Bryant streets during the p.m. peak hour;
- **Impact C-TR-24:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 1 would result in project and cumulative traffic impacts at the intersection of 16<sup>th</sup>/Potrero streets during the p.m. peak hour;
- **Impact C-TR-27:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 1 would result in cumulative traffic impacts at the intersection of 16<sup>th</sup>/Owens streets during the p.m. peak hour;
- **Impact C-TR-30:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 1 would result in cumulative traffic impacts at the intersection of 16<sup>th</sup>/Fourth streets during the a.m. and p.m. peak hours;
- **Impact C-TR-33:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 1 would result in project and cumulative traffic impacts at the intersection of 16<sup>th</sup>/Seventh streets during the a.m. and p.m. peak hours;
- **Impact C-TR-54:** Implementation of the project-level TTRP Expanded Alternative for the TTRP.22\_1, TTRP.22\_1 Variant 1, or TTRP.22\_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.22\_1 Expanded Alternative Variant 2

- **Impact C-TR-22:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 2 would result in project and cumulative traffic impacts at the intersection of 16<sup>th</sup>/Bryant streets during the p.m. peak hour;



- **Impact C-TR-25:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 2 would result in project and cumulative traffic impacts at the intersection of 16<sup>th</sup>/Potrero streets during the p.m. peak hour;
- **Impact C-TR-28:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 2 would result in cumulative traffic impacts at the intersection of 16<sup>th</sup>/Owens streets during the p.m. peak hour;
- **Impact C-TR-31:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 2 would result in cumulative traffic impacts at the intersection of 16<sup>th</sup>/Fourth streets during the a.m. and p.m. peak hours;
- **Impact C-TR-34:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.22\_1 Expanded Alternative Variant 2 would result in project and cumulative traffic impacts at the intersection of 16<sup>th</sup>/Seventh streets during the a.m. and p.m. peak hours;
- **Impact C-TR-54:** Implementation of the project-level TTRP Expanded Alternative for the TTRP.22\_1, TTRP.22\_1 Variant 1, or TTRP.22\_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in significant cumulative parking impacts;

TTRP.30\_1 Moderate Alternative

- **Impact C-TR-44:** Implementation of the project-level TTRP Moderate Alternative including the TTRP.14 Variant 1, TTRP.14 Variant 2, and TTRP.30\_1 in combination with past, present and other reasonably foreseeable development in San Francisco, would result in cumulative loading impacts;

TTRP.30\_1 Expanded Alternative

- **Impact C-TR-35:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.30\_1 Expanded Alternative would result in project and cumulative traffic impacts at the intersection of Columbus Avenue/Green Street/Stockton Street;
- **Impact C-TR-45:** Implementation of the project-level TTRP Expanded Alternative including the TTRP.14, TTRP.30\_1, TTRP.30\_1 Variant 1, and TTRP.30\_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in project and cumulative loading impacts;

TTRP.30\_1 Expanded Alternative Variant 1

- **Impact C-TR-36:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.30\_1 Expanded Alternative Variant 1 would result in project and cumulative traffic impacts at the intersection of Columbus Avenue/Green Street/Stockton Street; and
- **Impact C-TR-45:** Implementation of the project-level TTRP Expanded Alternative including the TTRP.14, TTRP.30\_1, TTRP.30\_1 Variant 1, and TTRP.30\_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in project and cumulative loading impacts; and

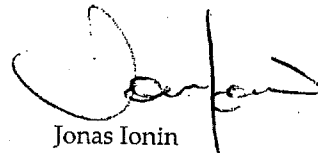
---

TTRP.30\_1 Expanded Alternative Variant 2

---

- **Impact C-TR-37:** Implementation of the 2035 Cumulative plus Service Improvements and the TTRP.30\_1 Expanded Alternative Variant 2 would result in project and cumulative traffic impacts at the intersection of Columbus Avenue/Green Street/Stockton Street; and
- **Impact C-TR-45:** Implementation of the project-level TTRP Expanded Alternative including the TTRP.14, TTRP.30\_1, TTRP.30\_1 Variant 1, and TTRP.30\_1 Variant 2, in combination with past, present and reasonably foreseeable development in San Francisco, would result in project and cumulative loading impacts.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of March 27, 2014.



Jonas Ionin  
Commission Secretary

AYES: Wu, Fong, Hillis, Borden, Sugaya, and Moore

NOES: Antonini

ABSENT: None

ADOPTED: March 27, 2014

Mayor's Office of Housing and Community Development  
City and County of San Francisco



Edwin M. Lee  
Mayor

Kate Hartley  
Acting Director

Memorandum

November 28, 2017

To: Supervisor Hillary Ronen  
From: Kate Hartley – Mayor's Office of Housing and Community Development, Director  
Subject: Request for Resolution Introduction for 1950 Mission St. Joint AHSC Application

We submit for your introduction at the November 28, 2017 meeting of the Board of Supervisors this resolution authorizing a joint application for funding between the Mayor's Office of Housing and Community Development ("MOHCD") and 1950 Mission Associates LP, a California limited partnership. The application to the California Department of Housing and Community Development's Affordable Housing and Sustainable Communities ("AHSC") program will be in amount not to exceed \$15,000,000 and due on January 16, 2018. The application has two major components, the first is for up to \$10,000,000 in housing funds for the planned 157 unit affordable family housing project and \$5,000,000 for the planned transit, bicycle, and pedestrian improvements by the San Francisco Municipal Transit Agency that are proximate and complimentary to 1950 Mission Street.

As you will remember, this site was part of a multi-property transaction with San Francisco Unified School District in November of 2014 and is currently home of a Navigation Center for which the Department of Homelessness and Supportive Housing ("HSH") has an MOU with MOHCD to operate at the site.

1950 Mission Associates LP, a joint venture between BRIDGE Housing and Mission Housing Development Corporation, recently received approval for a Site Permit and will be pursuing funding from the AHSC program. The team expects to begin construction in the fall of 2018 shortly after the anticipated award of AHSC funds.

Please introduce the resolution at the November 28, 2017 meeting so that it can be referred to the December 14, 2017 Budget and Finance Committee hearing. The expectation is that, upon committee approval, it will go back to the full Board of Supervisors meeting on January 9, 2018.

Please do not hesitate to contact me or my staff with any questions. Thank you.

Print Form

# Introduction Form

By a Member of the Board of Supervisors or Mayor

BOARD OF SUPERVISORS  
SAN FRANCISCO  
2017 NOV 13 3:08 PM

Time stamp  
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion or Charter Amendment).
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning : "Supervisor [redacted] inquiries"
- 5. City Attorney Request.
- 6. Call File No. [redacted] from Committee.
- 7. Budget Analyst request (attached written motion).
- 8. Substitute Legislation File No. [redacted]
- 9. Reactivate File No. [redacted]
- 10. Question(s) submitted for Mayoral Appearance before the BOS on [redacted]

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission
- Youth Commission
- Ethics Commission
- Planning Commission
- Building Inspection Commission

**Note: For the Imperative Agenda (a resolution not on the printed agenda), use the Imperative Form.**

Sponsor(s):

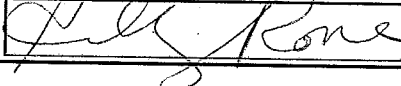
Ronen

Subject:

[AHSC Program – Authorizing the Mayor’s Office of Housing and Community Development to execute a grant application as Co-Applicant; Assumption of Liability]

The text is listed:

Resolution authorizing the Mayor’s Office of Housing and Community Development on behalf of the City and County of San Francisco to execute a grant application, grant agreement, and related documents as defined herein under the Department of Housing and Community Development Affordable Housing and Sustainable Communities Program as a joint applicant with 1950 Mission Housing Associates LP, a California limited partnership for the project at 1950 Mission Street, San Francisco; authorizing the City to assume any joint and several liability for completion of the projects required by the terms of any grant awarded under the AHSC Program; and adopting findings under CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.

Signature of Sponsoring Supervisor: 

**FORM SFEC-126:  
NOTIFICATION OF CONTRACT APPROVAL**  
(S.F. Campaign and Governmental Conduct Code § 1.126)

<b>City Elective Officer Information</b> <i>(Please print clearly.)</i>	
Name of City elective officer(s): Members, Board of Supervisors	City elective office(s) held: Members, Board of Supervisors

<b>Contractor Information</b> <i>(Please print clearly.)</i>	
Name of contractor: 1950 Mission Housing Associates, LP	
<i>Please list the names of (1) members of the contractor's board of directors;</i>	
(1) 1950 Mission Housing Associates, LP is a limited partnership with no employees. Its members are 1950 Mission Housing Associates, LLC and BRIDGE Regional Partners, Inc.	
a. General Partner: 1950 Mission Housing Associates, LLC is comprised of two entities:	
i. MCB Family Housing, Inc. – Board of Directors list is attached.	
ii. Colosimo Apartments, Inc. – Board of Directors list is attached.	
b. Limited Partner: BRIDGE Regional Partners, Inc – Board of Directors list is attached.	
(2) None of these entities have any employees.	
(3) None of these organizations are owned by any individuals.	
(4) No subcontractors are listed in the contract.	
(5) No political committee is sponsored or controlled by the contractor.	
Contractor address: c/o BRIDGE Housing Corporation 600 California Street, Suite 900 San Francisco, CA 94108	
Date that contract was approved: <i>(By the SF Board of Supervisors)</i>	Amount of contracts: \$15,000,000
Describe the nature of the contract that was approved: AHSC Application to HCD for 1950 Mission Street Project in an amount not to exceed \$15,000,000 in total.	
Comments:	

This contract was approved by (check applicable):

the City elective officer(s) identified on this form

a board on which the City elective officer(s) serves: San Francisco Board of Supervisors  
Print Name of Board

the board of a state agency (Health Authority, Housing Authority Commission, Industrial Development Authority Board, Parking Authority, Redevelopment Agency Commission, Relocation Appeals Board, Treasure Island Development Authority) on which an appointee of the City elective officer(s) identified on this form sits

Print Name of Board

<b>Filer Information</b> <i>(Please print clearly.)</i>	
Name of filer: Angela Calvillo, Clerk of the Board	Contact telephone number: (415) 554-5184
Address: City Hall, Room 244, 1 Dr. Carlton B. Goodlett Pl., San Francisco, CA 94102	E-mail: Board.of.Supervisors@sfgov.org

Signature of City Elective Officer (if submitted by City elective officer)

Date Signed

Signature of Board Secretary or Clerk (if submitted by Board Secretary or Clerk)

Date Signed

---

## 1950 MISSION HOUSING ASSOCIATES LP

General Partner: 1950 Mission Housing Associates, LLC

Member: MCB Family Housing Inc.

Member: Colosimo Apartments, Inc.

Limited Partner: BRIDGE Regional Partners, Inc.

### **MCB Family Housing, Inc.**

#### Board Members

Ann Silverberg

Cynthia Parker

D. Valentine

Kimberly McKay

Rebecca Hlebasko

Susan Johnson

#### Officers

Asst. Secretary Rebecca Hlebasko

President Cynthia Parker

VP Ann Silverberg

VP Kimberly McKay

VP Rebecca Hlebasko

VP/CFO D. Valentine

VP/Secretary Susan Johnson

### **Colosimo Apartments, Inc.**

#### Board Members

Chair: Joshua Arce

Vice-Chair: Sam Moss

Secretary: Marcia Contreras

CFO: Fernando Gomez-Benitez

Director: Vacant

Director: Vacant

Director: Vacant

#### Officers

Executive Director: Sam Moss

---

**BRIDGE Regional Partners, Inc.**

**Board Members**

Ann Silverberg  
Cynthia Parker  
D. Valentine  
Kimberly McKay  
Rebecca Hlebasko  
Susan Johnson

**Officers**

President	Cynthia Parker
VP	Ann Silverberg
VP	Kimberly McKay
VP	Rebecca Hlebasko
VP/CFO	D. Valentine
VP/Secretary	Susan Johnson

