

1 [19th Avenue Cumulative Impact Study.]

2 **Resolution urging the Planning Department and Municipal Transportation Authority to**
3 **conduct, and continually update, a comprehensive cumulative transportation impact**
4 **study encompassing all the reasonably foreseeable developments along the 19th**
5 **Avenue corridor from 19th Avenue and Vicente south to the county line, and expressing**
6 **the Board of Supervisors' intent that individual environmental reviews of any projects**
7 **along this corridor must incorporate this on-going and comprehensive cumulative**
8 **impacts analysis to be considered adequate.**

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10 WHEREAS, The California State University Board of Trustees, on November 14, 2007,
11 certified an Environmental Impact Report for San Francisco State University, centrally located
12 in the southern 19th Avenue corridor between Buckingham and Holloway, that authorizes
13 SFSU to proceed with its 2007-2020 Campus Master Plan, which calls for increasing its
14 student body from 20,000 full time students to 25,000 full time students and calls for the
15 creation of 657 new housing units; and,

16 WHEREAS, The San Francisco Planning Department, on October 13, 2007, published
17 a notice of preparation/initial study for a project at 77-111 Cambon Drive, abutting 19th
18 Avenue just to the south of 19th Avenue and Crespi, of 192 new condominium units and
19 14,000 square feet of replacement retail space; and,

20 WHEREAS, The owners of 800 Brotherhood Way, just west of the 19th Avenue and
21 Brotherhood Way interchange, received environmental approval for a 182-unit project
22 approximately three years ago; however, these owners have yet to begin construction or
23 acquire site plans or a building permit, and have placed the land on the market for sale; and,

24 WHEREAS, Development representatives of Ardenwood, a privately owned open
25 space parcel along 19th Avenue just north of the 19th Avenue and Sloat Boulevard

1 intersection, are currently soliciting neighborhood input on a low rise development of
2 approximately 162 housing units, but have not filed an actual plan with the Planning
3 Department; and,

4 WHEREAS, Development Representatives of General Growth Properties, owners of
5 Stonestown Mall, have begun discussing a major commercial expansion of their property,
6 including a new six screen movie theater, a new anchor tenant, and other new commercial
7 opportunities; and,

8 WHEREAS, The San Francisco Unified School District has entered into a development
9 agreement with representatives of a private developer for the old School of the Arts site, just
10 west of the 19th Avenue and Holloway intersection, along Font Boulevard, for an undefined
11 multi-unit residential project; and,

12 WHEREAS, Parkmerced, a neighborhood along 19th Avenue with approximately 3,200
13 housing units, recently filed a proposal with the City's Planning Department that would, if
14 approved, result in over 5,677 new housing units built in stages of 200 to 300 units a year
15 over the next fifteen (15) to twenty (20) years; and,

16 WHEREAS, The Balboa Park Better Neighborhoods Plan, which has been moving
17 through the Better Neighborhoods process for nearly 10 years, if approved, would allow for
18 the development of a 175 unit residential over retail building approximately 1.5 miles to the
19 east of 19th Avenue, at the current Kragen Auto Center location next to Phelan Loop; and,

20 WHEREAS, 19th Avenue, California Highway 1, is the main traffic artery connecting the
21 North Bay counties to the Peninsula, and population growth in those areas of the Bay Area
22 has significantly impacted traffic congestion on 19th Avenue; and,

23 WHEREAS, According to the 2003 Stonestown Village Draft Environmental Impact
24 Report, there are a number of "F" Level of Service intersections (19th Avenue and Sloat
25 Boulevard, 19th Avenue and Winston Drive, 20th Avenue and Buckingham Way) and "D" Level

1 of Service intersections (19th Avenue and Holloway, Junipero Serra Boulevard and Winston,
2 Buckingham Way and Winston Drive), along and near the southern 19th Avenue corridor; and

3 WHEREAS, Pedestrian safety and traffic congestion throughout the southern 19th
4 Avenue neighborhoods are a major concern of the residents in the area, as well as to all
5 users of California Highway 1, regardless of their residence; and,

6 WHEREAS, Individual environmental review of each of these projects that do not
7 incorporate a cumulative transportation analysis could prevent both residents and neighbors
8 in the area, and policy makers from truly understanding the cumulative environmental impacts
9 of all of these projects taken as a whole; and,

10 WHEREAS, In order for residents, neighbors, and policy makers to truly understand
11 the cumulative impacts of all of these proposals on the southern 19th Avenue corridor, a
12 detailed, consistent and comprehensive cumulative impact study encompassing all of these
13 projects should be performed prior to, or in conjunction with the environmental reviews of
14 each of the individual projects; now, therefore, be it

15 RESOLVED, That the Board of Supervisors urges the Planning Department to require
16 that the transportation consultants engaged for any of the individual projects listed above that
17 are located along the 19th Avenue corridor prepare, under the supervision of the Planning
18 Department and MTA staff and in consultation with concerned members of the public and
19 with the individual projects sponsors, a comprehensive cumulative impact study
20 encompassing all the reasonably foreseeable developments located along the 19th Avenue
21 corridor from 19th Avenue and Vicente south to the county line; and, be it

22 FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department
23 and MTA staff to continually update this cumulative impact study as these projects continue
24 to move forward, or fail to move forward or new projects are introduced; and, be it

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1 FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department
2 to require that all the proposed projects contribute funds or in-kind services to support the
3 publication of the first cumulative impact study and its subsequent updates; and, be it

4 FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department
5 to require that the cumulative impact study considers the cumulative impacts of traffic,
6 transportation and circulation, public services and utilities, and recreational resources, as
7 would otherwise be analyzed in each California Environmental Quality Act document; and, be
8 it

9 FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department
10 and MTA to ensure that the cumulative impact study considers the following five tiers of
11 alternatives when analyzing traffic impact along 19th Avenue:

12 (1) Future cumulative impacts with no land use changes within the study area and no
13 infrastructure improvements;

14 (2) Future cumulative impacts with reasonably foreseeable land use changes in the
15 study area and no infrastructure improvements;

16 (3) Future cumulative impacts with reasonably foreseeable land use changes in the
17 study area and only planned publicly funded improvements;

18 (4) Future cumulative impacts with reasonably foreseeable land use changes in the
19 study area and planned publicly funded improvements and reasonably foreseeable
20 privately funded improvements; and,

21 (5) Future cumulative impacts with reasonably foreseeable land use changes in the
22 study area, planned publicly funded improvements, reasonably foreseeable
23 privately funded improvements, and prospective, but un-funded, public and
24 privately funded improvements;

25 and, be it

1 FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department
2 to circulate a draft of the study to interested members of the public and allow for a public
3 comment and review period prior to completion of the first draft of the study; and, be it

4 FURTHER RESOLVED, That the Board of Supervisors expresses its intent that
5 individual environmental reviews of any project along this southern 19th Avenue corridor must
6 incorporate the latest version of the study to be considered adequate; and, be it

7 FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department
8 and MTA to update the cumulative impact study prior to the issuance of any individual project-
9 level CEQA document.

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