

File No. 160672

Committee Item No. 3

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date July 11, 2016

Board of Supervisors Meeting

Date _____

Cmte Board

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| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Planning Commission Motion Nos. 17406 & 19544</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>MTA Board of Directors Resolution Nos. 15-085 & 16-069</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Grant Application Information</u> |
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Completed by: Alisa Somera Date July 8, 2016

Completed by: _____ Date _____

1 [Apply for Grant - Delegation of San Francisco Municipal Transportation Agency as Co-
2 Applicant for Grant - Assumption of Liability - Affordable Housing and Sustainable
3 Communities Program - 455 Fell Street Project]

4 **Resolution authorizing the San Francisco Municipal Transportation Agency (SFMTA),**
5 **on behalf of the City and County of San Francisco, to execute a grant application, grant**
6 **agreement, and related documents under the State of California’s Affordable Housing**
7 **and Sustainable Communities Program (AHSC Program) as a joint applicant with Mercy**
8 **Housing, Inc., for the project at 455 Fell Street; authorizing the City to assume any joint**
9 **and several liability for completion of the project required by the terms of any grant**
10 **awarded under the AHSC Program; and adopting findings under the California**
11 **Environmental Quality Act (CEQA), the CEQA Guidelines, and Administrative Code,**
12 **Chapter 31.**

13
14 WHEREAS, The AHSC Program was established by Division 44, Part 1 of the Public
15 Resources Code of the State of California (Section 75200 et seq.); and

16 WHEREAS, The AHSC Program was developed and is administered by the State of
17 California’s Strategic Growth Council, which adopted the 2015-2016 AH Guidelines, dated
18 December 17, 2015 (the Guidelines); and

19 WHEREAS, The Guidelines state that the State of California’s Department of Housing
20 and Community Development shall implement the transportation, housing and infrastructure
21 component of the AHSC Program; and

22 WHEREAS, The AHSC Program provides grants and loans to applicants identified
23 through a competitive process for the development of projects that, per the Guidelines, will
24 achieve greenhouse gas reductions and benefit disadvantaged communities through
25

1 increased accessibility to affordable housing, employment centers and key destinations via
2 low-carbon transportation; and

3 WHEREAS, The application selection and scoring criteria in the Guidelines state that
4 additional points will be awarded to joint applications from a housing developer and a public
5 agency that has authority over public transit or transportation infrastructure, such as the
6 SFMTA; and

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

9 WHEREAS, Mercy Housing, Inc. has asked SFMTA to be a joint applicant for its
10 project located at 455 Fell Street, San Francisco (the Parcel O Project); and

11 WHEREAS, The SFMTA plans to perform pedestrian improvements in the vicinity of
12 the Project (the SFMTA work), will receive a portion of any grant funds awarded for the
13 SFMTA work; and

14 WHEREAS, The SFMTA does not have the authority under the Charter to assume
15 liability for completing affordable housing projects; therefore, in order for the City to make
16 such a commitment, the Board of Supervisors must agree to assume such liability for the City
17 and may delegate the authority to SFMTA to make such a commitment on behalf of the City;
18 and

19 WHEREAS, On January 7, 2016, the Planning Commission, by Motion No. 19544,
20 determined that the actions contemplated in this Resolution in connection with the Parcel O
21 Project comply with the California Environmental Quality Act (California Public Resources
22 Code Sections 21000 et seq, or "CEQA"); and

23 WHEREAS, Specifically, the Planning Commission found that any environmental
24 impacts of Parcel O Project were fully reviewed under the Market and Octavia Area Plan
25 Environmental Impact Report (EIR); and

1 WHEREAS, The EIR was prepared, circulated for public review and comment, and, at
2 a public hearing on April 5, 2007, by Motion No. 17406, certified by the Planning Commission
3 as complying with CEQA; and

4 WHEREAS, The certification of the EIR was upheld on appeal to the Board of
5 Supervisors at a public hearing on June 19, 2007; and

6 WHEREAS, In approving the Market and Octavia Area Plan, the Commission adopted
7 CEQA Findings in its Motion No. 17406; and

8 WHEREAS, The Planning Commission, in Motion No. 19544, incorporated by
9 reference those Findings; and

10 WHEREAS, The Board of Supervisors has reviewed the Planning Commission's
11 Motion No. 19544, as well as the "Note to File" issued by the Planning Department on
12 December 16, 2015, finding that no further environmental review was necessary for the Parcel
13 O Project; and

14 WHEREAS, Those documents are on file with the Clerk of the Board of Supervisors in
15 File No. 160672 and are incorporated herein by reference; and

16 WHEREAS, The Board of Supervisors herein affirms this determination; and

17 WHEREAS, On April 1, 2014, the SFMTA Board adopted Resolution No. 14-044, which
18 approved the establishment of no parking zones on Oak Street for the construction of
19 sidewalk bulbs in the vicinity of the Project, and found that the construction of the sidewalk
20 bulbs was categorically exempt from environmental review under CEQA (Class 1(c)(9) -
21 changes in traffic and parking regulations where such changes do not establish a higher
22 speed limit and/or result in more than a negligible increase in the use of the street); and

23 WHEREAS, Said determination is on file with the Clerk of the Board of Supervisors in
24 File No. 160672 and is incorporated herein by reference; and

25 WHEREAS, The Board of Supervisors herein affirms this determination; and

1 WHEREAS, On June 16, 2015, the SFMTA Board adopted Resolution No. 15-085,
2 which approved the establishment of no stopping zones for sidewalk widening and a
3 pedestrian refuge island, both in the vicinity of the Project, and found that these projects were
4 categorically exempt from environmental review under CEQA (Class 1(c)(9) - changes in
5 traffic and parking regulations where such changes do not establish a higher speed limit
6 and/or result in more than a negligible increase in the use of the street); and

7 WHEREAS, Said determination is on file with the Clerk of the Board of Supervisors in
8 File No. 160672 and is incorporated herein by reference; and

9 WHEREAS, The Board of Supervisors herein affirms this determination; and

10 WHEREAS, On June 7, 2016, the SFMTA Board of Directors adopted Resolution
11 No.16-069, recommending that the Board of Supervisors delegate to the SFMTA the authority
12 to apply for and sign AHSC Program documents as a co-applicant for the Project, provided
13 that the City accept liability for completion of the Project if required under the terms of any
14 grant awarded under the AHSC Program; authorizing the SFMTA to accept and expend the
15 grant funds for the SFMTA work should the City be awarded the grant; and

16 WHEREAS, The CEQA-related documents are on file with the Clerk of the Board of
17 Supervisors in File No. 160672; now, therefore, be it

18 RESOLVED, That the Board of Supervisors delegates to the SFMTA, on behalf of the
19 City and County of San Francisco, the authority to execute a grant application to the AHSC
20 Program and sign AHSC Program documents as a co-applicant for the Project at 455 Fell
21 Street. San Francisco; and, specifically, the Board of Supervisors agrees that the City shall
22 assume any joint and several liability for completion of the Project required by the terms of
23 any grant awarded to the City and the private developer under the AHSC Program; and, be it

24 FURTHER RESOLVED, That in accordance with the recommendation of the
25 SFMTA Board of Directors, the Board of Supervisors authorizes the Director of the

1 SFMTA (or his designee) to execute and deliver any documents that are necessary or
2 advisable to complete the transactions contemplated herein; and, be it

3 FURTHER RESOLVED, That all actions authorized and directed by this
4 Resolution and heretofore taken are ratified, approved and confirmed by this Board of
5 Supervisors.

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12 Approved: _____

13 Mayor *mw*



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

NOTE TO FILE

Case No.: 2015-002837ENV
Project Address: 455 Fell Street Project (Parcel O)
Zoning: RTO (Residential Transit Oriented District)
 40X and 50-X Height and Bulk District
Block/Lot: 0831/024
Lot Size: 37,426 square feet
Plan Area: Market and Octavia Neighborhood Plan
Project Sponsor: Tim Dunn, Mercy Housing California – (415) 355-7113
Staff Contact: Chelsea Fordham, (415) 575-9071
 Chelsea.Fordham@sfgov.org

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BACKGROUND

On April 5, 2007, the San Francisco Planning Commission certified the final Programmatic Environmental Impact Report (PEIR) for the Market and Octavia Area Plan (Planning Department Case No. 2003.0347E) under Planning Commission Motion No. 17406 in fulfillment of the requirements of the California Environmental Quality Act (CEQA). The PEIR analyzed amendments to the Planning Code and Zoning Maps and to the Market and Octavia Area Plan, an element of the San Francisco General Plan. The PEIR analysis was based upon assumed development and activities that were anticipated to occur under the Market and Octavia Area Plan, including project-level analysis of the development on 22 Central Freeway parcels.

Subsequent to the certification of the PEIR, on May 30, 2008, the Board of Supervisors upheld the Planning Commission's decision to certify the EIR and denied the appeals. In addition, the Mayor signed into law, revisions to the Planning Code, Zoning Maps, and General Plan that constituted the "project" analyzed in the Market and Octavia PEIR. Therefore, certification of the EIR became effective on May 30, 2008.

The legislation created several new zoning controls which allow for flexible types of new housing to meet a broad range of needs, reduces parking requirements to encourage housing and services without adding cars, balances transportation by considering people movement over auto movement, and builds walkable "whole" neighborhoods meeting everyday needs. The Market and Octavia Neighborhood Plan, as evaluated in the PEIR and as approved by the Board of Supervisors, accommodates the proposed use, design, and density of the proposed project on Parcel O.

This determination concludes that the proposed project at Parcels O is consistent with and was encompassed within the analysis in the PEIR for the Market and Octavia Neighborhood Plan and for the project-level review of the Central Freeway parcels. This determination finds that the PEIR

adequately anticipated and described the impacts of the proposed project, and identifies the PEIR mitigation measures applicable to the proposed project. Since the PEIR was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require revisions to the PEIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the PEIR. Therefore, no further CEQA evaluation is necessary.

PROJECT DESCRIPTION

The proposed project at Parcel O-455 Fell Street (Parcel O) would include the construction of a new mixed-use building with 108 residential units, 1,200 square feet (sf) of retail space, 2,028 sf of office space that would be accessory to the residential uses, and 2,890 sf of community activities space. The proposed residential and commercial structure would be approximately 110,346 gross square feet and would range in height from 50' to 38'4" tall (60 feet with elevator penthouse), constructed on a former Central Freeway parcel (Parcel O). The proposed building would vary in height from two to six -stories throughout the project site across the site, with a maximum roof height of 50-feet along Fell Street and the lowest heights of 38'4" along Hickory Street. Additionally, a portion of the building on Fell Street would be four-stories with a roofdeck on top, which was designed to reduce shadow impacts on Patricia's Green (an RDP facility). The proposed 108 residential units would consist of a dwelling unit mix of two Studios, 57 one-bedroom units, 42 two-bedroom units, and seven three-bedroom units. The proposed 1,200 sf ground-floor retail would be located on the corner of Laguna and Fell Street.

The proposed project would not provide off-street parking and is proposing to provide 108 Class II bicycle parking spaces to be located in two bicycle storage rooms, one accessed from the Hickory Street entrance and one accessed from Fell Street entrance, eight Class II bicycle spaces to be located on Fell Street. The proposed site design would also include the creation of two passenger loading zones, including one on Fell Street, and an ADA accessible loading zone on Hickory Street. The trash room is proposed to be accessed from the loading zone located on Fell Street. Additionally, the proposed building would include a mid-block pedestrian passage that would connect Oak Street to Fell Street, and would align with a similar mid-block pedestrian passage constructed as part of the Parcel P project.

The project site is currently vacant, and was most recently used for construction staging for the adjacent Parcel P project (Case No. 2011.0744E). The site is approximately 37,426 square-feet and fronts onto three streets including Laguna Street to the west, Fell Street to the north, and Hickory Street (which was extended and reconstructed as part of the construction of the adjacent Parcel P) to the south, in the Hayes Valley neighborhood of San Francisco. Additionally, Oak Street is located to the south of the project site and Octavia Street to the east. The site is located within the RTO (Residential Transit Oriented District) and a split 40-X and 50-X height and bulk district. The northern portion of the property that fronts on Fell Street is located within the 50-X height and bulk district and the southern portion of the property that fronts on Hickory Street is within the 40-X height and bulk district.

AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

Public Resources Code Section 21099(d), effective January 1, 2014, provides that "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above criteria; therefore, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.¹

POTENTIAL ENVIRONMENTAL IMPACTS

The Market and Octavia PEIR included analyses of environmental issues including: land use and zoning; plans and policies; visual quality and urban design; population, housing, and employment (growth inducement); transportation; noise; air quality; wind and shadow; archeological resources; historic architectural resources; hazardous materials; geology and soils; public facilities, services, and utilities; hydrology; and biology. The proposed project at 455 Fell Street is within the allowable density and consistent with the designated uses for the site described in the PEIR and would represent a small part of the growth forecast for the Plan. As a result, the PEIR considered the incremental impacts of the proposed project. The proposed project would not result in any new or substantially more severe impacts than were identified in the PEIR. Topics for which the FEIR identified a significant program-level impact are addressed in this Note to File. The following sections demonstrate that the proposed development at 455 Fell Street would not result in significant impacts beyond those analyzed in the FEIR.

*Cultural Resources***Historic Architectural Resources**

Historic resource surveys were conducted for the Market and Octavia Neighborhood Plan area subsequent to the adoption of the Market and Octavia PEIR, with interim controls for evaluation and protection of historic resources during the survey period. On December 17, 2008, the Landmarks Preservation Advisory Board endorsed the findings of the Market and Octavia Area Plan-level Historic Resource Survey, and on February 19, 2009, the San Francisco Planning Commission adopted the findings of the survey.

The subject property is a vacant lot. The property was surveyed as part of the Market-Octavia Historic Resources Survey and is not located within a historic district. Therefore, the proposed project is not anticipated to result in an adverse effect on off-site historical resources.

¹ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 455 Fell Street (Parcel O), November 24, 2015. This document, and other cited documents, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-002837ENV.

Archeological Resources

The Market and Octavia PEIR identified potential archeological impacts and identified four archeological mitigation measures that would reduce impacts on archeological resources to less than significant. Mitigation Measure 5.6.A1: Archeological Mitigation Measure – Soil Disturbing Activities in Archeologically Documented Properties applies to those properties for which a final Archaeological Research Design Treatment Plan (ARDTP) is on file in the Northwest Information Center and the Planning Department. Properties subject to this mitigation measure include the project site (Parcel O). Pursuant to Archeological Mitigation Measure 5.6.A1 of the Market and Octavia Neighborhood Plan PEIR, an Archeological Research Design and Treatment Plan/Archeological Testing Plan Addendum (ARDTP/ATP Addendum) was prepared for the proposed project and is summarized in the following section. In accordance with Market and Octavia PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1 (below), which includes implementation of the Archeological Testing Program including in the ARDTP/ATP Addendum. With implementation of Project Mitigation Measure 1, the proposed project would not result in a significant impact related to archeological resources.

No prehistoric sites have been documented in the general project vicinity and the project site has a low to moderate sensitivity for prehistoric resources. The nearest prehistoric sites are located in Western SoMa and the Mission District in ecological settings that were near tidal or freshwater marshes, freshwater lagoons or creeks. The project site is located in an area of late period sand dunes. While these sand dunes were available for human use during the Holocene, they were available for relatively short periods of time and may only contain evidence of single-component archaeological deposits, unlike the large midden sites found south of Market Street. No prehistoric deposits were found during construction monitoring on adjacent Parcel P to a depth of 20 feet.

A CA. 1861 lithograph of Hayes Valley shows the beginnings of development at the project site. Oak Street was graded and open, and a few small structures were present possibly along Fell Street with the project site. By the 1869 U. S. Coast Survey map, there were at least two buildings in the project site. One was probably the Westminster Presbyterian Church. Over the course of the next 16 years, the block saw substantial construction. By the 1886 Sanborn Fire Insurance Company map, (Sanborn) dwellings faced Laguna Street and there was at least one residence and some outbuildings on Hickory. Fell Street included several row houses and, mid-block, the Westminster Presbyterian Church. Fell Street became more densely settled in the next decade. Much of the empty space had been filled in (with the exception of the northeast corner of the block) such that the Fell and Hickory frontages were nearly full. The Westminster Church had been removed, and the character of the block was entirely residential. Since the block was not destroyed by the 1906 earthquake and fire, many of the buildings remained intact through 1950 (Sanborn 1905, 1913, 1950).

According to the geotechnical study,² the site slopes down to the east and has elevations ranging from approximately 76 to 61 feet. The general subsurface conditions at the site consist of fill, Dune sand, Marsh Deposit, and interbedded sands and clays. The fill generally consists of medium

² Langan Treadwell Roll. Geotechnical Investigation: *Parcel O – Central Freeway (Parcel 0) San Francisco, CA*. October 30, 2015. This document is available for review as part of Case No. 2015.002837ENV at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

dense sand and stiff clay with isolated brick and concrete debris. Artificial fill is not generally itself of archeological interest. However, in this case, it is possible that features of archeological interest, such as artifact-filled hollows privies, wells, cisterns, trash pits may be present within fill deposits and even if truncated, they may retain sufficient data sets and have historical associations to be archeologically significant.

As outline above, the ARDTP/ATP Addendum determined that it is possible that prehistoric and historic-period deposits may be within the zone of proposed ground disturbance. In accordance with Market and Octavia PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1 (below), which includes implementation of the Archeological Testing Program outline in the ARDTP/ATP Addendum. With implementation of Project Mitigation Measure 1, the proposed project would not result in a significant impact related to archeological resources.

Project Mitigation Measure 1 – Soils Disturbing Activities (Mitigation Measure 5.6.A1 of the Market and Octavia PEIR). Pursuant to *Mitigation Measure 5.6.A1*, any soils-disturbing activities proposed within this area shall be required to submit an addendum to the respective ARD/TP prepared by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology to the Environmental Review Officer (ERO) for review and approval. The addendum to the ARD/TP shall evaluate the potential effects of the project on legally-significant archeological resources with respect to the site- and project-specific information absent in the ARD/TP. The addendum report to the ARD/TP shall have the following content:

1. Summary: Description of subsurface effect of the proposed project and of previous soils-disturbing activities;
2. Historical Development: If demographic data for the project site is absent in the discussion in the ARD/TP, the addendum shall include new demographic data regarding former site occupants;
3. Identification of potential archeological resources: Discussion of any identified potential prehistoric or historical archeological resources;
4. Integrity and Significance: Eligibility of identified expected resources for listing to the California Register of Historical Resources (CRHR); Identification of Applicable Research Themes/Questions (in the ARD/TP) that would be addressed by the expected archeological resources that are identified;
5. Impacts of Proposed Project;
6. Potential Soils Hazards: Update discussion for proposed project;
7. Archeological Testing Plan (if archeological testing is determined warranted): the Archeological Testing Plan (ATP) shall include:

A. Proposed archeological testing strategies and their justification

B. Expected archeological resources

C. For historic archeological resources

1) Historic address or other local information

2) Archeological property type

D. For all archeological resources

1) Estimate depth below the surface

2) Expected integrity

3) Preliminary assessment of eligibility to the CRHR

E. ATP Map

1) Location of expected archeological resources

2) Location of expected project sub-grade impacts

3) Areas of prior soil disturbance

4) Archeological testing locations by type of testing

5) Base map: 1886/7 Sanborn Fire Insurance Company map

Transportation and Circulation

The Market and Octavia PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership. Thus, the PEIR identified eight transportation mitigation measures, including implementation of traffic management strategies and transit improvements. Even with mitigation, however, it was anticipated that the significant adverse effects at seven intersections and the cumulative impacts on certain transit lines resulting from delays at several Hayes Street intersections could not be fully mitigated. These impacts were found to be significant and unavoidable, and a Statement of Overriding Considerations with findings was adopted as part of the Market and Octavia Area Plan approval on May 30, 2008.

The proposed project would include the construction of 108 residential units, 1,200 square feet (sf) of retail space, 2,028 sf of office space accessory to the residential uses, and 2,890 sf of community activities space. The proposed project would not provide any off-street parking and would provide 108 Class 1 bicycle parking spaces to be located in two bicycle storage areas, one accessed near the Hickory Street entrance and one near the Fell Street entrance, and eight Class II bicycle spaces to be located on Fell Street. Additionally, the trash room is proposed to be accessed from the loading zone located on Fell Street.

Trip Generation

Trip generation from the proposed project was calculated using information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (SF Guidelines) developed

by the San Francisco Planning Department.³ The proposed project would generate 181 PM peak hour person-trips of which 45 would be automobile trips, 82 would be transit trips, 40 would be pedestrian trips, and 13 would be other, including bicycle trips. Due to the project's location near major transit and bicycle routes, the number of vehicle trips would likely be less. The estimated 39 new PM peak hour vehicle trips would travel through the intersections surrounding the project block, but would not substantially increase traffic volumes at these intersections. The proposed project could result in an increase in average delay per vehicle at these intersections, but this increase would not be considered as substantial or noticeable, and the proposed project would not significantly change the existing levels of service at the intersections surrounding the project site.

Traffic

As previously mentioned, zoning changes studied in the Market and Octavia PEIR anticipated significant impacts to traffic from implementation of the Plan. The project-level analysis for the planned development of the 22 Central Freeway parcels (2025 with Plan development) determined that 12 intersections would operate at unacceptable levels of service (LOS) in 2025 with implementation of the Plan, as opposed to only nine intersections in the 2025 without Plan forecast. The additional three intersections that would operate at unacceptable LOS in 2025 include Hayes/Gough, Hayes/Franklin, and Laguna/Market/Hermann/Guerrero. The proposed project is bounded by Fell Street to the north, Oak and Hickory Streets to the south, Laguna Street to the west, and Octavia Street to the east and is located two blocks from the Hayes/Gough Street intersection and three blocks from the Hayes/Franklin Street intersection.

The PEIR stated that traffic generated from the Central Freeway parcels would not represent a considerable contribution to the adverse cumulative conditions, and the Central Freeway parcels would not have a significant traffic impact.

Transit

The Market and Octavia PEIR identified significant and unavoidable cumulative impacts relating to the degradation of transit service as a result of increased delays at the following intersections in the PM peak hour: Hayes Street/Van Ness Avenue, Hayes Street/Franklin Street, and Hayes Street/Gough Street. Mitigation measures proposed in the PEIR to address these impacts included changes to street configurations and traffic patterns. Even with mitigation, however, cumulative impacts were found to be significant and unavoidable and a Statement of Overriding Considerations was adopted as part of the Market and Octavia Plan approvals.

Public transit serving the project site and within ¼ mile includes the Muni bus routes 7X, 7, 7R, 21, and 6. Muni's Van Ness Station with access to Muni Metro routes J, K, L, M, N is located approximately 1/3-mile and the Civic Center BART station with access to BART's regional rail lines is located approximately ¾-mile from the project site. No peculiar transit impacts are anticipated to occur as a result of the proposed project, and the transportation mitigation measures identified in the PEIR (to be implemented by the San Francisco Municipal

³ Chelsea Fordham, San Francisco Planning Department, Transportation Calculations, November 18, 2015. These calculations are available for review as part of Case No. 2015.002837ENV at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Transportation Agency [SFMTA]) are not applicable to the proposed project. With the development of Central Freeway parcels, the peak hour capacity utilization would not be substantially increased and the impact on Muni operations would be considered as less-than-significant.

Air Quality

Construction Dust Control

The PEIR identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust and short-term construction exhaust emissions. Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. The Market and Octavia PEIR identified a significant impact related to construction air quality and determined that Mitigation Measure 5.8.A - Construction Mitigation Measure for Particulate Emissions would reduce effects to a less-than-significant level. Subsequently, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work, in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). For projects over one half-acre, such as the proposed project, the Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. The site-specific Dust Control Plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions. These regulations and procedures set forth by the San Francisco Building Code ensure that potential dust-related air quality impacts would be reduced to a less than-significant level. Since the project would comply with the Construction Dust Control Ordinance, the project would not result in a significant impact related to construction dust. Compliance with the Construction Dust Control Ordinance, as applicable, would ensure that dust-related air quality impacts during project construction would be less than significant. Thus, Mitigation Measure 5.8A would not be applicable to the proposed project.

Criteria Air Pollutants

The BAAQMD's CEQA Air Quality Guidelines (Air Quality Guidelines) provide screening criteria⁴ for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to

⁴ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria, as the proposed project involves the construction of a mixed-use buildings with a total of 108 dwelling units and 1,200 square feet of retail use which is below the criteria air pollutant screening sizes for an Apartment, Low-Rise Building (451 dwelling units for operational and 240 dwelling units for construction). Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Construction

The project site is located within an Air Pollutant Exposure Zone as defined by Article 38 of the San Francisco Health Code. The proposed project would require heavy-duty off-road diesel vehicles and equipment during the anticipated 18-month construction period. The PEIR identified a significant impact related to short-term exhaust emissions from construction equipment and determined that Mitigation Measure 5.8B – Construction Mitigation Measure for Short-Term Exhaust Emissions would reduce effects to a less-than-significant level. Since the proposed project includes construction activities, this mitigation measure would apply to the proposed project. The project sponsor has agreed to Project Mitigation Measure 2: Construction Air Quality, which has been identified to implement Market and Octavia PEIR Mitigation Measure 5.8B by requiring engines with higher emissions standards on construction equipment. Project Mitigation Measure 2: Construction Air Quality, which is listed below, would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.⁵ Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 2: Construction Air Quality.

Project Mitigation Measure 2: Construction Air Quality (Implementing Market & Octavia Mitigation Measure 5.8B of the Market & Octavia PEIR)

The project sponsor or the project sponsor's Contractor shall comply with the following

A. Engine Requirements.

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency

⁵ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

(USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.

2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. Waivers.

1. The Planning Department’s Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.

Table – Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

** Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.
1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.
- D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Siting Sensitive Land Uses

For sensitive use projects within the Air Pollutant Exposure Zone as defined by Article 38, such as the proposed project, the Ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance with Article 38, the project sponsor has submitted an initial application to DPH.⁶ The regulations and procedures set forth by Article 38 would ensure that exposure to sensitive receptors would not be significant. Therefore, impacts related to siting new sensitive land uses would be less than significant through compliance with Article 38.

Noise

The PEIR noted that ambient noise levels are not projected to increase as a result of the development of the Central Freeway parcels. Ambient noise levels in the vicinity of the project site are typical of noise levels in neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, emergency vehicles, and land use activities, such as commercial businesses and periodic temporary construction-related noise from nearby development, or street maintenance. Noises generated by residential and commercial uses are common and generally accepted in urban areas. The noise generated by the occupants of the proposed project would not be considered a significant impact of the proposed project. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

The residential units developed on the Central Freeway parcels would be required to provide an interior noise environment below 45 dBA (Ldn) in compliance with Title 24 of the California Code of Regulations and to incorporate noise reduction measures as outlined in Policy 10.2 of the San Francisco General Plan. Parcel O fronts on Fell Street, which has noise levels above 75 dBA. As required under the Housing Element EIR⁷, new residential development located along streets with such noise levels require a noise study to identify potential noise-generating uses within the project vicinity, and to take at least one 24-hour noise measurement. A noise study was prepared for the proposed project, and based on the noise measurements, the maximum future noise environment at the proposed buildings would range from 73 dBA along Fell Street, 69 dBA on Laguna, and 63 dBA on Hickory Street.⁸ To comply with Title 24, the noise study concluded that suitable noise insulation can be provided with commercially available dual-glazed windows with one-inch thickness to achieve an STC rating of 37 to 28 and an alternative measure of supplying fresh air will be (e.g. mechanical ventilation) provided. The noise study demonstrates that Title 24 standards can be met, and there are no particular circumstances about the project site that appear to warrant heightened concern about noise levels in the vicinity.

All construction activities for the proposed project (approximately 18 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100

⁶ Application for Article 38 Compliance Assessment, Parcels O, August 17, 2015.

⁷ San Francisco Planning Department, San Francisco 2004 and 2009 Housing Element Final Environmental Impact Report, Planning Department Case Numbers 2007.1275E and 2014.1327E, certified March 24, 2011, re-certified on April 24, 2014. Available online at: <http://www.sf-planning.org/index.aspx?page=1828>, assessed October 23, 2015.

⁸ 455 Fell Street Parcel O Apartments, *Environmental Noise Study*. November 20, 2015.

feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 18 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and users at Patricia's Green businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance.

In light of the above, the proposed project would not result in any significant noise impacts.

Wind

Wind impacts are directly related to building design and articulation and the surrounding site conditions. The PEIR identified a potentially significant impact related to new construction and determined that Mitigation Measure 5.5B1: Wind Mitigation Measure – Buildings in Excess of 85 feet in Height and Mitigation Measure 5.5B2: Wind Mitigation Measure – All New Construction⁹ would reduce effects to less-than-significant levels. The PEIR acknowledged that wind impacts are project site- and design-specific, and therefore the potential wind impacts associated with development of the Central Freeway parcels were not determined by the PEIR analysis. Since most of the Central Freeway parcels fall within height limits ranging from 30 feet to 65 feet, the PEIR stated that buildings of this height have a limited potential for the creation of significant wind impacts in San Francisco.

As stated above, wind impacts are directly related to building design, articulation, and surrounding site conditions. Based upon the experience of San Francisco environmental planners in reviewing wind analyses and expert opinion letters on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The proposed 38 to 50-foot-tall buildings (60 feet with elevator penthouse) would be similar in height to existing buildings in the area. Across Hickory Street to the south of the project site, Parcel P contains a four to five-story building and directly east of the site there is a three-story building on Fell Street. Therefore, the proposed project does not warrant a focused wind study as the project does not have the potential to result in significant wind impacts. Both Mitigation Measure 5.5B1 and 5.5B2 do not apply.

⁹ Paul Maltzer, *Market and Octavia EIR Wind Impacts and Mitigation Memorandum*, November 7, 2008.

Shadow

The PEIR found that new development of Central Freeway Parcels L, K, M, and O to a height of 55 feet would cast new shadow on Patricia's Green in all seasons of the year and at various times of the day.¹⁰ The PEIR reported that development of Parcel O would shade the southern portion of the park in the afternoon (2:00 to 4:00 PM) winter hours, and concluded that the new shadow created on Patricia's Green would have a less than significant impact since Section 295 would require San Francisco Recreation and Park Commission review and approval. Additionally, the PEIR states that requiring architectural treatments and setbacks could reduce shadow impacts. No mitigation measures were included in the PEIR for Parks and Open Space subject to Section 295, because no significant impacts (including cumulative) were identified at the program or project level.

Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open spaces that are under the jurisdiction of the Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Since the proposed buildings are taller than 40 feet, the Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks. The results of the shadow fan showed that development of Parcel O would cast new shadow on Patricia's Green. Therefore, a shadow study was conducted for the proposed project.¹¹ In comparison to the preliminary shadow fan analysis, the shadow study captured existing shadow from intervening buildings and more accurately modeled the design and location of the proposed building's elevator penthouse. According to the shadow study, the project as proposed would result in new shading on Patricia's Green and would not have the potential to affect any other public parks or privately owned open spaces. The results of the shadow analysis are presented below.

Patricia's Green is a well-used, 0.45-acre urban park located along the former Central Freeway parcel where Octavia Boulevard splits into two lanes flanking the park to the east and west. The park spans north-south, and is bounded by Hayes Street to the north and Fell Street to the south. The park is divided into three basic sections. On the northern end of the park is a picnic seating area along Hayes Street that features a plaza with four picnic tables around a mature tree with a mix of wooden and concrete benches. The central section of the park is created at the intersection of Linden Street, which contains a circular plaza with four concrete benches and eight bollards, and functions as the area for art installations. To the north and south of the center plaza are lawns. The southern section of the park contains a children's play area which features a dome structure with ropes and bars for climbing. Delineation between the play area and lawn is made by low concrete square pillars and a metal fence encloses the Fell Street side. An approximately 100-square-foot service structure is located on the southwest corner of the park. On the periphery of the park are concrete ledges and benches interspersed with approximately 24 trees and plantings.

¹⁰ Patricia's Green was referred to as Hayes Green in the PEIR. Patricia's Green is under the jurisdiction of the Recreation and Park Department and was a proposed park at the time of the Market and Octavia PEIR.

¹¹ Prevision Design, 455 Fell Street (Parcel O) Shadow Analysis Report, November 18, 2015.

To determine how the new shading may affect the existing patterns of park use, the shadow consultant conducted a total of twelve site visits. Six of the site visits occurred throughout the day and the park, and six site visits were focused on the location and hour of the project's shadowing on the park. Based on these surveys, the majority of park users were walking and playing with dogs, sitting, eating and socializing on the benches and picnic tables throughout the entire park. It was observed that the use of the park was highest mid-day during the week due to people eating lunch or while watching a special event, like a live music performance. The park was frequently used at all times for dog walking, as a meeting place or as a thoroughfare between Hayes and Fell streets and for Linden Street. The children's play area was also observed to be the frequently used by children playing, and elevated use of children's play area was observed on weekends, with approximately double the intensity of activity as was observed on weekdays. Most of the users of this area stayed for less than 20 minutes, with only a few remaining for 30 minutes or longer. Overall, observed peak use at the park occurred weekday midday and weekend afternoon.

The shadow study found that new shadow due to the proposed project would occur on the southern portion of the park from October 13 – February 28, for a total of 140 days annually. The project shadows would be located where plantings, the children's play area, and benches are located. The benches in this area were observed to be the most frequented by users for eating, socializing, and relaxing. The children's play area was observed to be frequently used by children playing, and elevated use of children's play area was observed on weekends. The new shadow is likely to be the most noticeable to such users. The maximum shadow impact on a specific day and time from the proposed 38 to-50-foot-tall building on Parcel O would be on January 26th and November 15th when new shadow would be cast on the park between 3:16 PM to 3:58 PM, for approximately 42 minutes. Affected areas would include planting areas, a portion of the southern grassy area, the children's play structure, and one fixed bench. On this day, new shadow would reach a maximum area of approximately 1,547 square feet (or 0.38 percent) of the park. Therefore, at its greatest extent at a single time, the new shadow would not cover a substantial area of the park.

The shadow analysis found that the theoretically available amount of sunlight on Patricia's Green is approximately 66,595,904 square feet, while the existing annual total shading on the park is 11,706,388 square foot hours (or 17.58 percent). The proposed project would add approximately 44,793 square feet of new shade, resulting in a 0.07 percent (less than one tenth of one percent) decrease in the theoretically available sunlight. The results of the shadow study are consistent with the analysis of the PEIR, and substantial changes have not occurred with respect to the circumstances under which the proposed project on Parcel O is being undertaken.

Additionally, the PEIR states that requiring architectural treatments and setbacks could reduce shadow impacts. The project building was designed to reduce the amount and intensity of shadows on Patricia's Green by reducing the height of the building on the northeast portion of the building from five to four-stories, and providing a roofdeck above it with a railing, which is intended to be designed as a minimal steel framework with horizontal cables that does not cast a perceptible shadow.

The PEIR acknowledged that development on Parcel O would result in the construction of a 40 to 50-foot-tall building, and concluded that new structures subject to the requirement of Planning Code Section 295, such as the proposed project, would not create any significant shadow impacts on parks under the jurisdiction of the Recreation and Park Department (RPD), such as Patricia's Green. Therefore, the proposed project's shadow impact on Patricia's Green would be less than significant as the PEIR stated that compliance with Section 295 would ensure that subsequent projects would not adversely affect existing or proposed open spaces under the jurisdiction of RPD. The proposed project will be presented to both the Recreation and Parks Commission and the Planning Commission for a determination of the project's shadow impact on Patricia's Green, under Section 295 of the Planning Code.

Geology and Soils

The Market and Octavia Neighborhood Plan PEIR identified a potential significant impact related to temporary construction on former central freeway parcels and determined that *Mitigation Measure 5.11.A: Construction Related Soils Mitigation Measure* would reduce effects to a less-than-significant level. Since the project site is generally level and construction would not alter the overall topography of the site this mitigation measure would apply to the project and implementation of this measure would reduce any impacts to a less-than-significant level. In accordance with the Market and Octavia PEIR, the project sponsor has agreed to implement Project Mitigation Measure 3, below.

Project Mitigation Measure 3 – Construction-related Soils (Mitigation Measure 5.11.A of the Market and Octavia PEIR). Best Management Practices (BMP) erosion control features shall be developed with the following objectives and basic strategy: protect disturbed areas through minimization and duration of exposure; control surface runoff and maintain low runoff velocities; trap sediment onsite; and minimize length and steepness of slopes.

A geotechnical investigation was performed for the project site and the proposed development.¹² The project site is underlain by fill, dune sand, marsh deposits, and sand and clays. The geotechnical investigation estimated the fill to be 4-1/2 feet thick towards the western end of the site and about 15-1/2 feet thick on the eastern end. The fill is generally underlain by loose to very dense sand and sand with silt, locally referred to as Dune sand. The Dune sand typically becomes denser with depth. The Dune sand is underlain by the Marsh Deposit. The Marsh Deposit generally consists of very loose to medium dense silty clayey sand and clayey sand and very soft to stiff clay and sandy clay. The Marsh Deposit was encountered about 24-1/2 to 30 feet below the ground surface and ranges in thickness from 5 to 13 feet. The Marsh Deposit is underlain by interbedded layers of dense to very dense sand with variable fines content and very stiff to hard clays to the maximum depth explored, 58 feet. Groundwater was encountered at a depth of about 32 feet. However, groundwater may fluctuate from 20 bgs to 35 bgs.

¹² Langan Treadwell Roll. Geotechnical Investigation: *Parcel O – Central Freeway (Parcel O) San Francisco, CA*. October 30, 2015. This document is available for review as part of Case No. 2015.002837ENV at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

According to the geotechnical investigation, the proposed building would need to utilize a shallow foundation bearing on improved ground or a deep foundation supported by piles. A shallow foundation would consist of a mat or stiffened continuous footing grid bearing on improved ground. A deep foundation would be required to be supported on 16 to 18 ACIP piles. The project sponsor has indicated that they would pursue a shallow foundation on improved soils. The report describes recommendations regarding site preparation and grading, seismic design, site drainage, and the design of foundations, retaining walls, and slab floors.

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Potential geologic hazards would be reduced during the permit review process through these measures. To ensure compliance with all *Building Code* provisions regarding structure safety, when DBI reviews the geotechnical report and building plans for a proposed project, they will determine the adequacy of necessary engineering and design features. The above-referenced geotechnical investigation would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on the project site would be reduced through the DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code.

Hazards and Hazardous Materials

The PEIR found that impacts to hazardous materials would primarily originate from construction-related activities. Demolition or renovation of existing buildings could result in exposure to hazardous building materials such as asbestos, lead, mercury or polychlorinated biphenyls (PCBs). In addition, the discovery of contaminated soils and groundwater within the Plan area could result in exposure to hazardous materials during construction. The PEIR found that compliance with existing regulations and implementation of Mitigation Measure 5.10.A – Program or Project Level Mitigation Measures for Hazardous Materials,¹³ which would require implementation of construction best management practices (BMPs) to reduce dust emissions, would reduce impacts associated with construction-related hazardous materials to a less-than-significant level.

As discussed under the Air Quality section, subsequent to the certification of the PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of Market and Octavia PEIR Mitigation Measure 5.10.A. Therefore, PEIR Mitigation Measure 5.10.A is not applicable to the proposed project.

¹³ Mitigation Measure F1 is Mitigation Measure 5.10.A in the Market and Octavia PEIR.

The PEIR stated that because all of the Central Freeway parcels have been cleared of pavement and structures, no impacts related to demolition or renovation activities would apply to these parcels, which includes Parcel O.

The PEIR stated that soil investigation within the Plan area included the Soil Investigation Report for the Octavia Boulevard Improvement Project, prepared in June 2003, and the Phase I ESA for the Central Freeway Land Transfer Project, prepared in January 2002 as part of the Caltrans' freeway demolition investigation. The footprint of the investigations for the Octavia Boulevard project covers ten blocks on both sides of Octavia Boulevard ranging from Hayes Street to Market Street. Results of the soil analyses from the Octavia Boulevard project investigations¹⁴ concluded that the preparation of a Site Mitigation Plan was recommended for future excavation projects as lead concentrations exceeded either residential or construction risk-based screening levels. Subsequent development occurring on these parcels in association with the Plan could result in the transport, handling, use, and/or generation of hazardous materials on the Central Freeway parcels. Future development on these parcels would be subject to individual site assessment and compliance with relevant regulations administered by the Department of Public Health. Given the current regulations governing these activities, impacts resulting from future development of the Central Freeway parcels would be considered less than significant.

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways or underground storage tanks. The over-arching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, mitigation of contaminated soils that are encountered in the building construction process. Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater within the Market and Octavia Neighborhood Plan area are subject to this ordinance.

The proposed project is located within the Article 22A (Maher) area¹⁵ and would involve up to approximately three to four-feet of excavation below ground surface with approximately 37,400 cubic yards of soil disturbance. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

The Phase I would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to

¹⁴ While the above sampling covered only a portion of the Plan area, the results show an overall pattern of potential contaminants.

¹⁵ Based on soil investigations and site assessments, the Market and Octavia PEIR found a pattern of potential contaminants that may exceed residential or construction-based screening levels throughout the Plan Area, including development on Central Freeway parcels. Therefore, the project site was added to the Maher area on August 17, 2015.

submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor submitted a Maher Application and a Phase I and Phase II ESA^{16,17} to DPH.¹⁸ Based on the Phase I ESA, the project site was developed with residential buildings from 1886 through 1938 and by 1946 a gas station and auto repair facility was built on the western extent of the subject property along Laguna Street, and remained there until at least 1956. Additionally, it is unknown if this previous gas station had underground storage tanks (USTs) present on the subject property. From 1967 until 1999, the residential neighborhood was replaced with a freeway off-ramp. The subject property has since been vacant, and was most recently used for construction staging of the adjacent Parcel P project. The Phase I ESA identified the previous use of the project site as a gas station as a Recognized Environmental Conditions, and therefore, the Phase I recommended the preparation of a Phase II subsurface investigation. As part of the Phase II analysis, four soil borings samples were taken on the subject property and tested for Total Petroleum Hydrocarbons (TPH) and Volatile Organic Compounds (VOCs). The soil samples were tested against the San Francisco Bay Region of the California Water Quality Board's Environmental Screening Levels (ESLs) to determine if any potential contaminants are above levels that could result in a significant threat to human health or the environment. The four soil samples were tested against the ESL's and were found to not exceed any of the screening levels.

Since the project site is located in the Maher area and the proposed project would require more than 50 cubic yards of soil disturbance, the proposed project is subject to the Maher Ordinance, which is administered and overseen by the Department of Public Health. Therefore, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Market and Octavia PEIR.

Other Topics Not Addressed in PEIR

Greenhouse Gas Emissions

The State CEQA Guidelines were amended in 2010 to require an analysis of a project's greenhouse gas (GHG) emissions on the environment. The Market and Octavia PEIR was certified in 2007, and therefore did not analyze the effects of GHG emissions. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy,¹⁹ which is comprised of regulations that have proven effective in reducing San Francisco's overall GHG emissions; San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. Other existing regulations, such as those implemented through Assembly Bill 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG

¹⁶ AEI Consultants, Phase I Environmental Site Assessment, Corner of Fell and Laguna Street, San Francisco, CA, February 23, 2015.

¹⁷ AEI Consultants, Limited Phase II Subsurface Investigation, Southeast corner of Fell and Laguna Street, San Francisco, CA, February 23, 2015.

¹⁸ Maher Application, SFDPH, Parcel O, November 17, 2015.

¹⁹ Greenhouse Gas Analysis: Compliance Checklist, 455 Fell Street (Parcel O), September 2, 2015.

emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

For the above reasons, the proposed project would not result in significant impacts due to GHG emissions.

Mineral/Energy Resources

No known minerals exist at the project site, and therefore the project would not contribute to any individual or cumulative impact on mineral resources. The California Energy Commission is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply grid within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not have a significant impact to energy resources either individually or cumulatively.

Agricultural and Forest Resources

There are no known agricultural uses or forest resources located within the project area. Additionally, the project site and adjacent areas are not zoned for such uses. Therefore, the proposed project would not result in any significant impacts related to agricultural and forest resources either individually or cumulatively.

CONCLUSION

This Note to File is prepared in accordance with local CEQA procedures under Chapter 31 of the San Francisco Administrative Code. San Francisco Administrative Code Section 31.19(c)(1) states that a proposed project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter." Thus, this Note to File provides written documentation for the case record that the proposed project at 455 Fell Street (Parcel O) is within the project analyzed in the PEIR and does not warrant additional environmental review.

The Planning Department has determined that neither an Addendum to an EIR (per CEQA Guidelines Section 15164) nor a Subsequent EIR (per CEQA Guidelines Section 15162) are applicable to the proposed project at 455 Fell Street (Parcel O) because, for the reasons discussed previously, there would be no substantial changes to the project description in the PEIR.

Based on the foregoing, the Planning Department concludes that the analyses conducted and the conclusions reached in the PEIR adopted and issued on April 5, 2007 and affirmed by the Board of Supervisors on November 13, 2009 remain valid and that no supplemental environmental review is required. The proposed project at 455 Fell Street (Parcel O), would be within the PEIR analysis

and neither cause new significant impacts nor result in the substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. Consequently, the project change does not require major revision of the EIR, and the project sponsors may implement the proposed project without additional CEQA review, consistent with California Public Resources Code Section 21166 and California Code of Regulations (CEQA Guidelines) Section 15164. Therefore, no supplemental environmental review is required beyond this Note to File.

cc: Tim Dunn, Mercy Housing California
Tina Chang, Current Planning

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



Edwin M. Lee
Mayor

Olson Lee
Director

February 26, 2016

Doug Shoemaker
Executive Director
Mercy Housing California
1360 Mission Street
San Francisco, CA 94103

Dear Mr. Shoemaker:

The San Francisco Mayor's Office of Housing and Community Development (MOHCD) has committed funding to and fully supports the development of Mercy Housing California's ("Developer") affordable housing project located at 455 Fell Street in San Francisco ("455 Fell"). 455 Fell will be a five-story, mixed-use residential with ground floor retail development in the heart of San Francisco's Hayes Valley neighborhood. The project will contain 108 units of affordable family housing, 20% of which will be set-aside for formerly homeless families. The project will provide a large on-grade courtyard for the residential tenants, including a play area for children, in addition to a landscaped roof garden and open space. In addition to the shared open space, the project will provide an array of service space onsite including a 1,400 SF community room, offices for service providers, as well as space for after school programs and a teen center. Finally, 455 Fell will improve surrounding public infrastructure and link families to jobs and amenities around the region via nearby pedestrian improvements, bike, bus, subway, and regional rail transit options.

In February 2015, MOHCD approved \$2,000,000 in below-market predevelopment funding for the project. These funds enabled the Developer's affiliate, 455 Fell, L.P., to begin site testing, architectural and engineering work.

Once the Developer has successfully secured AHSC funds, MOHCD is prepared to approve an additional \$13,359,000 in below-market, residual receipts City loan funds (a total of \$15,359,000 in City financing) to 455 Fell, L.P. for the 455 Fell Street project.

Sources for construction and permanent funding are projected as follows:

Construction Financing:

Loan Type	Loan Amount	Term	Rate
Construction Loan	\$36,081,000	24 mos	4%
AHSC	\$ 405,000	55 years	3%
City of San Francisco	\$14,289,000	55 years	3%
Bridge (AHP)	\$ 1,070,000	24 mos	3%
Tax Credit Equity	<u>\$ 2,754,000</u>	n/a	n/a
Total	\$54,599,000		

1 South Van Ness Avenue – Fifth Floor, San Francisco, CA 94103

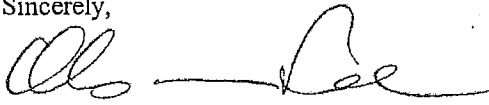
Phone: (415) 701-5500 Fax: (415) 701-5501 TDD: (415) 701-5503 • www.sfmohcd.org

Permanent Financing:

Loan Type	Loan Amount	Term	Rate
Permanent Mortgage	\$ 2,800,000	30 years	6%
AHSC	\$14,289,000	55 years	3%
City of San Francisco	\$14,289,000	55 years	3%
Bridge (converts to perm)	\$ 1,070,000	15 years	0%
Tax Credit Equity	\$27,535,000	n/a	n/a
Sponsor Equity	\$ 149,000	n/a	n/a
Deferred Dev Fee	\$ 351,000	n/a	n/a
Total	\$60,483,000		

Construction of 108 high-quality, affordable housing units at 455 Fell, including housing for 22 homeless families, represents a significant response to San Francisco's affordable housing crisis. Again, MOHCD fully supports this project and looks forward to collaborative work with HCD in bringing this project to completion.

Sincerely,



Olson Lee
Director

April 5, 2007
File No: 2003.0347E
Market & Octavia Area Plan

SAN FRANCISCO
CITY PLANNING COMMISSION
MOTION NO. 17406

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED MARKET AND OCTAVIA PLAN, AMENDMENTS TO THE SAN FRANCISCO PLANNING CODE AND ZONING MAPS, AMEDENMENTS TO THE SAN FRANCISCO GENERAL PLAN, ADOPTION OF URBAN DESIGN GUIDELINES, AND AMENDMENTS TO THE WESTRN ADDITION A-2 REDEVELOPMENT PLAN. THE PLAN AREA IS GENERALLY LOCATED TO THE WEST OF THE CITY'S DOWNTOWN AREA AND INCLUDES PORTIONS OF CIVIC CENTER, HAYES VALLEY, WESERN ADDITION, SOUTH OF MARKET, INNER MISSION, THE CASTRO, DUBOCE TRIANGLE, EUREKA VALLEY, AND UPPER MARKET NEIGHBORHOODS OF SAN FRANCISCO.

MOVED, That the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case File No. 2003.0347E – Market and Octavia Plan (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 Sections 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Sections 15000 *et seq.*, (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

a. The Citywide Group of the Department filed for environmental evaluation on 3/26, 2003 and the Major Environmental Analysis section of 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 January 23, 2004.

b. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on January 24, 2004.

c. On June 25, 2005, the Department published the Draft Environmental Impact Report ("DEIR") and provided public notice in a newspaper of general circulation of the availability of the document 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.

d. On June 25, 2005, 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. Notices of availability of the DEIR and of the date and time of the public hearings were posted on the Planning Department's website and also in various locations in the project area by Department staff on June 27, 2005.

2) The Commission held a duly advertised public hearing on the DEIR on July 28, 2005 at which time opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on August 23, 2005.

3) The Department prepared responses to comments on environmental issues received at the public hearing and in writing on 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, corrected errors in the DEIR, and prepared impact analysis for proposed revisions to the Plan. This material was presented in a Comments and Responses document, published on September 26, 2006, was distributed to the Commission and to all parties who commented on the DEIR, and was available to others upon request at Department offices and web site.

4) A Final Environmental Impact Report 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, and the Summary of Comments and Responses all as required by law ("FEIR").

5) Project environmental files have been made available for review by the Commission and the public. These files are available for public review at the Department offices at 1660 Mission Street, and are part of the record before the Commission.

6) On April 5, 2007, 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 Case File No. 2003.0347E – Market and Octavia Neighborhood Plan reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Final EIR document which includes the Comments and Responses contains no significant new information to the DEIR. In addition, since publication of the DEIR there has been no significant new information that would require recirculation of the document pursuant to CEQA Guideline Section 15088.5; and the Planning Commission hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA, the CEQA Guidelines, and Chapter 31.

8) The Commission, in certifying the completion of the FEIR, hereby does find that the proposed project described in the FEIR would have the following significant unavoidable environmental impacts, which could not be mitigated to a level of non-significance:

a. A potentially significant adverse shadow effect on the environment on *the War Memorial Open Space* from Development on Franklin Street and *United Nations Plaza* from towers at the Market Street and Van Ness Avenue intersection.

b. A significant adverse traffic effect on the environment to the following intersections under the year 20205 with Plan conditions: (1) Hayes Street and Van Ness Avenue, (2) Laguna /Market/ Hermann/Guerrero Streets, (3) Market/Sanchez/Fifteenth Streets, (4) Market/Church/ Fourteenth Streets, (5) Mission/Otis/South Van Ness; (6) Hayes/Gough Streets; and (7) Hayes/Franklin Streets.

c. A significant adverse transit effect on the environment as a result of increase in delays at Hayes Street intersections at Van Ness Avenue, Franklin Street, and Gough Street. Degradation to transit service would occur as a result of increase in delays at the intersections above.

9) The Planning Commission recognizes that an historical resource survey is currently underway in the plan area;

- a. The Commission recognizes the importance of the survey;
- b. The Commission however finds that the EIR as it exists and relates to historic resources is adequate, accurate, and objective without the inclusion of the study;
- c. The Commission will commit in its planned adoption of the interim procedures to give the utmost consideration to the results of the survey and public input on the survey at such time as the survey is complete and in such a manner as described in the accompanying resolution relating to this issue.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission on April 5, 2007.

Linda Avery
Commission Secretary

AYES: Alexander, Antonini, Sue Lee and William Lee

NOES: Moore and Olague

ABSENT: none

EXCUSED: Sugaya

ACTION: Certification of EIR



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Affordable Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 413)
- Downtown Park Fee (Sec. 412)
- First Source Hiring (Admin. Code)
- Child Care Requirement (Sec. 414)
- Other

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415.558.6409

Planning
Information:
415.558.6377

Planning Commission Motion 19544

HEARING DATE: JANURAY 7, 2016

Date: December 28, 2015
Case Number: 2015-002837CUA
Project Name: 455 Fell Street
Zoning: RTO (Residential Transit Oriented District)
 40-X / 50-X
Block/Lot: 0831 / 024
Project Sponsor: Tim Dunn
 Mercy Housing
 1360 Mission Street, Suite 300
 San Francisco, CA 94103
tdunn@mercyhousing.org
Staff Contact: Tina Chang - 415-575-9197
tina.chang@sfgov.org
Recommendation: **Approval with Conditions**

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION, PURSUANT TO PLANNING CODE SECTIONS 303, AND 304 TO APPROVE A PLANNED UNIT DEVELOPMENT WITH SPECIFIC MODIFICATIONS TO PLANNING CODE REGULATIONS AS THEY RELATE TO SETBACKS, EXPOSURE, OFF-STREET LOADING, OPEN SPACE AND OBSTRUCTIONS TO PERMIT THE CONSTRUCTION OF 108 DWELING UNITS AND 1,200 SQUARE FEET OF RETAIL, AND TO ALLOW RESIDENTIAL DENSITY EXCEEDING ONE DWELING UNIT PER 600 SQUARE FET OF LOT AREA WITHIN AN RTO (RESIDENTIAL TRANSIT ORIENTED) ZONING DISTRICT AND A 40-50-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On September 2, 2015, Tim Dunn, on behalf of Mercy Housing (hereinafter referred to the "Project Sponsor"), submitted a Conditional Use Authorization Application (CUA) with the Planning Department (hereinafter "Department"), Case No. 2015-002837CUA to approve a Planned Unit Development (PUD) pursuant to Planning Code Sections 303 and 304 on Assessor's Block 0831, Lot 024 ("Project").

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Market and Octavia Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on April 5, 2007, by Motion No. 17406, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"). The certification of the EIR was upheld on appeal to the Board of Supervisors at a public hearing on June 19, 2007. The Commission has reviewed the Final EIR, which has been available for this Commission's review as well as public review.

The EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Market and Octavia Area Plan, the Commission adopted CEQA Findings in its Motion No. 17406 and hereby incorporates such Findings by reference.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific 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 which were not discussed in the underlying EIR, or (d) are previously identified in the EIR, but which 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 that project solely on the basis of that impact.

On December 16, 2015, as documented in the "Note to File" for the Project, the Planning Department of the City and County of San Francisco determined that the proposed application did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Market and Octavia Area Plan and was encompassed within the analysis contained in the Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Market and Octavia Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Market and Octavia Area Final EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

On March 25, 2015, Department staff received a request for review of a development exceeding 40 feet in height (Case No. 2015-002837SHD), pursuant to Section 295, analyzing the potential impacts of the development to properties under the jurisdiction of the Department of Recreation and Parks. Department staff prepared a shadow fan depicting the potential shadow cast by the development and concluded that

the Project could potentially cast shadow on Patricia's Green. After reviewing and analyzing a secondary analysis submitted by the Project Sponsor, dated August 7, 2015, the Planning Department concluded the Project did in fact cast shadow on the play structure located on the southern portion of Patricia's Green. Department Staff recommended that the northeast corner of the Project be further sculpted to reduce shadow impacts on the park. The Project Sponsor removed the fifth floor at the northeast corner of the Project Site, reducing the Project by four units from 112 to 108 units, the Project's current scope. Based on this scope, the shadow study found that the new shadow due to the proposed project would occur on the southern portion of the park from October 13 – February 28, for a total of 140 days annually. The shadows would be located where plantings, the children's play area and benches are located. The maximum shadow impact from the proposed 38 to 50-foot tall building at 455 Fell Street would be on January 26th and November 15th when new shadow would be cast on the park between 3:16 PM to 3:58 PM, for approximately 42 minutes. The shadow analysis found that the theoretically available amount of sunlight on Patricia's Green is approximately 66,595,904 square feet, while the existing annual total shading on the park is 11,706,388 square foot hours (or 17.58 percent). The proposed project would add approximately 44,936 square feet of new shade, resulting in a 0.07 percent (less than one tenth of one percent) decrease in the theoretically available sunlight. The results of the shadow study are consistent with the analysis of the EIR, and substantial changes have not occurred with respect to the circumstances under with the proposed Project is being undertaken. The Project was heard and recommended for approval by the Recreation and Park Department (RPD) Commission's Capitol Committee on December 2, 2015 and unanimously recommended for approval by the RPD's full Commission on December 17, 2015.

Planning Department staff prepared a Mitigation, Monitoring and Reporting Program (MMRP), and this material was made available to the public and this Commission for the Commission's review, consideration and action.

On January 7, 2016, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2015-002837CUA.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2015-002837CUA, subject to the conditions contained in "Exhibit A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.

2. **Site Description.** The project site occupies a former Central Freeway parcel (Parcel O) that measures 37,428 square foot lot, or 0.86 acres, and has frontage on Fell Street to the north, Laguna Street to the west and Hickory Street to the south. The site slopes up, moving east to west to east, with a grade change of approximately 16 from the site's eastern most point at Hickory Street, towards Octavia Street, to its highest point at the Hickory Street and Laguna Street intersection. The site is currently vacant and was most recently used for construction staging for the adjacent parcel to the south, Parcel P, project (Case No. 2011.0744E).
3. **Surrounding Neighborhood.** Another parcel formerly occupied by the Central Freeway occupies the majority of the southern half of the subject block at 400 Laguna Street (Parcel P), where a mixed-use residential development containing approximately 182 dwelling units and 3,800 square feet of ground floor commercial uses was recently constructed.

Beyond the immediate vicinity, the area surrounding the project site primarily consists of residential buildings of two to five stories in height. Ground floor retail and restaurant uses are found along Hayes Street one block north of the Project Site, while other isolated commercial establishments are scattered throughout the neighborhood. The Civic Center district is located to the northeast, and includes various government buildings, museums, libraries and performance spaces. Open spaces in the vicinity include the Hays Valley Playground to the northwest, Patricia's Green to the northeast, Koshland Park to the southwest and Page and Laguna Mini-park to the south.

4. **Project Description.** The application before the Commission is the Conditional Use authorization for the new construction of a 100 percent affordable, mixed-use building with 108 residential units, 1,200 square-feet (sf) of retail space, 2,028 square feet of office space that would be accessory to the residential uses and 2,890 sf of community activities space. Of the Project's 108 residential units, 50 or 46 percent will contain two or more bedrooms. The proposed residential and commercial structure would be approximately 111,121 gross square feet and would range in height from 38 feet – 4 inches to 50 feet (up to 60 feet with elevator penthouse) tall. The Project does not include any off-street vehicular parking, but 118 bicycle parking spaces (108 Class 1, 8 Class 2 and 2 cargo spaces), exceeding Planning Code Requirements.

The Project, more or less, matches the height and bulk of the building to its rear. The Project consists of two structures, one larger, up-to-five story building, and a second two-story building containing two-story rowhomes. Though the larger structure has four frontages, the structure is well articulated as a series of different, yet related forms, with varying architectural expression across the site. All portions of the project utilize a rhythm of projections and voids, creating texture and functioning to break down the building's mass. The low-rise, two-story, townhouse structure fronting Hickory Street further reduces the scale of the overall development and enriches the visual texture of the Project. Along the Fell Street frontage, the building follows a stepping pattern, mimicking the natural grade of the site, and reaching its maximum height of 50-feet at Laguna Street. The two buildings are situated around a central courtyard, which can be accessed through a midblock passage, connecting to a similar passage through the development

to the south at 400 Laguna Street. The midblock passage and portions of the inner courtyard will be publically accessible during business hours.

5. **Public Comment.** To date, the Planning Department has received one letter opposing the project due to lack of off-street parking and a letter of support from the Hayes Valley Neighborhood Association.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Use and Density.** Per Section 209.4 dwelling units within the RTO District may exceed a density of one dwelling unit per 600 square feet of lot area with Conditional Use Authorization, provided that certain affirmative findings are made per Planning Code Section 207. Section 231 permits Commercial Uses in RTO Districts up to 1,200 square feet in size provided that all applicable provisions and conditions are met.

The Project provides 108 units, which exceeds a density of one dwelling unit per 600 square feet, which would permit 62 dwelling units. Section 209.4 requires Conditional Use Authorization pursuant to criteria in Section 207(c)(2), which exempts affordable units from being counted toward density calculations or be limited by lot area. Accordingly, the Project is meets criteria contained in Section 207.

The 1,200 square-foot ground floor retail space placed on the corner of Laguna and Fell Streets where corner retail establishments characterize the intersection is permitted by Section 231, and therefore compliant with the Planning Code.

- B. **Height and Bulk.** The subject property is located within a 40-50-X Height and Bulk District. Pursuant to Section 270, projects within "-X" Bulk Districts are not subject to specific bulk controls. Pursuant to Section 261.1, upper portions of buildings that abut narrow streets must be set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of the abutting narrow street. This additional height restriction applies to the portion of the narrow street frontage that is located 60 feet away from an intersection with a street wider than 40 feet.

The northern half of the project site fronting Fell Street falls within a 50-X height and bulk district, while the southern half fronting Hickory Street is zoned as a 40-X height and bulk district. The northeast corner of the building fronting Fell Street is 39 feet - 4 inches and grows to 50-feet heading west towards Laguna Street.

The applicable sunlight access plane required by Section 261.1 applies above a height of 43 feet - 9 inches, and also on the portions of the project site located 60-feet or more away from the intersection of Hickory and Laguna Streets. On the south side of the project site fronting Hickory Street, the large building ranges from approximately 35 feet - 10 inches to 37 feet - 4 inches. The smaller, two-story structure containing rowhome units fronting Hickory Street is approximately 19 feet - 6 inches. Since

the height of the proposed buildings never reach a height of 43 feet – 9 inches on the portions of the building where Section 261.1 applies, and is also within the principally permitted height limit, the Project complies with Sections 260, 261.1 and 270.

- C. **Front Setback.** Planning Code Section 132 requires that where one or both of the buildings adjacent to the subject property have front setbacks, any building constructed shall be set back to the average of the adjacent front setbacks. If only one of the adjacent buildings has a front setback, then the required setback for the subject property shall be equal to one-half the front setback of such adjacent building.

The adjacent building on Fell Street has a front setback of 7 feet. Therefore, a Code-compliant setback would measure 3.5 feet, or result in an area equal to the area produced by a Code-compliant front setback. The Project provides setbacks ranging from 0-feet to 7 feet – 6 inches, resulting in an area of 1029.6 square feet - less than the Code-compliant area of 1058.8 square feet (3.5 feet times 302.5 feet). Additionally, per Section 132(g), 20 percent of the required front setback area must be devoted landscaping. Section 132(h) requires that no less than 50 percent of the required front setback area be devoted to permeable surfaces. According to Sections 132(g) and (h), the Project requires approximately 212 square feet of landscaping and 529 square feet of permeable surfaces. Approximately 430 square feet of landscaping and permeable surfaces is provided in the front setback areas. Accordingly, the Project is compliant with respect to the amount of landscaping required, but falls short of meeting Planning Code requirements with respect to the total front setback area and amount of space required to be devoted to permeable surfaces. Therefore, modification to front setback requirements through the PUD process is required. Compliance with PUD criteria is discussed under Item #8.

- D. **Rear Yard.** Planning Code Section 134 requires a rear yard amounting to 45% of lot depth for properties located in RTO Zoning Districts. Per Section 134(c)(4)(A), the forward edge of the required yard shall be reduced to a line on which is at the depth of the rear building wall of the adjacent building fronting on the same street or alley. Further, per Section 134(c)(4)(C) where a lot is through with frontage on both the front and rear rights of way, the rear yard shall be located in the central portion of the lot between the buildings on such a lot, and the depth of the rear yard of each building from the street or alley on which it fronts shall be established by the average of the depths of the rear building walls of the adjacent buildings fronting on that street, though in no case less than 25 percent of lot depth or 15 feet, whichever is greater.

The Project consists of two separate buildings: one large five-story structure that fronts onto Fell Street and wraps around onto Laguna Street, where it drops to four-stories, and a second, two-story structure that fronts onto Hickory Street. Both structures are situated around an interior, east-west courtyard, a north-south midblock passage and a side-yard and community garden. While the forward edge of the rear yard is reduced to a line at the depth of the adjacent building's rear building wall, and although the area of the open spaces provided by the inner courtyard, midblock passage and side yard and community garden amount to more than 25% of lot depth in that the open space does not span the entire length of the lot, rear yard requirements are not met, and thus modification of rear yard

requirements through the PUD process is required. Compliance with PUD criteria is discussed under Item #8.

- E. **Usable Open Space.** Section 135 requires that a minimum of 100 square feet of private usable open space or 133 square feet of common usable open space be provided for dwelling units with RTO Zoning Districts. This Section specifies that the area counting as usable open space must meet minimum area and dimensional requirements. Additional standards per Section 135(g)(2) apply to inner courts, requiring that the enclosed space is not less than 20 feet in every horizontal dimension and 400 square feet in area; is such that no point on any such wall or projection is higher than one foot for each foot that such point is horizontally distant from the opposite side of the clear space of the court.

The Project provides common open space only and therefore must provide at least 14,364 square-feet (108 units multiplied by 133 square feet) of usable open space. A total of 15,124 square feet of common open space is provided, exceeding the total amount of open space required by the Planning Code. However, one small portion of the western side of the inner court does not meet the additional standards applicable to inner courts such that the wall created by the building on north side is approximately 14 feet, and that on the south side is 5 feet, taller than the permissible height per Section 135(g)(2). Thus, a modification of open space requirement through the PUD process is required.

In addition to the inner courtyard, midblock passage, and side yard and community garden, a roof deck is also provided. The inner courtyard is separated into an upper and lower court, a function of the elevation changes on-site. The lower court is connected and adjacent to the midblock passage, whereas the upper court also contains a play area for the proposed day care which will occupy two of the residential units. The side yard and community garden is sensitively situated to provide a buffer between the proposed new construction and the adjacent three-story, two-unit residential structure to the east. The community garden abuts as is located behind the rear yard of said three-story residential structure, serving as an extension of the existing midblock open space. All common open spaces meet the minimum 300 square foot area, 15-foot dimensional requirements. Though, as mentioned above, one small portion of the western side of the inner court does not meet the additional standards applicable to inner courts. Thus, a modification of open space requirement through the PUD process is required. Compliance with PUD criteria is discussed under Item #8.

- F. **Permitted Obstructions.** Section 136 permits obstructions within required setback areas. Overhead projections, including bay windows, must have a minimum head-height clearance of 7.5 feet. Bay windows have a maximum permitted projection of 3-feet while sunshades may project up to 3-feet into a front setback at the roof level, and 1-foot at every other level. Awnings must have a minimum head height of 12-feet, and may project up to 4-feet into the required setback.

The Project proposes a number of obstructions, including bay windows, awnings and sunshades throughout the project site. While the awnings and most bay windows comply with Section 136, sunshades proposed along Laguna Street, and at the corners of the Laguna and Fell Street and Laguna

and Hickory Street intersections exceed the maximum permitted projection by 1-foot. In all cases, the projections serve to articulate and vary the massing of the Project, providing enhanced scale and prominence to the specific aspects of design. The sunshades proposed at the corner intersections, for example, help define and draw attention to important edges of the building. As the obstructions are not entirely Code-compliant, modification of Section 136(c)(1) is required through the PUD process. Compliance with PUD criteria is discussed under Item #8.

- G. Streetscape and Pedestrian Improvements.** Section 138.1 requires that the Project include streetscape and pedestrian improvements appropriate to the site in accordance with the Better Streets Plan, as well as the planting of trees.

The Project was reviewed by the Street Design Action Team, who determined that the Project is required to install a raised crosswalk, crossing Hickory Street at Laguna Street. The Project Sponsor has included the feature in proposed plans in addition to the planting of street trees at 20-foot intervals along Laguna and Fell Streets. A total of 6 trees are required along Laguna Street and 15 trees along Fell Street; the Project Sponsor proposes 4 street trees along Laguna Street and 13 street trees along Fell Street. An in-lieu fee for any tree that cannot be planted will be required, as determined by the Department of Public Works, Bureau of Urban Forestry. Additionally, a publically accessible midblock passage through the project site will be provided, which lines up with the midblock passage included as part of the development of the parcel to the south.

- H. Dwelling Unit Exposure.** Section 140 requires that at least one room of all dwelling units face onto a public street, a rear yard or other open area that meets minimum requirements for area and horizontal dimensions.

The majority of dwelling units have exposure onto Fell, Laguna or Hickory Streets. However, 12 of the 108 proposed units do not meet all the dimensional requirements of Section 140 and therefore require modification from these requirements via the PUD process. Section 140 specifies that an open area must have minimum horizontal dimensions of 25-feet at the lowest floor containing a dwelling unit and floor immediately above, with an increase of five feet in horizontal dimensions for each subsequent floor above. According to this methodology, the open above the inner courtyard would need to measure at least 30-feet at the 3rd floor, 35-feet at the 4th floor and 40-feet at the fifth floor.

The core of the east-west oriented courtyard measures 33 feet – 4 inches at all levels, whereas the north-south oriented mid-block passage measures 24 feet – 6 inches at all levels. The side yard is 16-foot wide and opens into a 43 foot – 6 inch community garden. One unit at the 4th floor of the building facing south towards Hickory Street onto the inner courtyard on the eastern side of the block do not comply, as the courtyard would need to be at least 35 feet wide high on the 4th floor and 40 feet wide on the 5th floor. Since the 5th floor of the building facing south toward Hickory Street is taller than the building at across the courtyard at the rear, exposure is not restricted by the building, and is therefore compliant with respect to exposure. Additionally, eleven units only expose onto the midblock passage or side yard, which do not comply with minimum dimensional requirements per Section 140. Compliance with PUD criteria is discussed under Item #8.

- I. **Street Frontages.** Section 145.1 requires active uses to be located at the ground-floor of the Project, with the exception of space allowed for parking and building egress and access to mechanical systems. Active uses may include commercial uses with transparency along the sidewalk, walk-up residential units, and spaces accessory to residential uses.

All three right-of-way frontages at Fell, Laguna and Hickory Streets are occupied by several active spaces, including a retail use along Fell and Laguna Streets, a midblock passage for tenant and public access into the inner courtyard along Hickory and Fell Street frontages, and walk-up residential along all three frontages. The presences of these active uses will enliven the streetscape and contribute to a desirable pedestrian realm. The Project complies with Section 145.1.

- J. **Parking Requirement.** Section 151 permits up to 3 parking spaces per 4 dwelling units in RTO Zoning Districts. Accordingly, up to 81 vehicular parking spaces would be principally permitted.

The Project does not propose any vehicular parking. Therefore, this Section does not apply.

- K. **Loading.** Section 152 provides a schedule of required off-street freight loading spaces for all uses in districts other than C-3 or South of Market. Pursuant to this Section, residential uses measuring between 100,001 to 200,000 square feet require one off-street loading space. In addition, retail uses measuring between 10,001 to 60,000 square feet require one off-street loading space.

The Project proposes approximately 109,921 square feet of residential uses and 1,200 square feet of retail uses, therefore, one off-street loading space is required. In lieu of providing the required off-street loading space, the Project proposes two on-street loading spaces; one accessible space on Hickory Street and another on Fell Street. While the number of loading spaces exceed the requirements of the Code, the spaces are not provided on-site or off-street, and therefore do not satisfy Planning Code requirements. The Project requires a modification of the off-street loading requirements through the PUD process. Compliance with the PUD criteria is discussed under Item #8.

- L. **Bicycle Parking.** Section 155.2 requires one Class 1 space for every dwelling unit for the first 100 units, and one Class 1 space for every four dwelling units over 100. One Class 2 bicycle parking space is required for every 20 dwelling units. A minimum of two Class 2 spaces are required for every 2,500 square feet of occupied floor area of retail space.

Per Section 155.2, the Project requires 102 Class 1 bicycle parking spaces and eight Class 2 bicycle parking spaces for a total of 110 bicycle parking spaces. The Project proposes 108 Class 1, eight Class 2 and two bicycle parking spaces intended for cargo, for a total of 118 bicycle parking spaces - exceeding Planning Code requirements. Therefore, this Project complies with Section 155.2.

- G. **Car Share.** Section 166 requires 1 car share space for any development proposing 50 or more parking spaces, and additional space for every 50 parking spaces over 50.

The Project does not provide any vehicular parking spaces. Therefore this Section does not apply.

- H. **Dwelling Unit Mix.** Section 207.6 requires that, for projects creating five or more dwelling units in RTO Zoning Districts, a minimum of 40 percent of dwelling units contain at least two bedrooms.

The Project proposes a total of 108 dwelling units. Forty-two are two-bedroom and eight are three-bedroom units, for a total of 50 units, or 46 percent, that exceed the minimum two-bedroom requirement. This Project exceeds Section 207.6 requirements, and therefore complies with dwelling unit mix requirements.

- I. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of 10 or more units. Project sponsors may choose to comply by ensuring that at least 12 percent of all units are Affordable, pursuant to Section 415 of the Planning Code. If Affordable Units are provided off-site, 20 percent of the total unit count must be provided. An in-lieu fee at 20 percent may also be provided in lieu of constructing on- or off-site Affordable Units.

All 108 or 100 percent of dwelling units on-site will be made affordable to households whose incomes do not exceed 60 percent of Area Median Income (AMI), exceeding Planning Code Requirements. In the event that the Project changes and some or all of the units become market-rate, the Project shall comply with the inclusionary housing requirements set forth in Section 415 of the Code. The Project Sponsor has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that the Project is exempt from the requirements of Planning Code Section 415 because it is a 100% affordable project.

- a. **Conditional Use Authorization.** Planning Code Section 303(c) establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. On balance, the project does comply with said criteria in that:

- a. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The Project will add significant housing opportunities at a density suitable for an urban context that is well served by public transit. The project will also add a new retail space that will provide employment opportunities. Two of the 108 dwelling units will be converted into an on-site day-care servicing residents of the Project and the larger neighborhood. This infill, mixed-used development will allow residents of the Project to walk, bike or take transit to commute, shop and meet other needs without reliance on private automobile needs. The retail use along Laguna and Fell Streets, and the raised crosswalk across Hickory Street will activate the intersection and

create a pedestrian-friendly environment. Further, the midblock passage bisecting the development will enhance pedestrian connectivity in the neighborhood.

The existing development in the area surrounding the Project Site is varied in scale and intensity. The Project, more or less, matches the height and bulk of the bulking to its rear, but larger than other buildings in the vicinity. The Project consists of two structures, one larger, up-to-five story building, and a second two-story building containing two-story rowhomes. Though the larger structure has four frontages, the structure is well articulated as a series of different, yet related forms, with varying architectural expression across the site. All portions of the project utilize a rhythm of projections and voids, creating texture and functioning to further break down the building's mass. The low-rise, two-story, townhouse structure fronting Hickory Street further reduces the scale of the overall development and enriches the visual texture of the Project.

The Project is necessary and desirable for, and is compatible with the neighborhood.

- b. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The Project site is a regularly-shaped lot formerly occupied by the Central Freeway that is adequately sized to accommodate the development. In-lieu of providing a Code-complying rear yard, the Project is arranged around a courtyard that establishes a pattern of mid-block open space that is lacking on the subject block, but is established on the block to the south. Existing development in the vicinity varies in size and intensity, though the Project generally matches the scale of the development to the south, and is compatible with the character of the area. The Project is designed with recesses, varying heights and fenestration patterns, and differentiated architectural language to reduce the apparent scale of the Project. The height of the buildings comply with height and bulk restrictions per Sections 260 and 270, and relate to the scale and slope of the existing streetscape. The taller portion of the building steps up with the slope on Fell Street towards Laguna Street, and steps down on Laguna Street towards Hickory Street. The rowhomes on Hickory Street are well below the height limit, allowing ample sunlight into the central courtyard from the southern side of the site. The shape and size of development on the subject property will not be detrimental to persons or adjacent properties in the vicinity. To the contrary, the corner retail space and proposed daycare will positively contribute to the neighborhood.

- c. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The Project includes two accessible on-street loading zones at the location of the midblock passages on Fell and Hickory Streets. The primary entry to the site is on Fell Street at a three-story height opening through the building. The midblock passage through the site connects to Hickory Street, creating a continuation of the midblock passage development on the neighboring parcel to the south. Stoops provide entry to individual street-facing units along Fell Street, Laguna Street and rowhomes along Hickory Street. A secondary entrance to the site west of the rowhomes provides access to the family day care units that are accessed through the courtyard.

No off-street parking is proposed for the Project. However, as the area is well serviced by public transit, it is anticipated that the residents will favor travel by means other than private automobile use. There will be 108 Class 1, eight Class 2 and two bicycle parking spaces intended for cargo, for a total of 118 bicycle parking spaces - exceeding Planning Code requirements.

- d. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

The Project includes residential and commercial uses that are typical of the Market and Octavia Plan Area and should not introduce operational noises or odors that are excessive, atypical, noxious or offensive for the area. While some temporary increase in noise can be expected during construction, this noise is limited in duration and will be regulated by the San Francisco Noise Ordinance which prohibits excessive noise levels from construction activity and limits the permitted hours of work. The building will not utilize mirrored glass or other highly reflective materials and is therefore not expected to cause offensive amounts of glare.

- e. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project provides varied areas of open space distributed throughout the site. Planters at the stoops along Fell Street and landscaped areas that border the entries at Fell and Hickory Streets enhance the streetscape. The Community Garden and the midblock passage that borders the landscaped central courtyard will be open to the community at certain times, and gates at the entries will be kept transparent to create views into the site when the midblock passage is closed to the public. Since underground parking is not proposed, much of the landscaping will be at grade, allowing for lush landscaping and tall trees. Lighting will be adequate for safety and security around and within the block.

- f. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The proposed residential and retail uses generally meet the intent of all applicable provisions of the Planning Code, the Market and Octavia Plan and the General Plan. While the Project meets the general intent of the Planning Code, it does not strictly conform to several aspects of the Code, including rear yard, open space, exposure, off-street loading and obstructions, therefore requiring modifications through the PUD process.

- b. **Planned Unit Development Findings.** The proposed development must meet the criteria applicable to conditional uses as stated in Section 303(c) and elsewhere in this Code. In addition, it shall:

- a. Affirmatively promote applicable objectives and policies of the General Plan;

As described in greater depth under Item #10 below, this project affirmatively promotes applicable objectives and policies of the General Plan;

- b. Provide off-street parking adequate for the occupancy provided;

No off-street parking is required within RTO Districts. The Project does not provide any off-street parking spaces, but ample bicycle parking exceeding Planning Code requirements as described under Item #6k above. Off-street loading along Fell and Hickory Street Frontages, and one accessible parking space is provided along the Laguna Street frontage. This is deemed adequate because area is well serviced by public transit, it is anticipated that the residents will favor travel by means other than private automobile use.

- c. Provide open space usable by the occupants and, where appropriate, by the general public, at least equal to the open spaces required by this Code;

The Project provides common open space only and therefore must provide at least 14,364 square-feet (108 units multiplied by 133 square feet) of usable open space. A total of 15,124 square feet of common open space is provided, exceeding the total amount of open space required by the Planning Code. However, one small portion of the western side of the inner court does not meet the additional standards applicable to inner courts such that the wall created by the building on north side is approximately 14 feet, and that on the south side is 5 feet, taller than the permissible height per Section 135(g)(2). Thus, a modification of open space requirement through the PUD process is required.

In addition to the inner courtyard, midblock passage, and side yard and community garden, a roof deck is also provided. The inner courtyard is separated into an upper and lower court, a function of the elevation changes on-site. The lower court is connected and adjacent to the midblock passage, whereas the upper court also contains a play area for the proposed day care which will occupy two of the residential units. The side yard and community garden is sensitively situated to provide a buffer between the proposed new construction and the adjacent three-story, two-unit residential structure to the east. The community garden abuts as is located behind the rear yard of said three-story residential structure, serving as an extension of the existing midblock open space. All common open spaces meet the minimum 300 square foot area, 15-foot dimensional requirements. Though, as mentioned above, one small portion of the western side of the inner court does not meet the additional standards applicable to inner courts. Thus, a modification of open space requirement through the PUD process is required.

- d. Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting a greater density, so that the Planned Unit Development will not be substantially equivalent to a reclassification of property;

As discussed under Item #6 above, the project exceeds the principally permitted residential dwelling unit density of one unit per 600 square feet of lot area. However, the Project is 100 percent affordable and exceeds criteria established in Section 415 of the Planning Code. Therefore, the Project is exempt from dwelling unit density restrictions per Article 2. Section 209.4 requires Conditional Use Authorization for density exceeding the principally permitted amounts, which is being sought by the Project Sponsor.

- e. In R Districts, include commercial uses only to the extent that such uses are necessary to serve residents of the immediate vicinity, subject to the limitations for NC-1 Districts under this Code, and in RTO Districts include commercial uses only according to the provisions of Section 231 of this Code;

The Project includes only 1,200 square feet of retail at the corner of Laguna and Fell streets. The corner retail space meets all the dimensional requirements established per Section 231, including the requirement that no part of the use extend 50 feet beyond the corner.

- f. Under no circumstances be excepted from any height limit established by Article 2.5 of this Code, unless such exception is explicitly authorized by the terms of this Code. In the absence of such an explicit authorization, exceptions from the provisions of this Code with respect to height shall be confined to minor deviations from the provisions for measurement of height in Sections 260 and 261 of this Code, and no such deviation shall depart from the purposes or intent of those sections;

The Project is situated on a lot characterized by split zoning. The northern half of the lot fronting Fell Street falls within a 50-X Height and Bulk district, whereas the southern half fronting Hickory Street is zoned 40-X. The northeast corner of the building fronting Fell Street is 39 feet – 4 inches and grows to 50-foot heading west towards Laguna Street, complying with the height and bulk allowances permitted by the applicable zoning districts.

The applicable sunlight access plane required by Section 261.1 applies above a height of 43 feet – 9 inches, and also on the portions of the project site located 60-feet or more away from the intersection of Hickory and Laguna Streets. On the south side of the project site fronting Hickory Street, the larger building ranges from approximately 35 feet - 10 inches to 37 feet - 4 inches. The smaller, two-story structure containing rowhome units fronting Hickory Street is approximately 19 feet – 6 inches. Since the height of the proposed buildings never reach a height of 43 feet – 9 inches on the portions of the building where Section 261.1 applies, and is also within the principally permitted height limit, the Project complies with Sections 260, 261.1 and 270.

- g. In NC Districts, be limited in gross floor area to that allowed under the floor area ratio limit permitted for the district in Section 124 and Article 7 of this Code;

The Project is not in an NC District.

- h. In NC Districts, not violate the use limitations by story set forth in Article 7 of this Code; and

The Project is not in an NC District.

- i. In RTO and NCT Districts, include the extension of adjacent alleys or streets onto or through the site, and/or the creation of new publicly-accessible streets or alleys through the site as appropriate, in order to break down the scale of the site, continue the surrounding existing pattern of block size, streets and alleys, and foster beneficial pedestrian and vehicular circulation;

The Project Sponsor has included a raised crosswalk crossing Hickory Street at Laguna Street as part of its proposed plans, in addition to a publically accessible midblock passage through the project site, which lines up with the midblock passage included as part of the development of the parcel to the south.

The Project, more or less, matches the height and bulk of the bulking to its rear, but larger than other buildings in the vicinity. The Project consists of two structures, one larger, up-to-five story building, and a second two-story building containing two-story rowhomes. Though the larger structure has four frontages, the structure is well articulated as a series of different, yet related forms, with varying architectural expression across the site. All portions of the project utilize a rhythm of projections and voids, creating texture and functioning to further break down the building's mass. The low-rise, two-story, townhouse structure fronting Hickory Street further reduces the scale of the overall development and enriches the visual texture of the Project.

- j. Provide street trees as per the requirements of Section 138.1 of the Code; and

A total of 6 trees are required along Laguna Street and 15 trees along Fell Street; the Project Sponsor proposes 4 street trees along Laguna Street and 13 street trees along Fell Street. An in-lieu fee for any tree that cannot be planted will be required, as determined by the Department of Public Works, Bureau of Urban Forestry. Additionally, a publically accessible midblock passage through the project site will be provided, which lines up with the midblock passage included as part of the development of the parcel to the south.

- k. Provide landscaping and permeable surfaces in accordance with Section 132(g) and (h).

Per Section 132(g), 20 percent of the required front setback area must be devoted landscaping. Section 132(h) requires that no less than 50 percent of the required front setback area be devoted to permeable surfaces. According to Sections 132(g) and (h), the Project requires approximately 212 square feet of landscaping and 529 square feet of permeable surfaces. Approximately 430 square feet of landscaping and permeable surfaces is provided in the front setback areas.

As explained under Item #2C above, the adjacent building on Fell Street has a front setback of 7 feet. Therefore, a Code-compliant setback would measure 3.5 feet, or result in an area equal to the area produced by a Code-compliant front setback (1058.8 square feet (3.5 feet times 302.5 feet) in this case). The Project provides setbacks ranging from 0-feet to 7 feet – 6 inches, resulting in an area of 1029.6 square feet - less than the Code-compliant area of 1058.8 square feet.

Accordingly, the Project is compliant with respect to the amount of landscaping required, but falls short of meeting Planning Code requirements with respect to the total front setback area and

amount of space required to be devoted to permeable surfaces. Therefore, modification to front setback requirements through the PUD process is required.

- c. **Planned Unit Development Modifications.** The Project Sponsor requests a number of modifications from the requirements of the Planning Code. These modifications are listed below, along with a reference to the relevant discussion for each modification. Conditions have been added such that the Project will comply with applicable provisions of the Planning Code.

- i. *Front Setback:* Item #6C.
- ii. *Rear Yard:* Item #6D.
- iii. *Open Space:* Item #6E
- iv. *Permitted Obstructions:* Item #6F
- v. *Exposure:* Item #6H
- vi. *Off-street Loading:* Item #6K

- d. **General Plan Compliance.** The Project is, on balance, consistent with the Objectives and Policies of the General Plan as set forth below.

COMMERCE AND INDUSTRY ELEMENT.

Objectives and Policies

OBJECTIVE 6.

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.4:

Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

Policy 6.10:

Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

The Project replaces a vacant lot with a mixed-use development suitable for the urban context in which it is situation. The Project includes 108 affordable dwelling units. Residents of these units would shop for goods and services in the area, bolstering the viability of the existing businesses. In addition, the Project would provide 1,200 square feet of retail space, the maximum amount permitted per Section 231, that will contribute to the economic vitality of the area, fulfill shopping needs for residents and will activate the streetscape.

HOUSING ELEMENT.

Objectives and Policies

OBJECTIVE 1.

TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.

Policy 1.1:

Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households.

Policy 1.3:

Identify opportunities for housing and mixed-use districts near downtown and former industrial portions of the City.

Policy 1.4:

Locate in-fill housing on appropriate sites in established residential neighborhoods.

The Project will add 108 affordable residential units to an area that is well-served by transit, services and retail opportunities. The site is suited for dense, mixed-use development, where residents can commute and satisfy convenience needs without frequent use of a private automobile. The Project Site is located within walking distance of the employment cluster of the Civic Center, and is in an area with abundant transit options that travel throughout the City. The Project includes a mix of studio, one bedroom, two bedroom and three bedroom units. Forty-seven percent of the units contain two or more bedrooms, exceeding the Planning Code requirement of 40 percent.

MARKET AND OCTAVIA PLAN:

Objectives and Policies

OBJECTIVE 1.1:

CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.

Policy 1.1.2:

Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

Policy 1.1.3:

Encourage housing and retail infill to support the vitality of the Hayes-Gough, Upper Market and Valencia Neighborhood Commercial Districts.

The Project is situated in an area that is well-served by transit, and has amenities and convenience goods and services within walking distance. The retail space will increase retail opportunities in the area and will be consistent with the small-scale retail uses along Hayes Street to the north.

OBJECTIVE 2.1:

REQUIRE DEVELOPMENT OF MIXED-USE RESIDENTIAL INFILL ON THE FORMER FREEWAY PARCELS.

Policy 2.1.1:

Develop the Central Freeway parcels with mixed-use, mixed-income (especially low income) housing.

The Project proposes a 100 percent affordable, mixed-use project on a Central Freeway lot. The units will be made affordable to households, whose incomes do not exceed 60 percent area median income, exceeding the 120 percent threshold required per Section 415.

OBJECTIVE 2.2:

ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

Policy 2.2.2:

Ensure a mix of unit sizes is built in new development and is maintained in existing housing stock.

Policy 2.2.4:

Encourage new housing above ground-floor commercial uses in new development and in expansion of existing commercial buildings.

The Project is a mixed-use infill development that includes a variety of dwelling unit types. The residential uses at the corner of Fell and Laguna Streets are situated over a retail space, providing convenient access to goods and services for residents of the proposed project and the surrounding neighborhood.

OBJECTIVE 3.1:

ENCOURAGE NEW BUILDINGS THAT CONTRIBUTE TO THE BEAUTY OF THE BUILT ENVIRONMENT AND THE QUALITY OF STREETS AS PUBLIC SPACE.

Policy 3.1.1:

Ensure that new development adheres to principles of good urban design.

The Project would adhere to the following Fundamental Design Principles of the Market and Octavia Area Plan:

- Most new buildings should be built to all property lines facing the public rights-of-way.
- Building facades shall include three-dimensional detailing; these may include bay windows, cornices, belt courses, window moldings, and reveals to create shadows and add interest.
- Building facades that face the public realm should be articulated with a strong rhythm of regular vertical elements.
- High-quality building materials should be used on all visible façades and should include stone, masonry, ceramic tile, wood (as opposed to composite, fiber-cement based

- synthetic wood materials), precast concrete, and high-grade traditional "hard coat" stucco (as opposed to "synthetic stucco" that uses foam).
- Ground floor retail use should be directly accessible from the street at the grade of the sidewalk onto which it fronts.
 - Residential uses on the ground floor are encouraged on alleys.
 - First-floor residential units are encouraged to be at least 3 feet above sidewalk level such that the windowsills of these units are above pedestrian eye level in order to maintain the units' privacy.
 - Encourage rooftop gardens as a form of common open space.

The proposed Project would be built to the property line along all frontages, save for areas where the building is setback along the Fell Street frontage, functioning to provide articulation to the building's massing. The frontage along Fell Street is proposed to have a well-defined, active base that includes a retail space at the Laguna Street intersection, complementing the corner retail establishments at other corners of the intersection. The larger building's design includes massing variations throughout the proposed development. Prominent corner bays that are further enhanced with sunshades are proposed at each corner, with the Laguna and Fell Street corner, where the retail space is proposed, differentiated by a wood veneer finish, in contrast to the cement plaster finish of other corners. Bay windows help establish an articulated pattern across the larger building proposed on-site, one that is punctuated by hyphens every 50- 75- feet, expressed as a recessed wall with vertical openings. The series of bay windows and recessed wall-planes break up the building's mass, helping it read as multiple buildings. Further, the building follows a stepping pattern and is tallest at the Laguna and Fell Street intersection. The building decreases in height as it approaches the eastern portion of the project site, better relating to the adjacent smaller, three-story structure and sculpted in such a way to reduce shadow impacts to Patricia's Green, a park falling under the Recreation and Park Department's jurisdiction. The smaller two-story rowhome structure fronting hickory street relates to the larger building with raised entries, and similar materials. However, the window systems and pattern of building articulation are different, designed to be better suited for a smaller two-story structure.

The Project features a roof deck as a form of common open space, as well as a courtyard that will remain publically accessible during normal business hours. The buildings on-site will be finished with a variety of materials, including concrete, wood veneer, corten, aluminum and glass.

COMMERCE AND INDUSTRY

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

The Project will provide substantial benefits to the City, including expanded employment opportunities for City residents at various employment levels. The Project will enable the Jewish Home of San Francisco to provide essential health services to the elderly in modern facilities. The Project will also activate the ground floor of Mission Street, between Avalon and Silver Avenues, enhancing and promoting attractive the street frontage to be pedestrian-oriented and compatible with buildings in the adjacent neighborhoods.

10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The new residents in the Project will patronize area businesses, bolstering the viability of surrounding commercial establishments. In addition the Project would include a corner retail space to provide goods and services to residents in the area, contribute to the economic vitality of the area and will define and activate the streetscape.

- B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The Project will not diminish existing housing stock and will add 108 dwelling units in a manner that enhances the vitality of the neighborhood.

- C. That the City's supply of affordable housing be preserved and enhanced,

The Project meets this policy. The Project does not remove any housing and will provide 108 affordable dwelling units to the City's housing stock.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

A wide variety of goods and services are available within walking distance of the project site without reliance on private automobile use. In addition, the area is well served by public transit, providing connections to all areas of the City and to the larger regional transportation network.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project will not displace any service or industry establishment. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

- F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project meets this policy. The Project will be constructed in compliance with all current building codes to ensure a high level of seismic safety.

- G. That landmarks and historic buildings be preserved.

The Project meets this policy. The Project does not include the demolition or alteration of any identified historic resources.

- H. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project meets this policy. The Project Sponsor prepared a shadow study, since the Project was found to cast shadow on Patricia's Green, an open space falling under the jurisdiction of the Recreation and Park Department. The shadow study found that the Project would result in a 0.07 percent (less than one tenth of one percent) decrease in the theoretically available sunlight to the park. This increase shadow would occur on the southern portion of the park. The Project was unanimously recommended for approval by the Recreation and Park Department Commission at a normally scheduled hearing on December 17, 2015.

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
12. The Commission hereby finds that approval of the Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2015-002837CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated December 15, 2015, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth. These conditions amend and supersede any conditions imposed pursuant to prior conditional use approvals for the site.

The Planning Commission hereby adopts the MMRP attached hereto as Exhibit C and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. 19544. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on January 7, 2016.

Jonas Ionin
Commission Secretary

AYES: Moore, Richards, Antonini, Wu, Fong, Hillis

Motion 19544
Hearing Date: January 7, 2016

CASE NO. 2015-002837CUA
455 Fell Street

NAYS: None

ABSENT: Johnson (recused)

ADOPTED: January 7, 2016

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use pursuant to Planning code sections 303, and 304 to approve a Planned Unit Development with specific modifications to Planning Code regulations as they relate to setbacks, exposure, off-street loading, open space and obstructions to permit the construction of 108 dwelling units and 1,200 square feet of retail, and to allow residential density exceeding one dwelling unit per 600 square feet of lot area within an RTO (residential transit oriented) zoning district and a 40-50-X Height and Bulk district, in general conformance with plans, dated December 15, 2015 and stamped "EXHIBIT B" included in the docket for Case No. 2015-002837CUA and subject to conditions of approval reviewed and approved by the Commission on January 7, 2016 under Motion No 19544. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on January 7, 2016 under Motion No 19544.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. 19544 shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since the effective date, as defined in Condition or Approval No. 19.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

6. **Mitigation Measures.** Mitigation measures described in the MMRP for the project attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

DESIGN

7. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

8. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a streetscape plan, complying with the Better Streets Plan and in general conformity with the streetscape described in plans dated May 11, 2015, and stamped "Exhibit B" included in the docket for Case No. 2015-002837CUA to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided, and in general . The Project includes new construction on approximately 302 linear feet of frontage along Fell Street and approximately 120 linear feet of frontage along Laguna Street. Therefore, the Project is required to ensure that 21 street trees along Laguna and Fell Streets exist and/or planted. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare. The Project Sponsor will be required to pay an in-lieu fee for the remaining five trees that cannot be planted.

For information about compliance, contact Department of Public Works, Bureau of Urban Forestry at 415-554-6700, www.sf-planning.org

9. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a pedestrian streetscape improvement plan to the Planning Department for review in consultation with the Department of Public Works and the Department of Parking and Traffic prior to Building Permit issuance. The streetscape improvement plan shall include details regarding the raised crosswalk at the intersection of Laguna and Hickory Streets (crossing Hickory Street), and the bulb-out at the intersection of Fell Street and Laguna Street (on Fell Street).

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Landscaping.** Pursuant to Planning Code Section 132, the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application

indicating that 50% of the front setback areas shall be surfaced in permeable materials and further, that 20% of the front setback areas shall be landscaped with approved plant species. The size and specie of plant materials and the nature of the permeable surface shall be as approved by the Department of Public Works.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **Glazing.** Mirrored glass or deeply tinted glass shall not be permitted on the building. Glass orientation and coatings shall be designed to substantially avoid/reduce solar glare on neighboring properties. All glazing shall comply with Planning Code Section 139 and the Standards for Bird-Safe Buildings.

For information about compliance, contact Code Enforcement,, Planning Department at 415-558-6378, www.sf-planning.org

12. **Rooftop Mechanical Equipment.** Pursuant to Planning Code Section 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application for each building. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

For information about compliance, contact Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org

13. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

14. **Garbage, composting and recycling storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org .

15. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.

For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org

16. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

17. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

1. On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
2. On-site, in a driveway, underground;
3. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
4. Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
5. Public right-of-way, underground; and based on Better Streets Plan guidelines;
6. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
7. On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Planning Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>

For information about compliance, contact the Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org

18. **Overhead Wiring.** The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

For information about compliance, contact the San Francisco Municipal Railway (MUNI), San Francisco Municipal Transit Agency (SFMTA), at 415.701.4500, www.sfmta.org.

PARKING AND TRAFFIC

19. **Bicycle Parking.** Pursuant to Planning Code Sections 155, the Project shall provide no fewer than 102 Class 1 bicycle parking spaces and 8 Class 2 bicycle parking spaces.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

20. **Off-street Loading.** Pursuant to Planning Code Section 152, the Project is required to provide one off-street loading space. However, a modification from Planning Code requirements is being sought through the PUD process. Therefore two on-street loading spaces shall be provided.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
21. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

22. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org
23. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee as applicable.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
24. **Affordable Units.** As currently proposed, the Project will be 100 percent affordable, with 108 dwelling units. In the event that the Project changes and some or all of the units become market-rate, the Project shall comply with the inclusionary housing requirements set forth in Section 415 of the Code. This condition of approval shall constitute the written determination and notice of the inclusionary housing requirement pursuant to the procedures set forth in Section 415.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, <http://sf-moh.org/index.aspx?page=321>
25. **Market Octavia Community Improvements Fund.** Pursuant to Planning Code Section 421, the Project Sponsor shall comply with the Market Octavia Community Improvements Fund provisions through payment of an Impact Fee in full to the Treasurer, or the execution of a Waiver Agreement, or an In-Kind agreement approved as described per Planning Code Section

421 (formerly 326) prior to the issuance by Department of Building Inspection of the construction document for the development project.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING - AFTER ENTITLEMENT

25. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

26. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

27. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, <http://sfdpw.org>

28. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the tenant space and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org/>

29. **Noise Control.** The premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance with the fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org.

For information about compliance with the construction noise, contact the Department of Building Inspection, 415-558-6570, www.sfdbi.org.

For information about compliance with the amplified sound including music and television contact the Police Department at 415-553-0123, www.sf-police.org

30. **Construction Emissions Minimization Plan.** Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall produce a Construction Emissions Minimization Plan, which shall estimate of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. This Plan shall be made available to the neighbors or interested parties, and a copy of said Plan shall be provided to the Planning Department's Environmental Review Officer to include in the file for Case No. 2015-002837CUA, and be subject to any other requirements identified in the MMRP associated with the Project.

For information about compliance, contact Case Environmental Planner, Planning Department at 415-575-6863, www.sf-planning.org

31. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

32. **Lighting.** All Project lighting shall be directed onto the project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
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ARCHEOLOGICAL RESOURCES				
<p><i>Project Mitigation Measure 1 – Soils Disturbing Activities (Mitigation Measure 5.6.A1 of the Market and Octavia FEIR)</i></p> <p>Pursuant to <i>Mitigation Measure 5.6.A1</i>, any soils-disturbing activities proposed within this area shall be required to submit an addendum to the respective ARD/TP prepared by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology to the Environmental Review Officer (ERO) for review and approval. The addendum to the ARD/TP shall evaluate the potential effects of the project on legally-significant archeological resources with respect to the site- and project-specific information absent in the ARD/TP. The addendum report to the ARD/TP shall have the following content:</p> <ol style="list-style-type: none"> 1. Summary: Description of subsurface effect of the proposed project and of previous soils-disturbing activities; 2. Historical Development: If demographic data for the project site is absent in the discussion in the ARD/TP, the addendum shall include new demographic data regarding former site occupants; 3. Identification of potential archeological resources: Discussion of any identified potential prehistoric or historical archeological resources; 4. Integrity and Significance: Eligibility of identified expected resources for listing to the California Register of Historical Resources (CRHR); Identification of Applicable Research Themes/Questions (in the ARD/TP) that would be addressed by the expected archeological resources that are identified; 5. Impacts of Proposed Project; 6. Potential Soils Hazards: Update discussion for proposed project; 7. Archeological Testing Plan (if archeological testing is determined warranted): the Archeological Testing Plan (ATP) shall include: <ol style="list-style-type: none"> A. Proposed archeological testing strategies and their justification B. Expected archeological resources C. For historic archeological resources <ol style="list-style-type: none"> 1) Historic address or other local information 2) Archeological property type D. For all archeological resources <ol style="list-style-type: none"> 1) Estimate depth below the surface 2) Expected integrity 3) Preliminary assessment of eligibility to the CRHR 	<p>Project sponsor, contractor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department's Environmental Review Officer.</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction.</p>	<p>Planning Department Environmental Review Officer (ERO) shall determine further mitigation required, following completion of final addendum to ARD/TP.</p>	<p>Considered complete upon Planning Department review of approval of addendum to ARD/TP or as appropriate approval of Final Archaeological Resources Report (FARR).</p>

MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
E. ATP Map 1) Location of expected archeological resources 2) Location of expected project sub-grade impacts 3) Areas of prior soil disturbance 4) Archeological testing locations by type of testing 5) Base map: 1886/7 Sanborn Fire Insurance Company map				
AIR QUALITY				
<p><i>Project Mitigation Measure 2 – Construction Air Quality (Mitigation Measure 5.8B of the Market & Octavia FEIR)</i></p> <p>The project sponsor or the project sponsor's Contractor shall comply with the following:</p> <p><i>A. Engine Requirements</i></p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 4. The Contractor shall instruct construction workers and equipment 	Project sponsor/ contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Project sponsor / contractor(s) and the ERO.	Considered complete on submittal of certification statement.

MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed												
<p>operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.</p>																
<p><i>B. Waivers</i></p> <ol style="list-style-type: none"> The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1). The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below. <p>Table – Off-Road Equipment Compliance Step-down Schedule</p> <table border="1" data-bbox="149 1117 812 1271"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. ** Alternative fuels are not a VDECS.</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2	ARB Level 2 VDECS														
2	Tier 2	ARB Level 1 VDECS														
3	Tier 2	Alternative Fuel*														

MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. 	Project sponsor/ contractor(s).	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Project sponsor/ contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is complete.

MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval)

MITIGATION MEASURES	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>D. Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>	Project sponsor/ contractor(s).	Quarterly	Project sponsor/ contractor(s) and the ERO.	Considered complete on findings by ERO that Plan is being/was implemented.
GEOLOGY				
<p><i>Project Mitigation Measure 3 – Construction-Related Soils (Mitigation Measure 5.11.A of Market & Octavia FEIR)</i></p> <p>Best Management Practices (BMP) erosion control features shall be developed with the following objectives and basic strategy: protect disturbed areas through minimization and duration of exposure; control surface runoff and maintain low runoff velocities; trap sediment onsite; and minimize length and steepness of slopes.</p>	Project sponsor.	During construction.	Project sponsor/DBI.	On-site monitoring by project sponsor and DBI.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 15-085

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. ESTABLISH – NO PARKING ANY TIME – Garlington Court, west side, from Commer Court to south terminus; Garlington Court, east side, from Commer Court to south terminus; Garlington Court, south side, from west terminus to east terminus; and Garlington Court, west side of median, from Commer Court to south terminus.
- B. ESTABLISH – STOP SIGNS – Ortega Street, westbound and eastbound, at 48th Avenue, making this intersection an all-way STOP.
- C. ESTABLISH – RED ZONE – Sutter Street, south side, from Divisadero Street to 30 feet westerly (removes meter #666 -2403; relocates yellow meter 22' west to #666-2407).
- D. ESTABLISH – NO LEFT TURN EXCEPT MUNI – California Street, westbound, at Van Ness Avenue.
- E. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA L, 2-HOUR, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA L PERMITS – 2nd Avenue, both sides, between Balboa Street and Cabrillo Street (600 block).
- F. ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA I, 1-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA I PERMITS – South Van Ness Avenue, east side, from 285 feet south of 23rd Street to 19 feet north of 24th Street (to allow for possibility of future meter or red curb at the corner).
- G. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA Q, 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA Q PERMITS – Oak Street, both sides, between Central Avenue and Baker Street; Lyon Street, both sides, between Oak Street and Haight Street; and Baker Street, west side, between Page Street and Haight Street.
- H. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA U – 474 Natoma Street (eligibility only; no new signs to be installed).
- I. ESTABLISH – RESIDENTIAL PERMIT PARKING ELIGIBILITY, AREA S – 31 Page Street (eligibility only; no new signs to be installed).
- J. ESTABLISH – TOW-AWAY NO STOPPING, 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Mission Street, north side, from Spear Street to Steuart Street.
- K. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Santa Rosa Avenue, south side, from Mission Street to 25 feet westerly (for painted safety zone).
- L. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Mission Street, east side, from Virginia Avenue to 23 feet southerly (for painted safety zone); and Mission Street, west side, from Virginia Avenue to 28 feet northerly (for painted safety zone).
- M. ESTABLISH – VARIABLE MESSAGE SIGN – Van Ness Avenue, southbound, 150 feet north of Geary Street; and Van Ness Avenue, southbound, 98 feet north of Jackson Street.
- N. ESTABLISH – NO LEFT TURN EXCEPT MUNI – 20th Street, eastbound, at Mission Street.
- O. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 20th Street, north side, from Mission Street to 19 feet easterly (removes meter 3452-G); 21st Street, north side, from Mission Street to 23 feet easterly (removes meter 3150); 21st Street, south side, from Mission Street to 26 feet westerly (removes meter 3201); 25th Street, south side, from Mission Street to 29 feet westerly (removes meter 3401-G); 26th Street, south side, from Mission Street to 19 feet westerly (removes meter 3401); 26th Street, north side, from

Mission Street to 22 feet easterly (removes meter 3352); Mission Street, east side, from 20th Street to 28 feet southerly (removes meter 2401); Mission Street, west side, from 21st Street to 28 feet northerly (removes meter 2448); and Mission Street, east side, from 26th Street to 28 feet southerly (removes meter 3001).

- P. ESTABLISH – NO RIGHT TURN ON RED – Market Street, westbound, at Sanchez Street; Market Street, eastbound, at Sanchez Street; Sanchez Street, northbound, at 15th Street; Sanchez Street, southbound, at 15th Street; 15th Street, eastbound, at Market Street; 15th Street, westbound, at Market Street; Market Street, eastbound, at Noe Street; Market Street, westbound, at Noe Street; 16th Street, eastbound, at Market Street; 16th Street, westbound, at Market Street; and Market Street, eastbound, at 15th Street.
- Q. EXTEND – BUS ZONE – Ellis Street, north side, from 67 feet to 89 feet east of Mason Street (relocates 1 yellow metered parking space and extends existing bus zone to 89 feet).
- R. RESCIND – BUS ZONE – Lincoln Way, south side, from 33rd Avenue to 75 feet easterly (restores 2 parking spaces).
- S. ESTABLISH – BUS ZONE – Lincoln Way, south side from 34th Avenue to 100 feet easterly (removes 4 parking spaces and restricts parking through 1 driveway).
- T. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME – Oak Street, south side, from Laguna Street to 20 feet westerly (for 6-foot sidewalk widening); Oak Street, north side, from Laguna Street to 20 feet westerly (for 6-foot sidewalk widening); Laguna Street, east side, from Oak Street to 20 feet southerly (for 6-foot sidewalk widening); Laguna Street, west side, from Fell Street to 20 feet northerly (for 6-foot sidewalk widening); Fell Street, north side, from Laguna Street to 20 feet westerly (for 6-foot sidewalk widening); Fell Street, north side, from Laguna Street to 25 feet easterly (for 6-foot sidewalk widening); and Fell Street, south side, from Laguna Street to 25 feet easterly (for 6-foot sidewalk widening).
- U. ESTABLISH – PEDESTRIAN REFUGE ISLAND – Octavia Boulevard, northbound and southbound, at Oak Street (6-foot wide on south side, 10-foot wide on north side).
- V. RESCIND – TOW-AWAY, NO PARKING ANYTIME – ESTABLISH – RESIDENTIAL PERMIT PARKING, AREA U, 1-HOUR PARKING, 8 AM TO 10 PM, MONDAY THROUGH SUNDAY – Guy Place, south side, from 1st Street to 230 feet westerly.
- W. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – RESCIND – RESIDENTIAL PERMIT PARKING, AREA U, 1-HOUR PARKING 8 AM TO 10 PM, MONDAY THROUGH SUNDAY – Guy Place, north side, between 1st Street and Lansing Street (Residents will maintain eligibility to purchase residential parking permits).
- X. RESCIND – BUS ZONE – Hudson Street, north side, from 3rd Street to 40 feet easterly.
- Y. ESTABLISH – BUS ZONE – Newhall Street, west side, from Galvez Street to 66 feet southerly (removes 2 parking spaces).

WHEREAS, These items are categorically exempt from Environmental Review Class 1(c)(9) changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street and/or Class 1(c)(13) installation, modification and replacement of traffic signals, where no more than a negligible increase in the use of the street will result; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Sustainable Streets Division approves the changes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2015.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-069

WHEREAS, The Affordable Housing and Sustainable Communities Program (AHSC) was established by Division 44, Part 1 of the Public Resources Code of the State of California (Section 75200 et seq.); and

WHEREAS, The AHSC Program was developed and is administered by the State of California's Strategic Growth Council, which adopted the 2015-2016 AH Guidelines, dated December 17, 2015 (the Guidelines); and

WHEREAS, The Guidelines state that the State of California's Department of Housing and Community Development shall implement the transportation, housing and infrastructure component of the AHSC Program; and

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

WHEREAS, The application selection and scoring criteria in the Guidelines state that additional points will be awarded to joint applications from a housing developer and a public agency that has authority over public transit or transportation infrastructure, such as the SFMTA; and

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

WHEREAS, Mercy Housing, Inc. has asked SFMTA to be a joint applicant for its projects located at 455 Fell Street, San Francisco (the Parcel O Project), and at 480 Eddy Street (the Yosemite Project); and

WHEREAS, The SFMTA plans to perform pedestrian improvements in the vicinity of the Parcel O Project and the Yosemite Project (the SFMTA work), and will receive a portion of any grant funds awarded for the SFMTA work; and

WHEREAS, The SFMTA does not have the authority under the Charter to assume liability for completing affordable housing projects; therefore, in order for the City to make such a commitment, the Board of Supervisors must agree to assume such liability for the City and may delegate the authority to SFMTA to make such a commitment on behalf of the City; and

WHEREAS, The Planning Department has determined that the Parcel O Project complies with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), as explained in Planning Commission Motion 19544, dated January 7, 2016; and

WHEREAS, The Planning Department has issued a categorical exemption under CEQA for the Yosemite Project, dated May 25, 2016; and

WHEREAS, On April 1, 2014, the SFMTA Board adopted Resolution No. 14-044, which approved the establishment of no parking zones on Oak Street for the construction of sidewalk bulbs in the vicinity of the Parcel O Project, and found that the construction of the sidewalk bulbs was categorically exempt from environmental review under CEQA (Class 1(c)(9) - changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street); and

WHEREAS, On June 16, 2015, the SFMTA Board adopted Resolution No. 15-085, which approved the establishment of no stopping zones for sidewalk widening and a pedestrian refuge island, both in the vicinity of the Parcel O Project, and found that these transportation projects were categorically exempt from environmental review under CEQA (Class 1(c)(9) - changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street); and

WHEREAS, On September 5, 2014, the SFMTA, under delegation from the Planning Department, determined that the extension of red zones in the vicinity of the Yosemite Project were categorically exempt from environmental review under CEQA (Class 1(c)(9) - changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street); and

WHEREAS, On May 24, 2016, the SFMTA, under delegation from the Planning Department, determined that the construction of sidewalk bulb-outs in the extended red zones in the vicinity of the Yosemite Project were categorically exempt from environmental review under CEQA (Class 1(c)(9) - changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street); and

WHEREAS, The CEQA-related documents are on file with the Secretary of the SFMTA Board; now, therefore, be it

RESOLVED, The SFMTA Board of Directors recommends that the Board of Supervisors delegate to the SFMTA on behalf of the City and County of San Francisco, the authority to execute grant applications, grant agreements, and related documents under the State of California's Affordable Housing and Sustainable Communities Program as a joint applicant with Mercy Housing, Inc. for the project at 455 Fell Street, San Francisco, and with the Tenderloin

Neighborhood Development Corporation for the project at 480 Eddy Street, on the condition that the Board of Supervisors authorize the City to assume any joint and several liability for completion of the projects required by the terms of any grant(s) awarded under the AHSC Program; and be it

FURTHER RESOLVED, That in accordance with any such delegation by the Board of Supervisors, the SFMTA Board authorizes the SFMTA to accept and expend the grant funds for the SFMTA work should the City be awarded the grant(s) and execute and deliver any documents that are necessary or advisable to complete the transactions contemplated.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 7, 2016.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

160622

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF FINANCIAL ASSISTANCE**

2020 W. El Camino Avenue, Suite 400, 95833
P. O. Box 952054
Sacramento, CA 94252-2054
(916) 263-2771 / FAX (916) 263-2763
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April 28, 2016

Mr. Tim Dunn
Housing Developer
Mercy Housing California
1360 Mission, Suite 300
San Francisco, CA 94103

Dear Mr. Dunn:

RE: AHSC Concept Proposal Review – 455 Fell

On behalf of the Strategic Growth Council (SGC) and the Department of Housing and Community Development (Department), it is my pleasure to invite Mercy Housing California to submit a full application for the Affordable Housing and Sustainable Communities (AHSC) Program for the 455 Fell project. This invitation to submit a full application is based upon the evaluation of the submitted concept proposal. The Department received 130 concept proposals requesting over \$1.1 billion for this highly competitive program, with approximately \$320 million available to award under the FY 2015-16 Notice of Funding Availability.

The full application must be submitted via the online Financial Assistance Application Submittal Tool (FAAST). The full application will be available in FAAST on Monday, May 2, 2016. The full application submittal deadline is June 20, 2016.

ASHC Program staff will contact invited applicants within the next week via email regarding technical assistance consultations and any clarifications required of your proposal in full application. Should you have any questions, please contact AHSC@hcd.ca.gov.

Sincerely,

Laura Whittall-Scherfee
Deputy Director

cc: tdunn@mercyhousing.org
casey.hildreth@sfmta.com

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 14-044

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. ESTABLISH – RESIDENTIAL PERMIT PARKING AREA N, 2-HOUR LIMIT, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – Cabrillo Street, both sides, between 11th Avenue and 12th Avenue (1000 Block).
- B. RESCIND – BUS ZONE – 7th Street, east side, from Folsom Street to 100 feet southerly (nearside bus stop, adds 3 parking spaces).
- C. ESTABLISH – BUS ZONE – 7th Street, east side, from Folsom Street to 81 feet northerly (far side bus stop, removes 1 parking space).
- D. ESTABLISH – STOP SIGN – Chattanooga Street, at 21st Street, stopping the stem of this “T” intersection.
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Mission Street, west side, from 24th Street to 38 feet northerly (removes meter #2748); and Mission Street, east side, from 24th Street to 53 feet southerly (removes taxi zone and meter #2805).
- F. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Peter Yorke Way, north side, from Gough Street to 65 feet easterly (27-foot bulb, removes parking meter 30, 32, and 34); and Geary Boulevard, north side, from Peter Yorke Way to 70 feet easterly (removes parking meter 28, 30, and 32).
- G. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Geary Boulevard, south side, from Cleary Street to Laguna Street; and Laguna Street, east side, from Geary Boulevard to south property line of the Consulate General of the People’s Republic of China.
- H. ESTABLISH – RED ZONE – Pacific Avenue, south side, from Powell Street to 27 feet easterly (removes parking meter #847).
- I. ESTABLISH – NO U-TURN, 8 AM TO 9 AM, 2:30 PM TO 3:30 PM, SCHOOL DAYS – Moraga Street, westbound, at 37th Avenue.
- J. ESTABLISH – NO U-TURN, 8 AM TO 9 AM, 2 PM TO 3 PM, SCHOOL DAYS – Pacheco Street, eastbound, at 34th Avenue; Pacheco Street, eastbound, at 35th Avenue; Quintara Street, eastbound, at 34th Avenue; and Quintara Street, eastbound, at 35th Avenue.
- K. EXTEND – BUS ZONE – Fillmore Street, west side, from 75 feet to 95 feet north of Haight Street (removes 1 parking space and extends bus zone to 95 feet).
- L. RESCIND – BUS ZONE – 17th Street, north side, from Wisconsin Street to 55 feet westerly (adds 3 parking spaces); and 17th Street, south side, from Wisconsin Street to 75 feet easterly (adds 4 parking spaces).
- M. RESCIND – FLAG STOP – Connecticut Street, east side, at 17th Street (inbound #22 Fillmore stop, relocating to far side stop on 17th street).
- N. ESTABLISH – BUS ZONE – 17th Street, north side, from Connecticut Street to 100 feet westerly (removes 5 parking spaces).
- O. ESTABLISH – TWO-WAY LEFT TURN LANE – Jerrold Avenue, between Phelps Street and Quint Street.
- P. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Oak Street, south side, from Octavia Boulevard to 50 feet westerly.

- Q. RESCIND – TOW-AWAY NO STOPPING, 7AM TO 9 AM, 4PM TO 6PM, MONDAY THROUGH FRIDAY – Oak Street, south side, from 50 feet to 100 feet west of Octavia Boulevard.
- R. ESTABLISH – NO PARKING ANYTIME – Oak Street, south side, from Octavia Boulevard to 20 feet westerly (for sidewalk bulbs); Oak Street, south side, from Laguna Street to 20 feet easterly (for sidewalk bulbs); and Oak Street, north side, from Laguna Street to 20 feet easterly (for sidewalk bulbs).
- S. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Oak Street, north side, from Octavia Boulevard to 150 feet westerly.
- T. ESTABLISH – TOW-AWAY NO STOPPING, 7AM TO 10AM, MONDAY THROUGH FRIDAY – Oak Street, north side, from Laguna Street to 150 feet west of Octavia Boulevard.
- U. ESTABLISH – BLUE ZONES – Drumm Street, 200 Block, west side, from 20 feet to 42 feet south of Washington Street (22-foot zone) (removing parking meter #223); Washington Street, 200 Block, north side, from 0 feet to 20 feet east of metered stall #4 (20-foot zone) (removing parking meter #2); Montgomery Street, 700 Block, east side, from 20 feet to 42 feet north of Washington Street (22-foot zone) (removing parking meter #6); Grant Avenue, 100 Block, east side, from 13 feet to 24 feet north of Geary Street (22-foot zone) (removing parking meter #104); Brannan Street, 800 Block, north side, from 10 feet to 28 feet west of 7th Street (18-foot zone) (removing parking meter #804); Harrison Street, 600 Block, north side, from 12 feet to 34 feet west of Hawthorne Street (22-foot zone) (removing parking meter #646); Harrison Street, 600 Block, south side, from 4 feet to 25 feet east of Vassar Place. (21-foot zone) (removing parking meter #613); South Park Avenue, Unit Block, north side, from 2 feet to 11 feet west of 2nd Street (9-foot-zone) (removing perpendicular parking meter #2); New Montgomery Street, 100 Block, west side, from 2 feet to 22 feet south of Minna Street (20-foot zone) (removing parking meter #118); Lapu-Lapu Street, Unit Block, north side, from 5 feet to 23 feet west of Harrison Street (18-foot zone) (removing parking meter #41); Lapu-Lapu, Unit Block, south side, from 4 feet to 24 feet east of Rizal Street (18-foot zone) (removing parking meter #28); Howard Street, 500 Block, west side, from 11 feet to 33 feet south of 1st Street. (22-foot zone) (removing parking meter #504); Folsom Street, 300 Block, south side, from 12 feet to 31 feet east of Fremont Street (19-foot zone) (removing parking meter #327); Folsom Street, 650-700 Block, south side, from 3 feet to 20 feet east of 3rd Street (17-foot zone) (removing parking meter #679); Harrison Street, 500 Block, south side, from 3 feet to 21 feet east of Essex Street off ramp (18-foot zone) (removing parking meter #537); and 3rd Street, 300 Block, west side, from 4 feet to 24 feet south of Folsom Street (18-foot zone) (removing parking meter #302).
- V. ESTABLISH – NO PARKING ANYTIME – Crescent Avenue, north side, at Agnon Avenue between east and west crosswalks (approximately 29 feet at the stem of this T-intersection); and Crescent Avenue, south side, from Agnon Avenue to 22 feet westerly (sidewalk widening for 7-foot bulb).

WHEREAS, These items are categorically exempt from Environmental Review Class 1(c)(9) changes in traffic and parking regulations where such changes do not establish a higher speed limit and/or result in more than a negligible increase in the use of the street and/or Class 1(c)(13) installation, modification and replacement of traffic signals, where no more than a negligible increase in the use of the street will result; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Sustainable Streets Division approves the changes; and, be it

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 1, 2014.

R. Bowmer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Fiscal Year 2015-2016

Full Application Workbook

PIN 35254

SCORING ELEMENTS - SUPPLEMENTAL STRATEGIES

Water, Energy and Greening - 10 Points

Note: This criteria does not apply to Projects without a physical site.
Please refer to page 33 of the Program Guidelines for additional information.

Required FAAST Uploads:

FAAST File Name	Description
WEG_UG Maintenance	Copy of the planting maintenance agreement documenting 2 year agreement to establish urban greening features
WEG_CalGreenCompliance	Documentation to demonstrate the Project exceeds minimum mandatory CalGreen measures or local ordinance, as

(1) Urban Greening (3 points)

(A) Please identify Urban Greening elements which have been incorporated along an active transportation route, transit corridor, open space or park. Indicate Yes or No for each of the following items below:

Yes	Native California vegetation	
Yes	Drought Tolerant Plants	
Yes	Trees or tree canopy	
No	Bioswales	
Yes	Other (please describe)	Green roofs, 4"organic bark mulch in all planting areas.

Describe how the Project incorporates these Urban Greening features into the Project design:

The planting palette will consist of mostly native, mediteranean-climate, and drought tolermant plantings. Plantings will require minimal pruning and can be allowed to grow to their natural mature sizes.

Is there at least an initial 2-year agreement in place for maintenance to establish the urban greening features?

(B) Describe how the Project incorporates low-impact design green infrastructure elements which meet or exceed California's "Model Water Efficient Landscape Ordinance" including increased water efficiency standards and limitation on portions of landscapes covered in turf.

Plantings will be irrigated with an automatic system that implements a rain sensor, weather-station communication, and flow sensors designed to shut system off if irregular water flows (leaks) are detected. Irrigation system will meet all San Francisco Efficient Irrigation requirements. There is no turf plantings on the project.



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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PIN 35254

(2) Site Development and Energy Efficiency Standards (4 points)

Please indicate whether the Project incorporates at least one of the following:

Yes	Locality has an existing adopted green building ordinance, in effect at the time of permitting, which exceeds the California Green Building Code Standards (Title 24, Part 11).
-----	---

Date of local ordinance adoption: 1/1/2014

OR

Project exceeds the California Green Building Code Standards (Title 24, Part 11) and the locality's existing building ordinance.	
Provide a description of measures taken to exceed Code minimums	Building will exceed 2013 Energy code by a minimum of 10%. Building incorporates, R-30 roof insulation w/ continuous exterior insulation, Metal frame walls w/ R-19 + R-5 continuous insulation, cool roof, high performing windows, solar thermal system

OR

Project exceeded California's 2013 Building Energy Efficiency Standards, (Title 24, Part 6) at the time of permitting.	
Provide a description of measures taken to exceed Code minimums	

(3) On-Site Renewable Energy Generation (3 points)

Please describe the element which have been incorporated to allow the Project to work towards zero-net energy (as referenced in Title 24, Part 6) and is addressing residential and non-residential Reach Standards. To demonstrate incorporation of on-site renewable elements, Title 24 compliance documentation must demonstrate that the Project substantially exceeds minimum standards using on-site renewable energy at time of building permit. Projects must indicate that there is intent and funding budgeted to support such elements.

Solar thermal system with a minimum 50% solar saving fraction

No	My project is solely comprised of components which will not require or consume energy (e.g. bicycle paths, sidewalks)
----	---

End of Section



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Fiscal Year 2015-2016

Full Application Workbook

PIN 35254

FUNDS REQUEST

IMPORTANT NOTE - This spreadsheet will autopopulate from other sections of the application. Applicants may wish to verify information on this tab once all other required information has been entered.

Funds Request Worksheet

FAAST Application Title	455 Fell		
FAAST PIN	35254	Project Area Type (TOD, ICP, or RIPA):	TOD

AHSC Award Request
 (Must be within acceptable range for applicable Project Area type)

PROJECT AREA TYPE	MINIMUM	MAXIMUM
TOD	\$1 Million	\$20 Million
ICP	\$500,000	\$20 Million
RIPA	\$500,000	\$20 Million

THIS TABLE WILL AUTOPOPULATE		
Click on the link below to go to the appropriate section	REQUESTED	MAXIMUM ALLOWABLE
AHD/R LOAN:	\$15,037,563	\$15,040,594
AHD/HO GRANT:	\$0	\$0
HRI GRANT:	\$0	\$5,385,000
STI GRANT:	\$1,019,000	\$1,019,000
TRA GRANT:	\$0	\$0
PGM GRANT:	\$0	\$0
TOTAL:	\$16,056,563	Sum exceeds \$20M



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Fiscal Year 2015-2016

Full Application Workbook

PIN 35254

Cost Caps - §103

Pursuant to Section 103, the following cost caps apply:

AHD-Rental
 1. Pursuant to Section 103(a)(1)(C)(iii), the total amount of eligible soft costs cannot exceed 10 percent of the total AHSC Program award. The AHSC soft costs in this budget are:

Budgeted	Cost Cap	Overage	Action
\$0	\$1,605,656	\$0	N/A

HRI
 2. Pursuant to Section 103(a)(2)(A)(iv), the AHSC maximum allowable funding per structured parking space cannot exceed this amount per space (RESIDENTIAL PARKING):

Budgeted	Cost Cap	Overage	Action
#DIV/0!	\$0	#DIV/0!	#DIV/0!

3. Pursuant to Section 103(a)(2)(A)(v), the total amount of eligible environmental remediation costs cannot exceed 50 percent of the total AHSC Program grant funds. The AHSC environmental remediation costs in this budget are:

Budgeted	Cost Cap	Overage	Action
\$0	\$8,026,282	\$0	N/A

4. Pursuant to Section 103(a)(2)(A)(vii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. The AHSC impact fees in this budget is:

Budgeted	Cost Cap	Overage	Action
\$0	\$300,000	\$0	N/A

STI
 5. Pursuant to Section 103(a)(3)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. The AHSC impact fees in this budget is:

Budgeted	Cost Cap	Overage	Action
\$0	\$300,000	\$0	N/A

6. Pursuant to Section 103(a)(3)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award. The AHSC soft costs in this budget are:

Budgeted	Cost Cap	Overage	Action
\$0	\$4,816,969	\$0	N/A

7. Pursuant to Section 103(a)(3)(A)(v), the total amount of Activity Delivery Costs associated with the implementation of the Capital Project cannot exceed 10 percent of the costs associated with the Capital Project. The AHSC soft costs in this budget are:

Budgeted	Cost Cap	Overage	Action
\$0	\$1,605,656	\$0	N/A

TRA
 8. Pursuant to Section 103(a)(4)(B)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. The AHSC impact fees in this budget is:

Budgeted	Cost Cap	Overage	Action
\$0	\$300,000	\$0	N/A

9. Pursuant to Section 103(a)(4)(B)(iv), the total amount of eligible soft costs cannot exceed 10 percent of the total AHSC Program award. The AHSC soft costs in this budget are:

Budgeted	Cost Cap	Overage	Action
\$0	\$1,605,656	\$0	N/A

10. Pursuant to Section 103(a)(4)(B)(v), the total amount of Activity Delivery Costs associated with the Implementation of the Capital Project cannot exceed 10 percent of the costs associated with the Capital Project. The AHSC soft costs in this budget are:

Budgeted	Cost Cap	Overage	Action
\$0	\$1,605,656	\$0	N/A

Total Development Costs

THIS TABLE WILL AUTOPOPULATE	
Eligible Use Category	Total Development Costs
Housing (AHD-R + HRI)*	\$61,654,348
Transportation (Total STI Costs)	\$1,019,000
Transportation (Total TRA Costs)	\$0
Programs (Total PGM Costs)	\$0
TOTAL:	\$62,873,348

***Notes:**

1. **AHD-R Projects:**
 a. To prevent double counting, the Total Development Costs for HRI projects (if AHSC funded) will auto-populate within the AHD-R budget. Therefore, the AHD-R budget will be the one source of Rental Housing Total Development Costs, and will include both AHD-R, HRI, or both, as applicable.

2. **AHD-HO Projects:**
 a. Because AHD-HO grants are for Down Payment Assistance, the development costs associated with the construction of the Affordable Housing Development for Homeownership purposely will not be included in the calculation of AHSC Total Development Costs above.
 b. Should an Affordable Housing Development for Homeownership request AHSC funds for HRI, those HRI costs will auto-populate within the AHD-R budget, and will be reflected in the AHSC Total Development Costs above.



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APPLICANT SUPERTAB

Applicant Information

Required FFAST Uploads:	
FAAST File Name	Description
Joint App Contact_XXX	Please provide the contact information for any additional Joint Applicant (XXX should be the name of joint applicant)

FAAST Application Title	455 Fell		
FAAST PIN.	35254	Any changes or additions to Applicants from Concept Application?	No

If Yes, please provide updated information below. If no changes, no further information is necessary.

Applicant	Entity Name	
	Entity Type	
	Contact Name	
	Contact Title	
	Address	
	Contact Email	
	Contact Phone	

Joint Applicant #1	Entity Name	
	Entity Type	
	Contact Name	
	Contact Title	
	Address	
	Contact Email	
	Contact Phone	

Joint Applicant #2	Entity Name	
	Entity Type	
	Contact Name	
	Contact Title	
	Address	
	Contact Email	
	Contact Phone	

Joint Applicant #3	Entity Name	
	Entity Type	
	Contact Name	
	Contact Title	
	Address	
	Contact Email	
	Contact Phone	



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Project Overview

Project Area Type (TOD, ICP, or RIPA):		TOD	Housing Type:	Rental
Identify with "Yes" the Eligible Use Categories for which AHSC Funds are being requested		Brief Project Description (limit of 250 characters)		Project Name
AHD-Rental	Yes	New construction of a 108-unit affordable housing development with 1 studio, 57 one-bedroom units, 42 two-bedroom units, and 8 three-bedroom units. All units are deed restricted to residents earning 30% to 60% of Area Median Income (AMI).		455 Fell
AHD-Homeowner				
If requesting AHSC funds for more than one distinct STI Capital Project, please use provided lines for STI #2 and STI #3 below.				
STI #1	Yes	Improved pedestrian safety and access to transit/services via pedestrian bulbout, landscaped center medians, and ADA upgrades at High-Collision Location & top neighborhood-prioritized intersection.		Fell and Octavia Complete Streets
STI #2				
STI #3				
If requesting AHSC funds for more than one distinct TRA Capital Project, please use provided lines for TRA #2 and TRA #3 below.				
TRA #1				
TRA #2				
TRA #3				
If requesting AHSC funds for more than one distinct PGM Eligible Use, please use provided lines for STI #2 and STI #3 below.				
PGM #1				
PGM #2				
PGM #3				

Certification

Required FAAST Uploads:	
FAAST File Name	Description
Certification-XXX	Complete, signed certification forms for each Joint Applicant

A signed certification is required for each Joint Applicant. All Joint Applicants may sign on one form or, if it is preferred, each Joint Applicant may sign an individual certification form.

In addition, a wet signature original of each signed certification must be submitted to HCD in hard copy. The hard copy certifications should be submitted with the full copy of the application workbook as detailed in the NOFA.



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A copy of the required certification can be downloaded by clicking [here](#).

Legal Disclosure

Required FAAST Uploads:	
FAAST File Name	Description
Legal Disclosure-XXX	Complete, signed legal disclosure forms for each Joint Applicant

A complete signed legal disclosure is required for each Joint Applicant. A copy of the legal disclosure form can be downloaded by clicking [here](#).

Resolution

Required FAAST Uploads:	
FAAST File Name	Description
Resolution-XXX	Original signed resolution(s) or certified copy for each Joint Applicant

A resolution is required of each Joint Applicant - both private and public entities. A sample resolution template is available by clicking [here](#).

Please note the following:

- The resolution template is intended to be a sample. Applicants may use their own format as long as it contains ALL of the authorizations contained in the template.
- The person attesting to the signing of the resolution cannot be the same person authorized to execute the documents in the name of the applicant.
- If more than one authorized signatory is identified in the resolution, specifically state whether both signatories are required (i.e. x and y) or only one signatory (i.e. x or y) is required to submit and execute the AHSC Program documents.
- If the application is being signed by a designee of the authorized signatory, the applicant must also submit a designee letter or other proof of signing authority.

Organizational Documents

IMPORTANT - Organizational Documents are required for all Joint Applicants, except where a Joint Applicant is a governmental entity. Governmental entities are not required to submit organizational documents at the time of full application submittal.

Required FAAST Uploads:	
FAAST File Name	Description
OrgDoc1, OrgDoc2	Copies of Organizational Documents as detailed in the table below.

Org Doc #	Description of Organizational Document
Org Doc #1	Articles of Incorporation Amended 2006
Org Doc #2	Bylaws Amended and Restated 2012
Org Doc #3	Certificate of Good Standing
Org Doc #4	
Org Doc #5	
Org Doc #6	
Org Doc #7	
Org Doc #8	
Org Doc #9	
Org Doc #10	



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Org Doc #11	
Org Doc #12	
Org Doc #13	
Org Doc #14	
Org Doc #15	

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THRESHOLD SUPERTAB

Development Experience - §106(a)(8)

Required FAAST Uploads:	
FAAST File Name	Description
Past Exp AHD1, Past Exp AHD2	Please upload the Certificates of Occupancy for two recently completed affordable housing developments
Past Exp HRI1, Past Exp HRI2	Please upload either 1) the Certificates of Occupancy for two recently completed affordable housing developments with required infrastructure or 2) a signed letter from a public agency certifying the satisfactory completion of the required infrastructure improvements
Past Exp STI1, Past Exp STI2	Where the party making improvements to be funded through AHSC in not a public entity, a signed letter from a public agency certifying the satisfactory completion of similar infrastructure improvements
Past Exp STI1, Past Exp STI2	Where the party making improvements to be funded through AHSC in not a public entity, a signed letter from a public agency certifying the satisfactory completion of similar improvements

Applicants must be able to demonstrate at least two (2) prior projects, similar in scope and size to the proposed eligible use of funds which have been completed by the Applicant or Joint Applicant during the ten (10) years proceeding the application due date.

	AHD Past Project #1	AHD Past Project #2
Project Name	1180 Fourth Street	1100 Ocean Avenue Apartments
Developer*	Mercy Housing California	Mercy Housing California and Bernal Heights Neighborhood Center
Completion Date	6/1/2014	10/1/2015
Project Tenure	Rental	Rental
# of units	150.00	71.00
Units per Acre	110.67	120.33
Commercial (Sq. Ft.)	11000.00	6500.00
Brief Description of housing development (e.g. number of units, population served, etc.)	1180 Fourth Street includes 1, 2, and 3 bedroom units for families; residential common areas including a large community room and smaller lounges; 2 designated family day care units; and several open spaces for recreation. The project includes 124 units for low income families below 50% AMI and 25 units for extremely low income, formerly homeless households. Episcopal Community Services provides supportive services on site.	1100 Ocean Avenue Apartments is located in the transit rich Ingleside neighborhood and adjacent to City College of San Francisco. Of the 72 units, 25 are set aside for transition-age youth (TAY), young adults who have recently aged out of the foster care system and the remaining units are for general population families. There are 18 one-bedrooms, 18 studios, 21 two-bedrooms, and 14 three-bedrooms apartments including the manager's unit.

* Developer must be an identified Applicant and/or Joint Applicant



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	HRI Past Project #1	HRI Past Project #2
Housing-Related Infrastructure (HRI)	Project Name	
	Development Entity	
	Completion Date	
	# of units	
	Units per Acre	
	Commercial (Sq. Ft.)	
	Brief Description of infrastructure improvements completed as a condition of approval to the housing development.	
* Developer must be an Identified Joint Applicant		

	STI Past Project #1	STI Past Project #2
Sustainable Transportation Infrastructure (STI)	Project Name	
	Development Entity	
	Completion Date	
	Brief Description	
* Developer must be an Identified Joint Applicant		

	TRA Past Project #1	TRA Past Project #1
Transportation-Related Amenities (TRA)	Project Name	
	Development Entity	
	Completion Date	
	Brief Description	
* Developer must be an Identified Joint Applicant		



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Consistency with State Relocation Assistance Law - §106(a)(12)

Does the Project trigger State Relocation Assistance Law (CA Gov Code Sec. 7260-7277)?

<p>If Yes, please provide a narrative discussion on the number of impacted households and provided relocation assistance including what actions have or will be taken comply with State Relocation Assistance Law?</p>	<p>Not applicable. This project is being built on land that is vacant and cleared.</p>
--	--

Replacement Housing - §106(a)(15)(D) and 16(B)

If the Project involves demolition of existing units affordable to lower income households, the replacement of demolished units, comparable in size, with equal or greater affordability, equal to or greater than the number of existing affordable units. If the Project involves rehabilitation of existing units, affordable to lower-income households, the funded AHD, must include units, comparable in size with equal or greater affordability and greater than the number of existing affordable units, except in cases where rehabilitated units provide amenities such as bathrooms and kitchens not present in existing units in which case, the reduction may not result in more than 25 percent fewer units upon project completion.

Please explain below how this requirement is satisfied in the replacement affordable housing development. If the Project does not involve demolition or rehabilitation of existing affordable units, please indicate "N/A" below.

N/A

Climate Adaptation- §106(a)(13)

Please describe how the proposed Project integrates measure addressing climate adaptation. See Appendix F (Climate Resiliency) of the Program Guidelines for additional information.

According to the Cal-Adapt temperature model, the San Francisco area could see average annual temperature increases of 1 to 3 degrees by 2050. The number of extreme heat events could quadruple in that time frame, and annual precipitation is expected to decline. This project includes the following heat mitigating elements:

1. Cool Roof technology to minimize heat penetration of the property
2. Highly insulated inner and outer walls to minimize heat transfer
3. High R-value windows to minimize solar heat penetration in the units

This project includes the following water reduction strategies:

1. Low flow toilets and showers
2. Native landscaping that is drought resistant

Climate adaptation is also addressed with efficient land use, specifically developing the site to a density of ___ units per acre. 455 Fell will be built to LEED Gold Standards.

According to the Cal-adaptCoSMOS sea level rise model, the 455 Fell site will not be affected by sea level rise, even if levels rise over 500 cm.

If the proposed Project is located within a coastal zone, please describe adaptation measures to be implemented through the Project or local or regional jurisdiction to address related impacts, including the potential impacts of sea level rise.



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While San Francisco faces well documented sea level rise problems, 455 Fell is located in the middle of the peninsula and far from the low-lying areas at risk of inundation during sea level rise. This project is not located in a coastal zone. According to Cal-Adapt sea level rise charts, this project is not in a threatened area. There are no anticipated impacts if the sea level were to rise.



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Agricultural Land Preservation - §106(a)(14)

According to the Department of Conservation's Farmland Mapping and Monitoring Program website, is ANY portion of the Project located on sites identified as any of the following 1) Prime Farmland, 2) Farmland of Statewide Importance, 3) Unique Farmland, 4) Farmland of Local Importance or 5) Grazing Land?	No
	No

If yes, please identify type of farm/grazing land:

If yes, please enter a description of how the proposed Project otherwise addresses the requirement to preserve agricultural land:	N/A
---	-----

End of Section



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Site Control - §106(a)(7)

Required FAAST Uploads:	
FAAST File Name	Description
Site Control - PTR	For Affordable Housing Developments and Housing-Related Infrastructure Capital Projects, include a Preliminary Title Report dated not more than 180 days preceding the application deadline date.
Site Control1, Site Control2, etc.	Upload appropriate documentation to demonstrate the form of site control indicated below for each Capital Project

Enter the most recent document execution date for at least one of the indicated site control acceptable forms for each applicable Eligible Use type (AHD, HRI, STI and/or TRA) and submit a copy of the executed document. Refer to the Guidelines (pgs. A-7 thru A-8) for acceptable forms of site control.

Acceptable Forms of Site Control:

1) Fee Title
2) Leasehold Interest
3) Enforceable Option to Lease or Purchase
4) Disposition and Development Agreement
5) Encroachment Permit
6) Exclusive Right to Negotiate / Irrevocable Offer of Dedication
7) Sales Contract
8) Other:
8) Other:
8) Other:

Eligible Use Types:

AHD	HRI	STI	TRA
11/21/2014	11/21/2014		

Comments:

Describe any special circumstances, e.g. if there are multiple STI projects provide site control information for each.

The City and County of San Francisco hold fee simple ownership of property. The City and County solicited developers for the site in an open RFP in which it was stipulated that the site would be ground-leased to the developer that was selected. The City and County selected Mercy Housing California in partnership with SFHDC as the developer on 11/21/14 and have executed the Option to Ground-Lease.

End of Section



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HOUSING SUPERTAB

IMPORTANT NOTE - Completion of all sections of this Housing SuperTAB is required of ALL applications requesting AHSC funds for Affordable Housing Development (AHD), Housing-Related Infrastructure (HRI) or a combination of both. Please scroll through the entire tab and provide all required information

AHD / HRI Project Data Summary

Project Name:	455 Fell
Project Address:	455 Fell St, San Francisco
Project County:	San Francisco

Affordable Housing Development / Housing Related Infrastructure Project Description

Provide the following information for the Affordable Housing Development (if applicable):

	Area Calculations:		Unit Count:		Building Count:		Project Type:	Project Design:
Land Area	0.86	acres	126	Units/Acre				
Residential Rental	71300	sq. ft.	108	# of Units	# of Buildings			
Homeownership		sq. ft.	0	# of Units	# of Buildings			
Commercial	1297	sq. ft.		# of Units/Spaces	# of Buildings			
Other Uses	6266	sq. ft.		# of Units/Spaces	# of Buildings			
Community Room	1077	sq. ft.		# of Units/Spaces	# of Buildings			
Number of Elevators	2.00							

For scattered site projects, complete the following section:

Site Address	Developer	Homeownership or Rental

Net Density - \$103

Required FAAST Uploads:

FAAST File Name	Description
Net Density Verification	Include a letter and sealed site map certified by a California State-licensed professional (e.g., an engineer, surveyor, or landscape architect) confirming the net density

Complete only for projects that include an Affordable Housing Development as a Capital Project. Include a letter and a sealed site map certified by a California State-licensed professional (e.g., an engineer, surveyor, or landscape architect) confirming the net density. Upload into FAAST and label it as "Net Density Map."

Net Acreage Verification:

Gross Acreage	0.86
Total Number of Dwelling Units: (Less Qualified* Deductions):	108
- Public Streets	
- Public Sidewalks	
- Public Open Space	
- Public Drainage Facilities	
- Other(specify)	
- Other(specify)	
- Other(specify)	
- Other(specify)	
Total Qualified Deductions:	0.00

*NOTE: The following are NOT qualified as deductions:

- Utility Easements
- Setbacks
- Private Drives and Walkways
- Landscaping
- Common Areas and Facilities
- Off-street parking
- Drainage Facilities (exclusive to a development)
- Other mitigation space required for development

Net Acreage:	0.86
---------------------	------

Does this project include commercial space?

Does the Net Acreage calculation above equal the Net Acreage in the submitted map?:

If there is a difference between the above calculation and the certified map, why?



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Net Density Verification:

Net Density:	125.58
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Market Study - §106

Required FAAST Uploads:	
FAAST File Name	Description
Market Study	For AHD-Rental and AHD-Homeownership Capital Projects, applicants must provide a completed market study prepared within one year of the full application due date

Summarize the Market Study in the form below:

Marketing Study Prepared By (Organization):	
Market Study Analyst:	
Date Prepared:	
Project Amenities:	
Target Population and Income Levels Served:	
Primary Market Area:	
Commercial Uses:	
Market Strengths:	
Market Weaknesses:	
Vacancy Rate of Comparable:	
Other Subsidized Housing Projects (Existing & Planned):	

Calculated Demand for each unit size:	Studio	1 BD	2 BD	3 BD	4 BD

Is the demand based on rents / incomes proposed in the application?	
Does the demand come from the primary market area, not secondary	
Were income groups double counted when determining demand?	

Turnover Rate:	
Capture Rate:	
Penetration Rate:	
Absorption:	

Are there substantial differences in the capture rates between units of different number of bedrooms?

Article 34 Authority

Required FAAST Uploads:	
FAAST File Name	Description
Article 34 Attorney Opinion	Documentation to demonstrate legal requirements of Article 34 and relevant Project facts have been considered
Article 34 Authority documentation	Copy of document providing Authority

Does the locality have sufficient Article 34 Authority to accommodate the project? Yes No If yes, attach a copy of the document providing Authority.

Article 34 opinion letters submitted to HCD must demonstrate that the applicant has considered both the legal requirements of Article 34 and the relevant facts of the project (e.g., the state public body leaders, the number of low income restricted units, and the general content of any regulatory restrictions). Any conclusion that a project is exempt from Article 34 must be supported by specific facts and a specific legal theory for exemption that itself is supported by the Constitution, statute, and/or case law.

If a project is subject to Article 34, the letter must demonstrate that there is Article 34 authority for the project. This may be done by providing information from an appropriate local government official either that a referendum for the specific project has been passed by the voters, or that a blanket referendum has been passed and that the locality has allocated sufficient Article 34 authority to the project.

Prior to the execution of the Department's Standard Agreement, the Sponsor or Borrower must deliver to the Department satisfactory evidence that the requirements of Article 34 of the California Constitution have been satisfied or are inapplicable.



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If this project does not have Article 34 authority, AHSC may be limited to restricting no more than 49% of the total units.



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Tax Credit Form

Required FAAST Uploads:	
FAAST File Name	Description
Tax Credit Reservation	If this project has already received a tax credit reservation, upload documentation to FAAST.

Calculation Document

Name of Investor: Community Economics, as consultant, estimates an	is interested in purchasing a/an	99.99%	interest in	Project Name: 455 Fell St
---	----------------------------------	--------	-------------	------------------------------

The estimated proceeds are equivalent to	\$1.15	for each \$1.00 of federal credits and	\$0.00
for each \$1.00 of state credits and earned by the investor will be included in the project's eligible basis.			

Enter the number of Federal and State credits, and the proceeds for the Federal and State to determine the Estimated Gross Proceeds:			
Amount of Federal Credits:	\$2,441,966	Proceeds for Federal Credits	####
Amount of State Credits:		Proceeds for State Credits	
		Estimated Gross Proceeds	\$28,066,481

Select One (indicate "Y"):

<input type="checkbox"/>	This project does not require the use of taxable bond proceeds and it is understood that Tax-Exempt Bond proceeds may be used to fund the project.	<input checked="" type="checkbox"/>	This project requires the use of Taxable Bond proceeds.
--------------------------	--	-------------------------------------	---

Estimated net syndication proceeds may be calculated by subtracting typical syndication costs from the estimated gross proceeds as follows:

Investor Expenses:	
Investor fees (acquisition, advisory, etc.)	
Organizational and offering expenses	
Acquisition expenses	
Reserves or working capital	
Other (explain)	
Total Investor Expenses	\$0

Partnership Expenses:	
Legal Expenses	#
Accounting Expenses	#
Other (explain)	#
Other (explain)	
Total Partnership Expenses	\$105,000

Total Expenses:	\$105,000
Net Proceeds:	\$27,961,481
Total Expenses/Gross Proceeds:	\$0

If there are questions regarding these estimates please contact:	
Diana Downton, Community Economics	Consultant
Investor or Preparer Name	Title
510-832-8300 x2	diana@communityeconomics.org
Investor or Preparer Phone Number	Investor or Preparer Email

Type of Tax Credits:	4%
TCAC Application Round:	
TCAC Application Year:	2017
Applying for State Tax Credits?	No

Cost Reasonableness

Development and Operating costs will be reviewed on both a per-unit and a per-square-foot basis. The Department will evaluate the reasonableness of the costs based on the type of proposed rehabilitation or new construction, and the geographic area in which the development is located.

If project budgets are deemed unusually high, HCD staff may request additional information. Projects with above-average or below-average costs must provide justification for the costs. Projects with unjustified development costs may not be approved/awarded funding.

AHD total development cost (TDC) Per Unit	
AHD total development cost (TDC) per square foot	

Provide a description of unusual or extraordinary circumstances that have resulted in higher than expected project costs and provide a justification as to why these costs are reasonable.

Based on comparable projects being built in the City of San Francisco, this project has reasonable costs. Construction in central San Francisco is expensive compared to other projects statewide, and costs continue to escalate. This project mitigates those costs by not providing any parking at all, which saves potentially millions of dollars in the budget.



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Parking - §103(2)(A)(iv)

The minimum residential per unit parking spaces in parking structures as required for the Project by a Locality based on the following:

Project Specific Per Unit Parking Requirements* (inclusive of guest parking)	Maximum Allowable AHSC funds per space
Up to 2 spaces per unit	\$10,000/space
0.5 to 1 space per unit	\$20,000/space
<0.5 spaces per unit	\$30,000/space

	Number of structured parking spaces per residential unit required by local planning/zoning authority
108	Number of residential units
0.0	Number of AHSC-funded Structured Parking Spaces proposed in this project
#DIV/0!	Number of Structured Parking Spaces per Residential Unit
	Enter the maximum allowable AHSC funds per structured parking space (see table above)
#DIV/0!	Applicant requested funds per space
#DIV/0!	Does the amount requested per space exceed eligible amount per space?
	If Cell B215 indicates "Yes," Applicant must reallocate costs to within allowable funding range
	Number of car share spaces*
	Number of electric vehicle charging spaces*
	Number of uncovered guest parking spaces*

*these spaces are not calculated in the allowable structured parking spaces

IMPORTANT NOTE: Spaces in uncovered surface parking lots may not be funded under this Program.

Bicycle Parking - §103 (a)(A)(v)

Provide a detailed description of Secure Overnight Bicycle Parking, including a description of how bicycles are secured (i.e., bike locker, bike building, etc.)
 The secure overnight parking will be provided on the ground floor of the building, in an enclosed space totaling over 700 square feet. The bike parking is for residents only, and is controlled by keyed access.

108	Number of proposed residential units
108	Number of proposed Secure Overnight Bicycle Parking spaces
1.00	Number of Secure Overnight Bicycle Parking spaces per residential unit



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Loan Limit Calculation (AHD - Rental)

Pursuant to Section 104(e)(2), the maximum loan amount shall be calculated pursuant to 25 CCR 7307 based on the number of Restricted Units in the Affordable Housing Development, affordability, unit sizes, location, and on the base amount for loan calculation as specified in the AHSC Program NOFA. For Affordable Housing Developments receiving 4% low-income housing tax credits, \$60,000 per Restricted Unit may be added to the base amount for loan limit calculation purposes. Click on this cell for the reference. Be sure that the unit mix information entered is consistent throughout this workbook.

Step 1: Identify Unit Mix

Provide the number of units for each combination of Unit Size and Income-Level in the UNIT MIX table below:

Manager's Unit(s)			
# of Unrestricted Manager's Unit(s):		1	Identify the AMI Level(s) for the Restricted Manager Unit(s):
# of Restricted Manager's Unit(s) (included under the associated unit size/AMI level below):			
Total # of Manager's Unit(s):		1	

Income Level	Efficiency	1 BD	2 BD	3 BD	4 BD	TOTAL
Unrestricted						
Market Rate						0
Unrestricted Manager's Unit(s)			1			1
Total Unrestricted	0	0	1	0	0	1
Restricted Units* (including any Restricted Mgrs. Unit(s))						
60% AMI	1	39	13			53
55% AMI						0
50% AMI		13	5	3		21
45% AMI						0
40% AMI						0
35% AMI						0
30% AMI						0
25% AMI		3	13	3		19
20% AMI		2	10	2		14
15% AMI						0
Total Restricted	1	57	41	8	0	107
GRAND TOTAL	1	57	42	8	0	108

**Per the AHSC Guidelines, "Restricted Units" are residential units restricted by an enforceable covenant or agreement with the Department or other public agency to occupancy by low- or very low-income households, with affordable rents pursuant to 25 CCR 7312 of the MHP regulations or affordable housing costs pursuant to the BEGIN Program for at least 55 years. Restricted Units must be substantially equivalent in size and number of bedrooms to the balance of units in the Housing Development. Restricted Units may consist of units designated for any housing tenure, rental or owner-occupied, within the Housing Development.*

Step 2: Identify Loan Limits

Indicate the county in which the Affordable Housing Development resides. Provide the loan limits in the table below for the appropriate county, and for each combination of Unit Size and Income-Level, for the MHP General Units (not for Supportive Housing), which can be found within the link below:
[2015 Non-HERA Per Unit Loan Limits \(beginning on page 31\)](#)

Required FAAST Uploads:

FAAST File Name	Description
Non-HERA Per Unit Loan Limits	Please provide the page associated with the county in which the project is located, to demonstrate compliance with the appropriate loan limits.

County:	San Francisco				
Income Level	Efficiency	1 BD	2 BD	3 BD	4 BD
Unrestricted					
Unrestricted Manager's Unit(s)	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Restricted Units* (including any Restricted Mgrs. Unit(s))					
60% AMI	30000.00	30000.00	30000.00	30000.00	30000.00
55% AMI	44837.00	45845.00	49014.00	51895.00	54488.00
50% AMI	59530.00	61690.00	68028.00	73934.00	78976.00
45% AMI	74367.00	77536.00	87043.00	95830.00	103464.00
40% AMI	89059.00	93381.00	105913.00	117725.00	127925.00
35% AMI	103896.00	109226.00	124927.00	139764.00	152440.00
30% AMI	118733.00	125071.00	143941.00	161659.00	176928.00
25% AMI	133426.00	140916.00	162956.00	183698.00	201416.00
20% AMI	148263.00	156762.00	181970.00	205594.00	225904.00
15% AMI	163100.00	172607.00	200984.00	227489.00	250932.00



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**Per the AHSC Guidelines, "Restricted Units" are residential units restricted by an enforceable covenant or agreement with the Department or other public agency to occupancy by low- or very low-income households, with affordable rents pursuant to 25 CCR 7312 of the MHP regulations or affordable housing costs pursuant to the BEGIN Program for at least 55 years. Restricted Units must be substantially equivalent in size and number of bedrooms to the balance of units in the Housing Development. Restricted Units may consist of units designated for any housing tenure, rental or owner-occupied, within the Housing Development.*

Step 3: Calculate Maximum Allowable Loan

The CALCULATOR below will generate the maximum allowable loan. The bottom table indicates the maximum allowable limit depending on the use of the 4% tax credit boost.

Income Level	Efficiency	1 BD	2 BD	3 BD	4 BD	TOTAL
Unrestricted						
Unrestricted Manager's Unit(s)	\$0	\$0	\$30,000	\$0	\$0	\$30,000
Restricted Units* (including any Restricted Mgrs. Unit(s))						
60% AMI	\$30,000	\$1,170,000	\$390,000	\$0	\$0	\$1,590,000
55% AMI	\$0	\$0	\$0	\$0	\$0	\$0
50% AMI	\$0	\$801,970	\$340,140	\$221,802	\$0	\$1,363,912
45% AMI	\$0	\$0	\$0	\$0	\$0	\$0
40% AMI	\$0	\$0	\$0	\$0	\$0	\$0
35% AMI	\$0	\$0	\$0	\$0	\$0	\$0
30% AMI	\$0	\$0	\$0	\$0	\$0	\$0
25% AMI	\$0	\$422,748	\$2,118,428	\$551,094	\$0	\$3,092,270
20% AMI	\$0	\$313,524	\$1,819,700	\$411,188	\$0	\$2,544,412
15% AMI	\$0	\$0	\$0	\$0	\$0	\$0
GRAND TOTAL	\$30,000	\$2,708,242	\$4,698,268	\$1,184,084	\$0	\$8,620,594

AHD-R LOAN LIMITS

Applying for 4% Tax Credits?:	Yes
Base Amount for Loan Limit Calculations:	\$8,620,594
Loan Boost for 4% Tax Credit Projects (\$60K/Restricted Unit):	\$6,420,000
Maximum Allowable AHD Loan Limit:	\$15,040,594

Step 4: Submit Financial Feasibility Data

In addition to the information provided above, the following worksheets must also be completed as part of the application. You may navigate to each required worksheet tab by clicking on the link provided. Please be sure to provide consistent Unit Mix information throughout this application. Upon completion, indicate tabs have been reviewed for consistency by selecting YES in each box below.

Yes	Unit Mix
Yes	Operating Budget
Yes	15-Year Pro Forma



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Enter the Amount of the AHD-Homeownership Grant Requested:	
--	--



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Grant Limit Calculation (HRI)

Required FAAST Uploads:	
FAAST File Name	Description
HRI Condition of Approval	Provide documentation to demonstrate the HRI activities to be funded in full or in part through AHSC funds are a condition of approval for an associated Affordable Housing Development - please highlight applicable portions of the document. Examples of documentation include a signed development agreement or resolution.
Parking Requirements	If requesting AHSC HRI funds for parking, provide either 1) documentation highlighting residential parking requirements under existing zoning or 2) project specific parking requirements if different than required by existing zoning.

If requesting funds for Housing-Related Infrastructure, please provide the number of units for each combination of Unit Size and Income-Level in the UNIT MIX tables above, according to whether the project is Rental or Homeownership, and provide the summary information for the Total Unrestricted vs. Restricted Units below, ensuring consistency between all Unit Mix tables:

Unit Type	Per Unit Grant Amount	Number of Units	Maximum Grant Amount
Unrestricted	\$35,000	1	\$35,000
Restricted	\$50,000	107	\$5,350,000
TOTAL		108	\$5,385,000

Affordable Housing Underwriting Checklist

1.	Are there any variable rate or balloon loans associated with this project?	N/A
2.	Does or will the senior debt and loan agreement comply with the Department's Multifamily Housing (MHP) Program financing as set forth in 25 CCR 7308, including the priority order of payments from cash flow?	Yes
3.	Does or will the junior debt and loan agreement comply with the Department's Multifamily Housing (MHP) Program financing as set forth in 25 CCR 7308, including the priority order of payments from cash flow?	Yes
4.	Is the site a leasehold estate? If so, please answer the following:	No
	a. Is rent based on restricted value of land?	
	b. How is the rental rate of return calculated?	
	c. Has the applicant correctly indicated the acquisition cost as zero (\$0) in the Development Budget?	
	d. Is a prepaid lease loan used? If so, please answer the following:	
	i. Is the loan amount based on the Present Value of lease payments?	
	ii. Is the lender requesting residual receipts, which is not permissible?	
	iii. Has the loan amount been entered as a finance cost?	
5.	Are there any cost sharing agreements?	
6.	What covenants or regulatory agreements are already on title?	
7.	What covenants or regulatory agreements are anticipated?	
8.	Did any construction, including demolition, commence prior to the Notice of Funding Availability (NOFA)?	No
9.	Was a Relocation Plan required?	No
10.	If so, was it completed?	N/A
11.	Are the premises, common space, open space or parking going to be shared with another party?	No
12.	If there is commercial space that is not eligible to be funded by AHSC funds, is cost allocation based on total development cost?	N/A
13.	What is the ultimate form of site control?	4) Disposition and Development Agreement
14.	What is the estimated construction start date?	
15.	What is the estimated construction completion date?	

End of Section



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TRANSPORTATION SUPERTAB

Project Summary Data

IMPORTANT NOTE - Completion of all sections of this Transportation SuperTAB is required of ALL applications requesting Sustainable Transportation Infrastructure (STI), Transportation-Related Amenities (TRA) or a combination of both. Please be sure to scroll through the entire tab and provide all required information

Sustainable Transportation Infrastructure/Transportation Related Amenities Project Data

Provide the following data regarding your STI/TRA (if applicable):

Amount Funded:

Bike Facilities	
Pedestrian Paths	
Improved Crossings	
New Transit Vehicles	
Bus Shelters	
Bus Stop Benches	
Bike Parking at Transit	

Linear Miles
Linear Feet
each
each
each
each
each

Type:

Number of Transit Routes Improved:

Improvement Type (reply "Yes" to all that apply):	
<input type="checkbox"/>	Added or Improved Transit Service
<input type="checkbox"/>	Station Area or Transit Access Improvements
<input type="checkbox"/>	Added ITS Technology or Transit Mobility Improvements
<input type="checkbox"/>	Other (please describe below)

Cost Reasonableness

Capital and Operating costs for transportation projects and programs will be reviewed for cost reasonableness as compared to similar types of project. If project budgets are deemed unusually high, HCD staff may request additional information. Projects with above average costs or below average costs must provide justification for the costs. Projects with unjustified development costs may not be approved/awarded funding.

Provide a description of unusual or extraordinary circumstances that have resulted in higher than expected project costs and provide a justification as to why these costs are reasonable.

--

Ineligible Transportation Costs

Parking not required as a condition of approval as part of a housing development, as well as any auto-related capacity expansion of roadways are not eligible for funding under the AHSC program. Please certify the following:

I certify that the proposed eligible costs under STI and TRA do not include automotive capacity increasing components or SOV parking.

End of Section



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SCORING RUBRIC and SELF SCORE

Scoring Rubric

Active Transportation Improvements - 107(b)		
Purpose and Need (4 points max)	up to 3 points	Up to 1.5 points for a Project which demonstrates a clear purpose and need that addresses a network gap closure or removal of barrier in order to increase access to destinations or increase safety. 0.5 points for a Project identified or supported by the community it plans to serve. 1 point for a Project that identifies, considers and addresses both bicycle and pedestrian needs along the route.
	0.5 points	Documentation of at least one active transportation safety issue or access barrier currently on the Project route or in the program area (e.g., high number of crashes involving auto/bike interactions on the route, high traffic speeds, high volume of vehicles, noncompliance with local traffic laws, inadequate traffic control devices for safe cycling, or a lack of low-stress bicycle facility present).
	up to 0.5 points	Discussion of current user types (.25 points) (e.g. students, seniors, commuters, recreational, etc.), including estimated current user volumes (.25 points).
Project Solution and Implementation (6 points mx)	Up to 3 points	Project demonstrates that the proposed ASHC funded active transportation component will achieve at least one (1 point) or more than one (2 points) intended outcomes from the following: reduce vehicular speed or volume near non-motorized users, improve sight distance and visibility, eliminate potential conflict points, improve compliance with traffic laws, or address any other barriers that may have existed on the route. 1 point for a Project that provides a solution that addresses both bicycle and pedestrian needs along the route.
	Up to 1 point	Project utilizes innovative solutions to address the identified needs (e.g., protected bikeways, rapid flashing beacons at crosswalks with pedestrian refuge islands, etc.).
	1 point	Projects that can demonstrate a projected increase in future users
	1 point	Projects that demonstrate an increase in network connectivity to key destinations and amenities.
Water, Energy and Greening - 107(c)		
Urban Greening (3 points max)	2 points	2 points for applications that incorporate Urban Greening features along an active transportation route, transit corridor, open space or park with at least two years of initial maintenance.
	1 point	1 point will be provide for applications that incorporate low-impact design green infrastructure which meet or exceed California's Model Water Efficient Landscape Ordinance.
Site Development and Energy Efficiency Standards (4 points max)	4 points	4 points will be given to applications which include Capital Projects that which exceed 2013 California Building Code Standards (Title 24), or Building Energy Efficiency Standards (Title 24, Part 6).
Zero Net Energy/ On-Site Renewable Energy Generation (3 points max)	Up to 3 points	Up to 3 points will be given to projects that incorporate multiple strategies into their project in an attempt to reach zero-net energy design standards and clearly describe how those elements will help the project work towards zero net energy goals. Partial credit will be given for projects that incorporate one strategy. Full credit (3 points) will be given to projects which do not require or consume energy.
Depth and Level of Housing Affordability - 107(d)		
Level and depth of affordability of AHD and/or associated HRI affordable development (10 Points max)		<p>For Owner-Occupied Units:</p> <p>0.13 points for each percent of total units not exceeding the moderate income limit.</p> <p>0.25 points for each percent of total units not exceeding the moderate income limit at affordable housing costs for not less than 55 years.</p> <p>0.30 points for each percent of total units not exceeding the lower income limit at affordable housing costs for not less than 55 years.</p> <p>For rental units:</p> <p>0.13 points for each percent of total Restricted Units for households with incomes less than or equal to 50 percent of State Median Income</p> <p>0.7 points for each percent of Restricted Units for households with incomes less than or equal to 40 percent of State Median Income</p> <p>0.9 points for each percent of Restricted Units for households with incomes less than or equal to 35 percent of State Median Income</p> <p>1.3 points for each percent of total units that are Restricted Units for households with incomes not exceeding 20 percent of State Median Income for the first 10 percent of total Restricted Units; then 1 point for each subsequent percent of total Restricted Units.</p> <p>For rental Affordable Housing Developments utilizing 9% low income housing tax credits, applicants may elect to have their rental units scored in accordance with the scoring system used for this purpose by TCAC.</p>
<i>Note: Total resulting points based on the information provided here will be multiplied by 0.333 to determine final applicable score (not to exceed 10 points maximum)</i>		
Housing and Transportation Collaboration - 107(e)		
Joint Applicants (4 points)	4 points	For applications submitted as a joint application between a housing developer and a public agency that has authority over public transit or transportation infrastructure.
Coordinated Investment (3 points)	3 points	applications submitted with a coordinated investment of at least \$500,000 for AHD/HRI and \$500,000 for STI investments.
GGRF Funding (1 point max)	1 point	One point for Projects which have received funding from at least one other GGRF fund which directly benefit or contribute to the development of the proposed project.
High Speed Rail (1 point)	1 point	For Projects located within an environmentally cleared High speed Rail Station Planning Area.



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Narrative (1 point max)	0.5 points	Description of the planning process between housing and transportation capital components.
	0.5 points	Discussion of the collaborative process involving Joint Applicants in the development of the proposed Project.
Community Benefit and Engagement- 107(f)		
Overview of Community Engagement (1.5 points max)	0.5 points	For applications which provided a clear description of all of the public and governmental stakeholders involved.
	0.5 points	For applications which provided clear examples and meaningful context for the level of community engagement.
	0.5 points	For applications which successfully uploaded at least 3 letters of recommendation that describe how the Project successfully meets an identified community need.
Stakeholder engagement (1.5 points max)	Up to 1.5 points	For maximum points, applications must respond to each identified question in the prompt with responses which demonstrate that the applicant went above and beyond in making the event as accessible as possible.
Additional Community Benefits (5 points max)	Up to 5 points	Up to 5 points will be provided to applications as follows: 1 point for each identified meaningful community benefit (up to 3 identified benefits) and 2 points for clearly articulated descriptions of the anticipated benefits.
Location Efficiency and Access to Destinations- 107(g)		
Location Efficiency: Walk Score (3 points max)	3 points	Walk Score of 90-100
	2 points	Walk Score of 70-89
	1 point	Walk Score of 50-69
Location Efficiency: Bike Score (3 points max)	3 points	Bike Score of 90-100
	2 points	Bike Score of 70-89
	1 point	Bike Score of 50-69
Access to Destinations (2 points max)	0.5 points	Project Area includes Grocery store or supermarket of at least 25,000 gross interior feet
	0.5 points	Project Area includes Medical clinic that accepts Medi-Cal payments
	0.5 points	Project Area includes Public elementary, middle, or high school
	0.5 points	Project Area includes Licensed child care facility
Funds Leveraged- 107(h)		
Demonstrated EFC to leverage AHSC funded eligible uses for Capital Projects and Program activities (5 points max)	5 points	verified EFCs >150% of requested AHSC Program funds
	4 points	verified EFCs 100% to 150% of requested AHSC Program funds
	3 points	verified EFCs 75% to 100% of requested AHSC Program funds
	2 points	verified EFCs 50% to 74.9% of requested AHSC Program funds
	1 point	verified EFCs 25% to 49.9% of requested AHSC Program funds
Anti-Displacement and Workforce Training Strategies - 107(i)		
Physical Business Anti-Displacement Strategies (1 Point max)	Up to 1 point	full description of strategies to address displacement of business owned by or which employ lower-income workers. Full description must include identification of the strategy, who is responsible for implementing strategy and how it will achieve anti-displacement objectives. 0.33 points per strategy (up to 3 strategies) with full description.
Economic Anti-Displacement and Workforce Training/Employment Strategies (3 points max)	Up to 3 points	full description of strategies to address displacement of business owned by or which employ lower-income workers or strategies to support workforce training of those within the identified Project Area. Full description must include identification of the strategy, who is responsible for implementing strategy and how it will achieve anti-displacement objectives. 0.75 points per strategy (up to 4 strategies) with full description.
Program Need and Readiness - 107(j)		
Need and Benefit of Program Activities (2 points max)	Up to 2 points	Up to 2 points for applications which clearly demonstrate all of the following (0.25 points each): 1) who are the targeted users for the program, 2) what issue or need will the program address, 3) how the program will address the identified need or issue and 4) why AHSC funding is needed.
Program Readiness and Sustainability (1 point max)	Up to 1 point	Up to 1 point for applications which clearly demonstrate all of the following (0.5 points each): 1) prior experience in operating similar successful programs and 2) how the program will be sustained beyond the three year term for which funding is provided.
Implementation of Planning Efforts - 107(k)		
Transit Priority Areas (1 point max)	1 point	1 point for Projects which are identified in a regional Transit Priority Areas document and reflect prioritization as a Transit Priority Area or equivalent. Documentation uploaded as verification.
Climate Adaptation (0.50 points)	Up to 0.50 points	0.25 points for each of the following: 1) How the project implements climate adaptation and mitigation efforts, and integrates multiple sectors to optimize climate and public benefits and 2) Identification of a planning-level document which supports the above identified strategy(ies).
Long Range Local Plans (0.25 points max)	0.25 points	0.25 points for Projects which directly implement a policy of an identified long range local plan. Documentation uploaded as verification.
Project-Specific Plans (0.25 points max)	0.25 points	0.25 points for Projects which directly implement a project-specific plan. Documentation was uploaded verification.



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Self Score

Total Maximum Applicable Points (provided by HCD)

	Physical site with AHD/HRI	Physical Site without AHD/HRI	No Physical Site	Max Points	My Self Score
GHG Quantification Methodology					
a	GHG Quantification Methodology Note: Resulting GHG Emissions Reductions points will be determined upon submittal of application. No Self Score applicable.				N/A
Supplemental Strategies					
	Active Transportation	x	x	10	10.00
	Water, Energy and Greening	x	x	10	10.00
Policy Objectives					
	Depth and Level of Housing Affordability	x		10	10.00
	Housing and Transportation Collaboration	x	x	10	10.00
	Community Benefit and Engagement	x	x	8	8.00
	Location Efficiency and Access to Destinations	x	x	8	8.00
	Funds Leveraged	x	x	5	5.00
	Anti-Displacement and Workforce Training Strategies	x	x	4	4.00
	Program Need and Readiness	x	x	3	3.00
	Implementation of Prior Planning Efforts	x	x	2	2.00
Total Possible Points		100	90	58	

My Self-Score 70.00

End of Section



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SCORING ELEMENTS - GHG

GHG Quantification Methodology - 30 Points

Required:FAAST Uploads:	
FAAST File Name	Description
CalEEMod Input/Output files	Documentation must be provided to demonstrate all included CalEEMod Measures, except where noted below. Applicants are requested to name the input and output files using the following format: "[Pin#]_[ProjectName]_input/output" not to exceed 20 characters. For example, if the application pin number is "12345," the project name is "San Diego Bay Housing," and the file is the input file, the file name may be "12345_SDBay_input." Project names may be abbreviated.
TAC_MeasureXX	Documentation must be provided to demonstrate all included TAC Measures, except where noted below

Total Project Reductions

Total Project GHG Reductions (Enter value from GHG Summary Tab in Calculator) :	
---	--

Cost Efficiency of Reductions

Total Project GHG Reductions (Enter value from GHG Summary Tab in Calculator) :	0.00
---	------

Total AHSC funds requested (autopopulated from Funds Request)	\$16,056,563
---	--------------

Total Project GHG Reductions/AHSC \$ Request:	0
---	---

AHSC Excel Calculator Uploaded into FAAST as required?	
--	--

CALEEMOD Inputs

Required CalEEMod Inputs

Verified Project Setting	
--------------------------	--

First Year of Operation	
-------------------------	--

Residential Land Use Subtype	
------------------------------	--

CalEEMod Input/Output Files Uploaded into FAAST? (see required naming convention above)	
---	--

Optional CalEEMod Inputs (Measures)

Measure	Included?	Documentation Provided	Upload Complete?
LUT-1 Increase Density		Provided in Housing Tab	
LUT-3 Increase Diversity		Provided in Housing Tab	
LUT-9 Improve Walkability Design		To be uploaded in FAAST	
LUT-4 Improve Destination Accessibility		To be uploaded in FAAST	
LUT-5 Increase Transit Accessibility		To be uploaded in FAAST	
LUT-6 Integrate Below Market Rate Housing		Provided in Housing Tab	
SDT-1 Improve Pedestrian Network		To be uploaded in FAAST	
SDT-2 Provide Traffic Calming Measures		To be uploaded in FAAST	
PDT-1 Limit Parking Supply		To be uploaded in FAAST	
PDT-2 Unbundle Parking Costs		To be uploaded in FAAST	
PDT-3 On-Street Market Pricing		To be uploaded in FAAST	
TST-1 Provide BRT System		To be uploaded in FAAST	
TST-3 Expand Transit Network		To be uploaded in FAAST	
TST-4 Increase Transit Frequency		To be uploaded in FAAST	
TRT1&2 Implement Trip Reduction Program		To be uploaded in FAAST	
TRT-4 Transit Subsidy		To be uploaded in FAAST	
TRT-15 Implement Employee Parking Cash-Out		To be uploaded in FAAST	



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TRT-14 Workplace Parking Charge	
TRT-6 Encourage Telecommuting/Alt Work Schedules	
TRT-7 Market Commute Trip Reduction	
TRT-3 Provide Ride Sharing Program	

To be uploaded in FAAST	
To be uploaded in FAAST	
To be uploaded in FAAST	
To be uploaded in FAAST	

TAC Inputs

Type of Service:

Additional Type of Service (if applicable):

Additional Type of Service (if applicable):

Based on selection of service type above, the applicant must provide documentation for each of the applicable components identified below:

	Bus Vanpool Shuttle	Train	Ferry	Bike	Pedestrian
Year 1	X	X	X	X	X
Year F	X	X	X		
Days of operation per year of new service (D)	X	X	X		
Daily ridership of new service (R)	X	X	X		
Adjustment factor to account for transit dependency (A)		X	X		
Length of average auto trip reduced (L)		X	X		
Adjustment factor to account for auto trips used to access new service (AA)		X	X		
Length of average trip for auto access to transit (LL)		X	X		
Average Daily Traffic (ADT)				X	
Bicycle Paths/Lanes ADT Adjustment Factor (A)				X	
Bicycle Paths/Lanes Activity Center Credit (C)				X	
Pedestrian Weekly Auto Trips Eliminated					X
Fuel Type of New Service	X	X	X		
Engine Model Year of New Service	X				
Annual VMT/ Units of Fuel	X	X	X		

End of Section



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SCORING ELEMENTS - SUPPLEMENTAL STRATEGIES

Active Transportation Improvements - 10 points

Note: This criteria does not apply to Projects without a physical site.
Please refer to page 33 of the Program Guidelines for additional information.

FAAST File Name	Description
AT Safety Issue	Documentation of at least one active transportation safety issue of access barrier along Project corridor
AT User Volumes	Documentation of current active transportation user volumes along the Project corridor

(1)

Project Purpose and Need

Please provide a narrative below to demonstrate the need for the active transportation component of the proposed Project and steps that occurred to have the project.

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

The Market Octavia neighborhood sits in the center of the City of San Francisco, at a remarkable confluence of city and regional transportation. It is accessible from the entire Bay Area by BART and the regional freeway system. More than a dozen transit lines cross the Market and Octavia neighborhood, including all of the city's core streetcar lines, which enter the downtown here. Large flows of automobile traffic are channeled through to the Central Freeway via major arteries such as Fell/Oak. Street management practices meant to expedite these traffic flows have degraded the quality of its public spaces, and conflicts between cars and pedestrians have made streets hostile to public life. Because large flows of automobile traffic and core transit lines converge here, there are competing needs for a limited amount of street space. At the same time, the area extremely vibrant and packed with residential and commercial amenities. On any given day there is a steady stream of pedestrians and cyclists out at all hours.

According to a report called "Pedestrian Injuries in Civic Center & The Tenderloin 2004-2008," there were over 40 pedestrian related injuries in the Project Area, including five severe injuries and one fatality. Citywide, over half of San Francisco's fatalities from vehicular collisions involve a motor vehicle colliding with a pedestrian according to the City's Walk First report. That same report listed both Fell and Octavia as "key walking streets" in the city.

The Mayor's December 2010 Executive Directive "10-03: Pedestrian Safety In San Francisco" established targets, for the reduction of serious and fatal pedestrian injuries in San Francisco of 25% by 2016 and 50% by 2021. Since January 2011, a Citywide Task Force led by the San Francisco Department of Public Health (SFDPH) and the SF Municipal Transportation Agency (SFMTA) has met monthly to coordinate to achieve those targets as well as execute a number of near-term actions in support of those targets detailed in the Executive Directive. The Task Force also has three Subcommittees (Enforcement, Engineering, and Data), which meet monthly to support the achievement of near-term actions. Full Task Force meetings also address issues including current funding for pedestrian safety improvements, international best practices, and legislative and other barriers to pedestrian safety improvements.

The conflict between car and pedestrian/bike use is addressed multiple times in the Market/Octavia Area Plan. Page 42 of the Plan contains a map showing all of the priority intersections for pedestrian improvements, and both the Fell/Octavia and Fell/Laguna intersections are shown as priority intersections.

The strategy developed by the City was twofold: First, slow traffic down. This takes the form of traffic calming including bulb outs, "road diet" lane reductions, and better striping and signaling. The second strategy is to make pedestrian improvements to eliminate barriers to walking along sidewalks and in crosswalks.

Has documentation of at least one active transportation safety issue of access barrier along Project corridor been provided in FAAST (e.g., high number of crashes involving auto/bike interactions on the route, high traffic speeds, high volume of vehicles, noncompliance with local traffic laws, inadequate traffic control devices for safe cycling, or a lack of low-stress bicycle facility present)?	
--	--

Please describe current user types (e.g. students, seniors, commuters, recreational) and provide estimated user volumes.

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

This neighborhood is one of the most vibrant pedestrian areas of the city. User types include all possible categories, including but not limited to residents, students, seniors, commuters, recreational visitors, and most recently tourists.

Stats needed: population nearby. SFMTA boardings nearby. park use. pedestrian use. bike use.

Has documentation of current user volumes along the Project corridor been uploaded in FAAST?	Yes
--	-----



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(2)

Project Solution and Implementation

Identify the intended outcome of the proposed active transportation component of the Project. Please identify all of the following that apply.
 If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

Yes	Reduced vehicular speed or volume near non-motorized
Yes	Improved sight distance and visibility
Yes	Elimination of potential conflict points
Yes	Improved compliance with traffic laws
	Other barriers that may have existed on the route

If other, please describe:



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Describe how the intended outcomes will be achieved.

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

The two strategies identified above—slowing traffic and increasing pedestrian safety—are achieved in the proposed ST1 by a combination of traffic calming and pedestrian improvements. For traffic calming, this is achieved by travel lane reductions (from 3 to 2) in each direction on Fell to provide for angled parking, and wide pedestrian bulbouts. Other corners in the project area will receive bulb outs and left/right turn pockets. For pedestrians, there will be ADA upgrades at High-Collision Location & top neighborhood-prioritized intersections such as Fell/Octavia.

What innovative solution does the Proposed Project utilize to address the identified need?

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

The most innovative solution contained in the project is to provide zero parking for residential or commercial at this well-located site. The Applicants are bringing over 100 new residents into the area without adding any additional single occupancy vehicles. They account for this change in behavior by locating the development in an area that walkscore.com calls a "walker's paradise", where countless jobs, amenities, and transit options are within easy walking distance.

Also noteworthy is the City's commitment to implement a "road diet" on Fell Street that includes reducing the number of lanes from 3 to 2. This will result in the reduction of auto throughput on Fell and increased trip time for auto trips. These choices are not always politically easy, and it is commendable that the City is able to de-prioritize the car in this pedestrian oriented zone.

How will the proposed Project increase future use by pedestrians and cyclists along the corridor/project area?

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

The major corridors in this area, Market Street for east/west travel and Van Ness street for north/south travel, are saturated with cars, buses, pedestrians, cyclists, taxi's, skateboards, and every other mode of transportation imaginable. By investing in pedestrian and bike infrastructure on these secondary streets, City planners hope to both make the streetscape more habitable for local residents but also push some pedestrian and through traffic onto these calmer alternatives. For example, Fell Street will become an even more appealing through street once the intersections are upgraded with ADA and pedestrian improvements like striping, ramps, and signage.

How will the proposed Project increase network connectivity to key destinations and amenities?

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

This project area is at the center of the entire San Francisco public transit network. It is also a key destination itself, with thousands of jobs in the area. Key employers include City Hall, UC Hastings, Twitter, the San Francisco Symphony, and literally hundreds of small tech and retail companies. Network connectivity is improved first by simply locating residents in an area that is extremely conducive to transit use.

Network connectivity is also improved by enhancing the pedestrian network which allows for better first/last mile connectivity. As this area is a key employment center and residential center, first/last mile issues are critical to the adoption of car-free lifestyles.

End of Section



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SCORING ELEMENTS - SUPPLEMENTAL STRATEGIES

Water, Energy and Greening - 10 Points

Note: This criteria does not apply to Projects without a physical site.
Please refer to page 33 of the Program Guidelines for additional information.

Required FAAST Uploads:	
FAAST File Name	Description
WEG_UG Maintenance	Copy of the planting maintenance agreement documenting 2 year agreement to establish urban greening features
WEG_CalGreenCompliance	Documentation to demonstrate the Project exceeds minimum mandatory CalGreen measures or local ordinance, as

Urban Greening (3 points)

(1) (A) Please identify Urban Greening elements which have been incorporated along an active transportation route, transit corridor, open space or park. Indicate Yes or No for each of the following items below:

Yes	Native California vegetation	
Yes	Drought Tolerant Plants	
Yes	Trees or tree canopy	
No	Bioswales	
Yes	Other (please describe)	Green roofs, 4"organic bark mulch in all planting areas.

Describe how the Project incorporates these Urban Greening features into the Project design:
The planting palette will consist of mostly native, mediteranean-climate, and drought tolerant plantings. Plantings will require minimal pruning and can be allowed to grow to their natural mature sizes.

Is there at least an initial 2-year agreement in place for maintenance to establish the urban greening features?

(B) Describe how the Project incorporates low-impact design green infrastructure elements which meet or exceed California's "Model Water Efficient Landscape Ordinance" including increased water efficiency standards and limitation on portions of landscapes covered in turf.
Plantings will be irrigated with an automatic system that implements a rain sensor, weather-station communication, and flow sensors designed to shut system off if irregular water flows (leaks) are detected. Irrigation system will meet all San Francisco Efficient Irrigation requirements. There is no turf plantings on the project.



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(2) Site Development and Energy Efficiency Standards (4 points)

Please indicate whether the Project incorporates at least one of the following:

Yes	Locality has an existing adopted green building ordinance, in effect at the time of permitting, which exceeds the California Green Building Code Standards (Title 24, Part 11).
-----	---

Date of local ordinance adoption:	1/1/2014
-----------------------------------	----------

OR

Project exceeds the California Green Building Code Standards (Title 24, Part 11) and the locality's existing building ordinance.	
--	--

Provide a description of measures taken to exceed Code minimums	Building will exceed 2013 Energy code by a minimum of 10%. Building incorporates, R-30 roof insulation w/ continuous exterior insulation, Metal frame walls w/ R-19 + R-5 continuous insulation, cool roof, high performing windows, solar thermal system
---	---

OR

Project exceeded California's 2013 Building Energy Efficiency Standards, (Title 24, Part 6) at the time of permitting.	
--	--

Provide a description of measures taken to exceed Code minimums	
---	--

(3) On-Site Renewable Energy Generation (3 points)

Please describe the element which have been incorporated to allow the Project to work towards zero-net energy (as referenced in Title 24, Part 6) and is addressing residential and non-residential Reach Standards. To demonstrate incorporation of on-site renewable elements, Title 24 compliance documentation must demonstrate that the Project substantially exceeds minimum standards using on-site renewable energy at time of building permit. Projects must indicate that there is intent and funding budgeted to support such elements.

Solar thermal system with a minimum 50% solar saving fraction

No	My project is solely comprised of components which will not require or consume energy (e.g. bicycle paths, sidewalks)
----	---

End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Depth and Level of Housing Affordability - 10 Points

Note: This criteria does NOT apply to Projects without a physical site.

This criterion applies ONLY to applications with Affordable Housing Development (AHD) or Housing-Related Infrastructure (HRI) Capital Projects. Please refer to pages 33, 39 and 40 of the Program Guidelines for additional information.

Required FFAST Uploads:	
FAAST File Name	Description
Affordability TCAC	Documentation evidencing the garnering of the 9% TCAC affordability points, if applicable

Pursuant to Section 107(d), applications will be scored based on the percentage of units in the Affordable Housing Development limited to various income levels, in accordance with the following schedule:

NOTES:

- Project must remain consistent with unit standards submitted in the Funds Request and Unit Mix worksheets, and in UMR Section 8304.
- All point calculations will be rounded to the nearest one tenth point.
- Units may be counted in only one category of income restriction.

Select the applicable methodology:	Click on hyperlink below to go to the appropriate table:	Points
	For Owner Occupied Units (Pursuant to Guidelines Section 107(d)(1)-(3))	0
	For Rental Units (Pursuant to Section 107(d)(4)-(7))	9
	For Rental Units using 9% Tax Credits (Pursuant to Section 107(d)(8))	0

Owner Occupied Units

A	B	C	D	E	F
Total number of Restricted units in the Project (excluding Unrestricted Manager's Unit(s))	Restricted Units Designated for Households with Incomes of:	Number of Restricted Units in This Income Category	Percent of Restricted Units in This Category (C divided by A)	Points for each % of Total Restricted Units in This Category (per Guidelines)	Points Earned (D x E x scaling factor) [Scaling factor of 0.333 is used to adjust score from a 30-point to a 10-point scale]
	Owner-occupied and restricted to initial occupancy by households with incomes not exceeding the moderate income level		0.0%	0.13	0.0
	Owner-occupied and restricted to occupancy by households with incomes not exceeding the moderate income level for not less than 55 years		0.0%	0.25	0.0
	Owner-occupied and restricted to occupancy by households with incomes not exceeding the lower income level for not less than 55 years		0.0%	0.30	0.0
Section 107(d)(1)-(3) total score (10 points maximum):					0



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Rental Units (not using TCAC Affordability score)

A	B	C	D	E	F
Total number of Restricted units in the Project (excluding Unrestricted Manager's Unit(s))	Restricted Units Designated for Households with Incomes of	Number of Restricted Units in This Income Category	Percent of Restricted Units in This Category (C divided by A)	Points for each % of Total Restricted Units in This Category (per Guidelines)	Points Earned (D x E x scaling factor) [Scaling factor of 0.333 is used to adjust score from a 30-point to a 10-point scale]
107	Units at ≤ 50% SMI expressed as AMI in Unit Mix Worksheet		0.0%	0.13	0.0
	Units at ≤ 40% SMI expressed as AMI in Unit Mix Worksheet	0	0.0%	0.70	0.0
	Units at ≤ 35% SMI expressed as AMI in Unit Mix Worksheet	33	30.8%	0.90	9.2
	Units at ≤ 20% SMI expressed as AMI in Unit Mix Worksheet for the first 10% of total Restricted Units; then 1 point for each subsequent percent of total Restricted Units		0.0%	1.3 points for the first 10% of total restricted units, and 1 point for each subsequent percent of total restricted units	0.0
Section 107(d)(4)-(7) total score (10 points maximum):					9

Rental Units (using TCAC Affordability score)

A	B	C	D
For 9% TCAC projects only, enter in Column B the TCAC Affordability points score.		0.192	0
Section 107(d)(4)-(7) total score (10 points maximum):			0
<p><i>Please note that the Guidelines reference to Section 107(d)(8) on pg. 40 is subject to the following change:</i></p> <p><i>For rental Affordable Housing Developments utilizing 9% low income housing tax credits, applicants may elect to have their rental units scored in accordance with the scoring system used for this purpose by TCAC, under the lowest income point category. Applicants making this election shall be awarded 0.192 points (vs. 0.577 points) for every 1 point they would be eligible to receive using TCAC's system (so that applications eligible for the maximum possible 52 points using the 9% scale receive 10 points (vs. 30 points) in this category for the Program).</i></p>			

End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Housing and Transportation Collaboration - 10 Points

(1) Is the application submitted as a joint application between a housing developer and a public agency that has authority over public transit or transportation Infrastructure? (4 points)

If yes, please enter the name of each eligible Joint Applicant below:

Housing Developer	Mercy Housing Calwest
Public Agency	San Francisco Municipal Transportation Agency (SFMTA)
Additional Applicant	

Please describe the role each party to the joint application plays in the direct implementation of the Project and if, and how, the joint application was successful in creating necessary collaboration for project design and implementation

Mercy Housing serves as the sole developer of the AHD component of the project, which consists of the construction of all improvements within the parcel boundaries. Mercy is responsible for all financing, outreach, entitlements, permits, construction, and occupancy of the housing/commercial component. SFMTA is the entity that is responsible for the financing, outreach, entitlements, permits, and construction of the STI component.

The two Joint Applicants came together over a series of charettes in which various City departments were encouraged to discuss barriers to pedestrian and bike activity in the Project Area. They also came prepared with lists of other planned activities in the Project Area which could be leveraged. It was clear to the group that the SFMTA plans for Fell Street were complementary to Mercy's plans for their site and for the overall goals of the neighborhood. major thoroughfare in the area—Main Street—was already overburdened with car and bus traffic; the focus quickly shifted to which nearby parallel streets could be converted into pedestrian and bike enhanced networks.

Given the City's deep experience with public works and streetscape improvements, it was agreed that they were the proper entity to implement the STI component. Given Mercy's decades of experience in affordable housing development, it was agreed that they were the proper entity to implement the AHD component.

(2) Does the application represent a coordinated housing and transportation investment of at least \$500,000 for an AHD and HRI and at least \$500,000 for STI eligible uses? (3 points)

If yes, please enter the total amount requested for each Eligible Use category below:

AHD	\$15,037,563.00
HRI	\$0.00
STI	\$1,019,000.00

(3) Has any component of the Project received funding from another Greenhouse Gas Reduction Fund program? (1 point)

If yes, please indicate which program:

Amount of funding received:

Date Awarded:

Please provide a description of how the awarded GGRF program funds identified above directly benefit or contribute to the proposed AHSC funded Project:



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Has the Project received funding from more than the one additional GGRF program identified above?	No
If yes, provide a description of the source, amount of funds received, date awarded and a description of how the awarded GGRF program funds will directly benefit or contribute to the proposed AHSC-funded Project:	

(4) Is the proposed Project located within an environmentally cleared High Speed Rail Station Planning Area? (1 Point)	No
If yes, please identify the applicable High Speed Rail Planning Area:	
Date of environmental clearance:	

(5) Provide a narrative explanation of how the proposed Project demonstrates the thoughtful integration of housing and transportation infrastructure investments. The description should include a discussion of both the planning process between the housing and transportation Capital Project components and the Joint Applicant collaborative process. (1 Point)
<p>The Market Octavia Area Plan encourages a holistic view of community development, enriching its critical mass of people and activities, enhancing the area's close-knit physical pattern, and investing in a transportation program that restores balance between travel modes. This type of public-private collaboration is the best way to achieve the goals of the Area Plan because 1) it locates residents in an area with fantastic access to transit and amenities, 2) it protects the resident rents by providing deed restricted affordable housing, and 3) it directs active transportation infrastructure into the same neighborhood at the same time.</p> <p>When the Joint Applicants first began discussing collaboration for this AHSC program in 2015, they both knew they had projects in the area but they did not know that they were targeting the same exact spots. After working together, it became clear that the Joint Applicants shared the same concerns: pedestrian safety, car trip reduction, and increased transit ridership. By coming together, each Applicant is participating in creating a scope that would not be possible on their own while bringing in additional state resources.</p>

End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Community Benefit and Engagement - 8 Points

Required FAAST Uploads:	
FAAST File Name	Description
RecommendationXX	Applicants may provide up to 5 letters of recommendation from key public and governmental stakeholders that describe how the Project meets an identified community need.

(1) Overview of Community Engagement (1.5 points)

Please describe who was engaged in the identification and development of this Project. Please include any public (i.e. community leaders, advocacy organizations, residents) and governmental stakeholders involved (i.e. other departments, agencies, jurisdictions).

In 1989, the City's Central Freeway sustained earthquake damage severe enough to require its demolition from Fell Street north to Turk Street. After years of analysis and consideration of alternative construction/replacement scenarios, the citizens of San Francisco adopted Propositions E (1998) and I (1999), which approved the Central Freeway's replacement with an elevated structure from Mission to Market Streets, and a ground-level boulevard on Octavia Street, running from Market to Fell. Companion State legislation directed the California Department of Transportation (Caltrans) to transfer twenty-two Central Freeway right-of-way parcels as excess parcels to the City at no cost, while directing the City, through a community-based public planning process, to establish uses for the excess parcels that included affordable rental and/or ownership housing (referred to here as the "Central Freeway Housing Plan"). Pursuant to Proposition I and its implementing legislation, representatives from a variety of City agencies sought public input and participation from neighborhood residents through a series of public meetings, particularly in the Western Addition and Hayes Valley neighborhoods. Together, the City and concerned citizens supported the Market Octavia Area Plan.

The City expects to develop approximately 900 – 1000 new housing units on the Central Freeway parcels. To this end, the San Francisco Redevelopment Agency ("SFRA") purchased seven of the Central Freeway Parcels for the development of affordable housing and oversaw the development of four of the seven parcels. MOHCD, as Successor Housing Entity to SFRA, is responsible for development of affordable housing on the remaining three parcels. Parcel O, located at 455 Fell Street (the AHD parcel), is a critical part of the overall Central Freeway affordable housing program, as it is the only parcel specifically identified to provide rental housing opportunities designed to meet the needs of low income families.

Between 2000 and 2007, Planning Department Staff held seven (7) community meetings and seven (7) public hearings to reach as many stakeholders as possible. Attendees included community advocates, business operators, and residents.

Please provide additional context describing the relative level of community engagement. For example, how many people were engaged relative to the population of the city or neighborhood? Were those impacted by the Project (e.g. current or future residents, businesses, cyclists, etc.) active participants in these discussions? Applicants may provide up to 5 letters of recommendation from key public and governmental stakeholders that describe how the Project meets an identified community need.

Applicants may provide up to 5 letters of recommendation from key public and governmental stakeholders that describe how the Project meets an identified community need.

(2) Stakeholder engagement (1.5 points)

Please describe how the stakeholders were engaged. For consideration of full points all of the following must be addressed:

- What types of meetings or events and how many were held to engage stakeholders?
- How were meetings or events noticed?
- Where did meetings or events take place?
- Were meetings or events accessible by public transportation?
- Were translation services provided at meetings or events? If so, in what language?
- What time of day were meetings or events held?
- Was childcare provided during the meetings or events?
- Were stakeholders part of a decision-making body that identified this project/plan? If so, what body?



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Specific to the development of the 455 Fell project, Mercy Housing engaged the following diverse group of stakeholders:

- 11/7/14 – RFQ submission by Mercy/SFHDC to SF Mayor's Office of Housing and Community Development. Submission was informed by conversations Mercy had with community stakeholders such as representatives of the Hayes Valley Neighborhood Association (HVNA), immediate neighbors of site and local nonprofit organizations
- 1/26/25 – Mercy/SFHDC and architects present RFQ submission to HVNA Transportation and Land Use Committee and solicits feedback.
- 4/22/15 – Mercy/SFHDC and architects present concept drawings to San Francisco Housing Action Coalition and receive organization endorsement
- 7/15 – Mercy/SFHDC send neighbors within 150' radius letter to invite them to learn about project at community mtg on the evening of 7/29/15
- 7/29/15 – Mercy/SFHDC and architects present schematic design at community center in the evening. There were eight attendees from the community.
- 11/30/15 - Mercy/SFHDC and architects present updated designs to HVNA Transportation and Land Use Committee.
- 12/15 - Mailing of flyer describing project is sent to all 949 residents living within 300' radius of property.
- 12/17/15 – Project is presented to SF Recreation and Parks Commission at a duly noticed public hearing to review shadow impacts on neighborhood park. Commission ok's project.
- 1/7/16 – Project is presented to SF Planning Commission at a duly noticed public hearing. All entitlements are approved on unanimous vote. HVNA, SF HAC, Livable City, and immediate neighbor all submit letters of support.



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(3) Additional Community Benefits (5 points)

In the spaces provided below, please identify up to 3 additional community benefits beyond the provision of affordable housing and improved transportation

Additional Community Benefit #1

Please describe the additional community benefit, who will benefit, the engagement of various stakeholders, and how the community needs were identified.

Locating low income residents near parks and recreation opportunities. The disadvantaged community that benefits from being situated near a park is low income residents. Low income residents who are seeking to minimize their rent payments will gravitate towards areas that are lacking in basic amenities such as open space. The Affordable Housing site is located approximately 1/3 mile from Jefferson Square Park, offering many diverse amenities, from playing fields, to lot, to recreation centers.

According to the California Department of Public Health Healthy Communities Data and Indicators Project, "As communities become increasingly more urban, parks and the protection of open and open spaces within cities increase in importance. Parks and natural areas buffer pollutants and contribute to the quality of life." Please describe how the Project was designed to meet these community needs.

Additional Community Benefit #2

Please describe the additional community benefit, who will benefit, the engagement of various stakeholders, and how the community needs were identified.

public health?

Please describe how the Project was designed to meet these community needs.

Additional Community Benefit #3

Please describe the additional community benefit, who will benefit, the engagement of various stakeholders, and how the community needs were identified.

Please describe how the Project was designed to meet these community needs.

End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Location Efficiency and Access to Destinations - 8 points

Note: This criteria does not apply to Projects without a physical site.
Please refer to page 33 of the Program Guidelines for additional information.

Required FAAST Uploads:	
FAAST File Name	Description
Walkscore	Print out from Walkscore.com showing the address used and resulting
Bikescore	Print out from Walkscore.com showing the address used and resulting
Access to Destinations Map	Map identifying and labeling the location of each identified service for which points are requested

(1) Location Efficiency (6 Points)

Using <u>Walkscore.com</u> , enter the address of the Project (or the center most point of project for projects without a specific address) to determine the Walk Score of your project and enter score here:	98
Using <u>Walkscore.com</u> , enter the address of the Project (or the center most point of project for projects without a specific address) to determine the Bike Score of your project and enter score here:	98

(2) Access to Destinations (2 Points)

Please identify which of the following existing and operational services are located within the identified Project Area (0.50 Points each) and identify the approximate distance to the Destination from the Project.

	Located Within?	Distance
Grocery store or supermarket of at least 25,000 gross interior feet	Yes	.6 miles
Medical clinic that accepts Medi-Cal payments	Yes	1.3 miles
Public elementary, middle or high school	Yes	.5 miles
Licensed child care facility	Yes	.08 miles

End of Section



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**Table 2
Permanent Period - Enforceable Funding Commitments (AHD/HRI)**

For AHD and HRI Capital Projects, please list the permanent enforceable funding commitments in the table below. Documentation to substantiate identified EFCs are only required for commitments that are new or which have changed since the concept application submittal. Please note, however, the total construction period commitments must equal the total permanent funding commitments so applicants should be sure to include deferred costs as needed.

AHD/HRI	Name of Funding Source	Source Type	Lien Position	Committed by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable vs. Residual Receipts)	Balloon ?
AHD	AHSC Program (AHD-R Loan funds requested)	State-HCD		Yes	N/A	\$15,037,563	660	3.00%	residual receipts	Y
HRI	AHSC Program (HRI Grant funds requested)	State-HCD		Yes	N/A	\$0	N/A	N/A	N/A	N/A
AHD	City of San Francisco	Local		Yes		###				
AHD	Tax Credit Equity	4% tax credits		Yes		###				
AHD	Permanent Loan	Private		Yes		\$2,762,000				

Affordable Housing Development Total Committed Non-AHSC Funds: \$46,207,481

Permanent Enforceable Funding Commitments - STI and TRA only

**Table 3
Permanent Period - Enforceable Funding Commitments (STI/TRA)**

For STI and TRA Capital Projects, please list the permanent enforceable funding commitments in the table below. Documentation to substantiate identified EFCs are only required for commitments that are new or which have changed since the concept application submittal.

STI/TRA	Name of Funding Source	Source Type	Lien Position	Committed by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable vs. Residual Receipts)	Balloon ?
STI	AHSC Program (STI Grant funds requested)	State-HCD	N/A	Yes	N/A	0	N/A	N/A	N/A	N/A
TRA	AHSC Program (TRA Grant funds requested)	State-HCD	N/A	Yes	N/A	0	N/A	N/A	N/A	N/A
STI	AHSC Program - STI	State-HCD	N/A	Yes	N/A	\$1,019,000	N/A	N/A	N/A	N/A



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Transportation Projects Total Committed Non-AHSC Funds:							\$1,019,000				

Permanent Enforceable Funding Commitments - PGM Only

**Table 4
Permanent Period - Enforceable Funding Commitments (PGM)**

For each Program Eligible Use (Active Transportation, Transit Ridership and Criteria Air Pollutant Reduction), please list the permanent enforceable funding commitments in the table below. Only upload documentation for enforceable funding commitments that are new or changed since the concept application submittal.

PGM	Name of Funding Source	Source Type	Lien Position	Committed by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable vs. Residual Receipts)	Balloon ?
N/A	AHSC Program (PGM Grant funds requested)	State-HCD	N/A	Yes	N/A	\$0	N/A	N/A	N/A	N/A
Programs Total Committed Non-AHSC Funds:						\$0				



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End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Anti-Displacement and Workforce Training Strategies - 4 Points

Note: This criteria does not apply to Projects without a physical site.
Please refer to page 33 of the Program Guidelines for additional information.

(1) Please provide a description of strategies, policies or programs designed to avoid the physical displacement of businesses owned-by or employing lower-income households. (1 point)

Examples of anti-displacement strategies can be found on page 45 of the Program Guidelines

To receive maximum available points, descriptions must include 1) identification of the strategy, 2) who is responsible for implementing strategy and 3) how it will achieve anti-displacement objectives

Strategy #1	
--------------------	--

Strategy #2	
--------------------	--

Strategy #3	
--------------------	--

- OR -

The Department recognizes not all Projects may have a need to evaluate physical displacement of businesses owned by or employing lower-income residents. Applicants who can demonstrate the proposed AHSC-funded project will NOT result in any physical displacement will receive 1 point.

Please indicate "Yes" if the Project WILL NOT result in the physical displacement of businesses owned by or employing lower-income residents:	Yes
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Please enter a narrative to demonstrate no displacement risk. Applicants should provide a detailed description and provide documentation, as appropriate.

This project is being built on city-owned land that has never provided any jobs to the community. In building this project, no businesses will be displaced; on the contrary, there is a small commercial space included in the project scope. It is hoped that the addition of business infrastructure to the neighborhood will contribute to an increase in jobs and business opportunities available to lower income residents.



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(2) For Projects with policies or programs to prevent economic displacement of lower-income households and promote the recruitment, training and/or hiring of disadvantaged populations with barriers to employment. (3 points)

Examples of economic displacement and workforce training programs and policies can be found on pages 45-46 of the Program Guidelines

To receive maximum available points, descriptions must include 1) identification of the strategy, 2) who is responsible for implementing strategy and 3) how it will achieve anti-displacement objectives

Strategy #1	Just Cause Eviction policies. Just cause eviction policy will be included in all residential leases, in accordance with but not limited to the Code of Civil Procedure Section 1161(2)-(4) as noted by the California Department of Consumer affairs (www.dca.ca.gov).
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Strategy #2	Anti Harrassment. Tenant anti-harassment policies will be included in all residential leases, in accordance with but not limited to the Government Code Section 12955(f), 12955.7 as noted by the California Department of Consumer affairs (www.dca.ca.gov).
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Strategy #3	Source of income non-discrimination. Under California law, it is unlawful for a landlord, managing agent, real estate broker, or salesperson to discriminate against a person or harass a person based on source of income. (Government Code Sections 12926(p), 12927(e), 12955(a),(d). See Fair Employment and Housing Act, Government Code Section 12900 and following; federal Fair Housing Act, 42 United States Code Section 3601 and following.). Furthermore, under California law, a landlord cannot use a financial or income standard for persons who want to live together and combine their incomes that is different from the landlord's standard for married persons who combine their incomes. In the case of a government rent subsidy, a landlord who is assessing a potential tenant's eligibility for a rental unit must use a financial or income standard that is based on the portion of rent that the tenant would pay (see Government Code Sections 12955(n),(o).), as noted by the California Department of Consumer affairs (www.dca.ca.gov).
--------------------	---

Strategy #4	Rent Stabilization Ordinance. Chapter 37 of the San Francisco Administrative Code establishes the Residential Rent Stabilization and Arbitration Ordinance. 455 Fell is subject to all of the terms of the Rent Stabilization ordinance, including but not limited to caps on annual rent increases and further tenant protections above and beyond state law.
--------------------	--

End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Program Need and Readiness - 3 Points

(1) Need and Benefit of Program Activities (2 Points)

Please briefly describe the proposed Program(s) Activity

N/A. No Program Activity

Who are the targeted users for the Program(s)?

What is the issue or need that the Program(s) is attempting to address, and how will it successfully address this issue or need?

Describe additional design challenges and development costs incurred to meet the the requirements of the Program.



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(2) Program Readiness and Sustainability (1 Point)

Please briefly describe the prior experience of the Program Operator with operating similar successful programs.

Please briefly describe how the Program Operator will sustain the Program beyond the term of the AHSC standard agreement and funds.

End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Implementation of Planning Efforts - 2 Points

Required FAAST Uploads:	
FAAST File Name	Description
Implementation-TPA	For each type of Plan below (i.e. Transit Priority Areas, Climate Adaptation, Long Range and Project Specific), please provide evidence of implementation. Examples of evidence are provided on page 48 of the Program Guidelines.
Implementation-Climate Adaptation	
Implementation-Long Range	
Implementation-Project Specific	

(1) Transit Priority Areas (1 point)

Is your project reflected in a regional plan as a Transit Priority Area, or the equivalent area pursuant to SB 375?	YES
---	-----

(2) Climate Adaptation (0.50 points)

How does your project implement climate adaptation and mitigation efforts that integrate multiple sectors to optimize climate and public benefits?

This project is a product of the housing, land use, transportation, economic, and health sectors working together to solve local and regional problems. Climate adaptation is achieved by locating housing in an area that is not vulnerable to future coastal sea level rise. The building itself will be constructed to withstand a warmer climate and more severe storms. It will be built to LEED standards, reducing construction waste and increasing building efficiency. The project does not contain parking, saving valuable natural resources and encouraging residents to walk or bike or take transit.

The project mitigates future climate increases by reducing vehicle miles traveled (VMT) and greenhouse gases; residents will live in a "walker's paradise" according to Walkscore.com. Residents live within walking distance of nearly every possible amenity. VMT's are also reduced by the addition of pedestrian improvements and traffic calming along Octavia and Fell as described in our STI scope.

Public benefits are maximized by locating affordable housing near jobs, transit, and amenities. This contributes to economic diversity, a strengthening of the middle class, and a more equitable distribution of constituents who live near transit.

What current regional or local planning document supports the narrative provided above? Please cite plan name, strategy and page.

Plan Bay Area
 San Francisco Bay Area People Places and Prosperity
 San Francisco Bay Area State of The Region 2015
 Market & Octavia Plan

(3) Local Long Range Plans (0.25 Points)

Does your project directly implement a policy in a long range plan? Please cite plan name, strategy and page. See page 47 of the Program Guidelines for examples of acceptable long range plans.

This project directly implements many priorities in the Market-Octavia Area Plan, which is the local area plan:

Policy 1.1.2: Concentrate more intense uses and activities in those areas best served by transit and most accessible on Foot
 Policy 2.2.2: Ensure a mix of unit sizes is built in new development
 Policy 2.2.3: Eliminate residential parking requirements and introduce a maximum parking cap

(4) Project Specific Plans (0.25 Points)

Which of the following project-specific plans does the proposed Project implement?	
If other, please describe:	

End of Section



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COMMUNITIES (AHSC) PROGRAM
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PIN 35254**

	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AH)								
					AHD-R								
					State-HCD	Local	Private	4% tax credits	Private	Private	Type	Type	Type
Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD-R Loan	City of San Francisco	Permanent Mortgage	4% Tax Credit Equity	Deferred Developer Fee	Sponsor Equity	Name	Name	Name	
ACQUISITION													
Lesser of Land Cost or Value	SC			\$0									
Demolition				\$0									
Legal & Closing Costs	SC	\$19,774	\$226	\$20,000			\$20,000						
Verifiable Carrying Costs	SC			\$0									
Subtotal		\$19,774	\$226	\$20,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	
Existing Improvements Cost				\$0									
Other: (specify)				\$0									
Total Acquisition		\$19,774	\$226	\$20,000	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	
REHABILITATION													
Off-Site Improvements				\$0									
Environmental Remediation	ER			\$0									
Site Work				\$0									
Structures				\$0									
General Requirements				\$0									
Contractor Overhead				\$0									
Contractor Profit				\$0									
General Liability Insurance				\$0									
Other: (specify)				\$0									
Total Rehabilitation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RELOCATION													
Temporary Relocation				\$0									
Permanent Relocation				\$0									
Total Relocation		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
NEW CONSTRUCTION													
Off-Site Improvements				\$0									
Environmental Remediation	ER			\$0									
Site Work (hard costs)				\$0									
Structures (hard costs)		\$41,871,268	\$473,060	\$42,344,328	\$15,037,563	\$15,359,000	\$3,170,000	\$8,697,544		\$80,221			
General Requirements		\$2,501,715	\$28,586	\$2,530,301				\$2,530,301					
Contractor Overhead		\$1,109,192	\$12,674	\$1,121,866				\$1,121,866					
Contractor Profit		\$1,109,192	\$12,674	\$1,121,866				\$1,121,866					
General Liability Insurance		\$1,042,381	\$11,911	\$1,054,292				\$1,054,292					
Other: (specify)				\$0									
Total New Construction		\$47,633,748	\$538,905	\$48,172,653	\$15,037,563	\$15,359,000	\$3,170,000	\$14,525,869	\$0	\$80,221	\$0	\$0	
ARCHITECTURAL													
Design		\$1,905,246	\$21,770	\$1,927,016				\$1,927,016					
Supervision		\$476,311	\$5,443	\$481,754				\$481,754					
Total Architectural Costs	SC	\$2,381,557	\$27,213	\$2,408,770	\$0	\$0	\$0	\$2,408,770	\$0	\$0	\$0	\$0	
SURVEY & ENGINEERING													
Engineering		\$151,479	\$1,731	\$153,210				\$153,210					
ALTA Land Survey				\$0									
Total Survey & Engineering	SC	\$151,479	\$1,731	\$153,210	\$0	\$0	\$0	\$153,210	\$0	\$0	\$0	\$0	
CONTINGENCY COSTS													
Hard Cost Contingency		\$2,381,421	\$27,211	\$2,408,632				\$2,408,632					
Soft Cost Contingency		\$635,278	\$7,259	\$642,537				\$642,537					
Total Contingency Costs		\$3,016,699	\$34,470	\$3,051,169	\$0	\$0	\$0	\$3,051,169	\$0	\$0	\$0	\$0	



**AFFORDABLE HOUSING AND SUSTAINABLE
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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AH)									
					AHD-R									
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	State-HCD	Local	Private	4% tax credits	Private	Private	Type	Type	Type	
				AHSC Program AHD-R Loan	City of San Francisco	Permanent Mortgage	4% Tax Credit Equity	Deferred Developer Fee	Sponsor Equity	Name	Name	Name		
CONSTRUCTION PERIOD EXPENSES														
Construction Loan Interest		\$2,009,813	\$22,965	\$2,032,778				\$2,032,778						
Origination Fee		\$613,768	\$7,013	\$620,781				\$620,781						
Credit Enhancement & App. Fee				\$0				\$0						
Owner Paid Bonds/Insurance				\$0				\$0						
Lender Inspection Fees	SC			\$0				\$0						
Taxes During Construction		\$24,718	\$282	\$25,000				\$25,000						
Prevailing Wage Monitor	SC			\$0				\$0						
Insurance During Construction		\$123,588	\$1,412	\$125,000				\$125,000						
Title and Recording Fees		\$29,661	\$339	\$30,000				\$30,000						
Construction Mgmt. & Testing	SC	\$157,698	\$1,802	\$159,500				\$159,500						
Predevelopment Interest Exp.				\$0				\$0						
Other: (specify)				\$0				\$0						
Other: (specify)				\$0				\$0						
Total Construction Expenses		\$2,959,246	\$33,813	\$2,993,059	\$0	\$0	\$0	\$2,993,059	\$0	\$0	\$0	\$0		
PERMANENT FINANCING EXPENSES														
Loan Origination Fee(s)		\$10,984	\$126	\$11,110				\$11,110						
Credit Enhancement & App. Fee		\$103,814	\$1,186	\$105,000				\$105,000						
Title and Recording		\$4,944	\$56	\$5,000				\$5,000						
Property Taxes				\$0				\$0						
Insurance				\$0				\$0						
Other: (specify)				\$0				\$0						
Other: (specify)				\$0				\$0						
Total Permanent Financing		\$119,742	\$1,368	\$121,110	\$0	\$0	\$0	\$121,110	\$0	\$0	\$0	\$0		
LEGAL FEES														
Construction Lender Legal Expenses				\$0				\$0						
Permanent Lender Legal Fees		\$64,266	\$734	\$65,000				\$65,000						
Sponsor Legal Fees		\$133,475	\$1,525	\$135,000				\$135,000						
Organizational Legal Fees		\$6,000		\$6,000				\$6,000						
Syndication Legal Fees		\$45,000		\$45,000				\$45,000						
Other: (specify)				\$0				\$0						
Total Legal Fees	SC	\$248,741	\$2,259	\$251,000	\$0	\$0	\$0	\$251,000	\$0	\$0	\$0	\$0		
CAPITALIZED RESERVES														
Operating Reserve		\$524,041		\$524,041				\$524,041						
Replacement Reserve				\$0				\$0						
Rent-Up Reserve				\$0				\$0						
Transition Reserve				\$0				\$0						
Other: (specify)				\$0				\$0						
Other: (specify)				\$0				\$0						
Total Capitalized Reserves		\$524,041	\$0	\$524,041	\$0	\$0	\$0	\$524,041	\$0	\$0	\$0	\$0		
REPORTS & STUDIES														
Appraisal(s)		\$19,774	\$226	\$20,000				\$20,000						
Market Study		\$20,000		\$20,000				\$20,000						
Physical Needs Assessment				\$0				\$0						
Environmental Studies				\$0				\$0						
Other: (specify)				\$0				\$0						
Other: (specify)				\$0				\$0						
Other: (specify)				\$0				\$0						
Other: (specify)				\$0				\$0						



**AFFORDABLE HOUSING AND SUSTAINABLE
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FULL APPLICATION
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PIN 35254**

	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AH)									
					AHD-R									
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	State-HCD	Local	Private	4% tax credits	Private	Private	Type	Type	Type	
				AHSC Program AHD-R Loan	City of San Francisco	Permanent Mortgage	4% Tax Credit Equity	Deferred Developer Fee	Sponsor Equity	Name	Name	Name		
Total Reports & Studies	SC	\$39,774	\$226	\$40,000	\$0	\$0	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	
OTHER														
TCAC App./Alloc./Monitor Fees		\$70,443		\$70,443				\$70,443						
CDLAC Fees		\$0	\$0	\$0				\$0						
Local Permit Fees		\$243,345	\$2,781	\$246,126				\$246,126						
AHSC Eligible Impact Fees:														
Drainage	IF			\$0										
Parks & Recreation	IF			\$0										
Streets/Signals	IF			\$0										
Traffic Fees	IF			\$0										
Waste Water	IF			\$0										
Water Facility	IF			\$0										
Other Impact Fees (Non-AHSC Eligible)		\$641,340	\$7,328	\$648,668				\$648,668						
Other Costs of Bond Issuance		\$0	\$0	\$0				\$0						
Syndicator / Investor Fees & Expenses				\$0				\$0						
Furnishings		\$145,600		\$145,600				\$145,600						
Final Cost Audit Expense	SC	\$20,000		\$20,000				\$20,000						
Marketing		\$359,778	\$0	\$359,778				\$359,778						
Financial Consulting	SC	\$40,000		\$40,000				\$40,000						
Other: Commercial startup			\$88,720	\$88,720				\$88,720						
Other: (specify)				\$0										
Other: (specify)				\$0										
Other: (specify)				\$0										
Total Other Costs		\$1,520,506	\$98,829	\$1,619,335	\$0	\$0	\$0	\$1,619,335	\$0	\$0	\$0	\$0	\$0	
SUBTOTAL		\$58,615,307	\$739,041	\$59,354,348	\$15,037,563	\$15,359,000	\$3,170,000	\$25,707,564	\$0	\$80,221	\$0	\$0	\$0	
HOUSING-RELATED INFRASTRUCTURE COSTS (autopopulated from the HRI TAB)														
Site Acquisition (HRIs only)	SC			\$0										
Site Preparation (HRIs only)				\$0										
Utilities				\$0										
Surface Improvements				\$0										
Landscape and Amenities				\$0										
Environ. Mitigation/Remediation	ER			\$0										
Replacement Transit Parking				\$0										
Residential Parking				\$0										
Transit				\$0										
Impact Fees (unique to HRI)	IF			\$0										
Soft Costs of Eligible HRI Costs	SC			\$0										
Other Capital Asset Costs				\$0										
Total HRI Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SUBTOTAL		\$58,615,307	\$739,041	\$59,354,348	\$15,037,563	\$15,359,000	\$3,170,000	\$25,707,564	\$0	\$80,221	\$0	\$0	\$0	
DEVELOPER COSTS														
Developer Fee/Overhead/Profit		\$2,471,766	\$28,244	\$2,500,000				\$2,080,221	\$419,779					
Consultant/Processing Agent	SC			\$0										
Project Administration	SC			\$0										
Syndicator Consultant Fees	SC			\$0										
Guarantee Fees				\$0										
Broker Fees Paid to Related Party				\$0										
Construction Oversight & Mgmt.	SC			\$0										
Other: (specify)				\$0										
Other: (specify)				\$0										



**AFFORDABLE HOUSING AND SUSTAINABLE
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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AH								
					AHD-R								
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	State-HCD	Local	Private	4% tax credits	Private	Private	Type	Type	Type
					AHSC Program AHD-R Loan	City of San Francisco	Permanent Mortgage	4% Tax Credit Equity	Deferred Developer Fee	Sponsor Equity	Name	Name	Name
Total Developer Costs	\$2,471,756	\$28,244	\$2,500,000	\$0	\$0	\$0	\$2,080,221	\$419,779	\$0	\$0	\$0	\$0	\$0
TOTAL DEVELOPMENT COST	\$61,087,063	\$767,285	\$61,854,348	\$15,037,563	\$15,359,000	\$3,170,000	\$27,787,785	\$419,779	\$80,221	\$0	\$0	\$0	\$0
New Construction cost per sf	#DIV/0!												
Total Development cost per sf	#DIV/0!												
Total Square Footage for All New Construction													
Total Square Footage for Total Development													

COST CAPS
1. Pursuant to Section 103(a)(1)(C)(iii), the total amount of eligible soft costs for an Affordable Housing Development Capital Project cannot exceed 10 percent of the total AHSC Program award. The AHSC soft costs for AHD-R in this budget are:
2. Pursuant to Section 103(a)(2)(A)(v), the total amount of eligible environmental remediation costs for a Housing-Related Infrastructure Capital Project cannot exceed 50 percent of the total AHSC Program grant funds. The AHSC environmental remediation costs for HRI in this budget are:
3. Pursuant to Section 103(a)(2)(A)(vii), the total amount of eligible impact fees for a Housing-Related Infrastructure Capital Project cannot exceed 15 percent of the AHSC Program award up to \$300,000. The AHSC impact fees for HRI in this budget are:



**AFFORDABLE HOUSING AND SUSTAINABLE
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	COSTS				D-R LOAN)	
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	Type	Type
					Name	Name
ACQUISITION						
Lesser of Land Cost or Value	SC			\$0		
Demolition				\$0		
Legal & Closing Costs	SC	\$19,774	\$226	\$20,000		
Verifiable Carrying Costs	SC			\$0		
Subtotal		\$19,774	\$226	\$20,000	\$0	\$0
Existing Improvements Cost				\$0		
Other: <i>(specify)</i>				\$0		
Total Acquisition		\$19,774	\$226	\$20,000	\$0	\$0
REHABILITATION						
Off-Site Improvements				\$0		
Environmental Remediation	ER			\$0		
Site Work				\$0		
Structures				\$0		
General Requirements				\$0		
Contractor Overhead				\$0		
Contractor Profit				\$0		
General Liability Insurance				\$0		
Other: <i>(specify)</i>				\$0		
Total Rehabilitation Costs		\$0	\$0	\$0	\$0	\$0
RELOCATION						
Temporary Relocation				\$0		
Permanent Relocation				\$0		
Total Relocation		\$0	\$0	\$0	\$0	\$0
NEW CONSTRUCTION						
Off-Site Improvements				\$0		
Environmental Remediation	ER			\$0		
Site Work (hard costs)				\$0		
Structures (hard costs)		\$41,871,268	\$473,060	\$42,344,328		
General Requirements		\$2,501,715	\$28,586	\$2,530,301		
Contractor Overhead		\$1,109,192	\$12,674	\$1,121,866		
Contractor Profit		\$1,109,192	\$12,674	\$1,121,866		
General Liability Insurance		\$1,042,381	\$11,911	\$1,054,292		
Other: <i>(specify)</i>				\$0		
Total New Construction		\$47,633,748	\$538,905	\$48,172,653	\$0	\$0
ARCHITECTURAL						
Design		\$1,905,246	\$21,770	\$1,927,016		
Supervision		\$476,311	\$5,443	\$481,754		
Total Architectural Costs	SC	\$2,381,557	\$27,213	\$2,408,770	\$0	\$0
SURVEY & ENGINEERING						
Engineering		\$151,479	\$1,731	\$153,210		
ALTA Land Survey				\$0		
Total Survey & Engineering	SC	\$151,479	\$1,731	\$153,210	\$0	\$0
CONTINGENCY COSTS						
Hard Cost Contingency		\$2,381,421	\$27,211	\$2,408,632		
Soft Cost Contingency		\$635,278	\$7,259	\$642,537		
Total Contingency Costs		\$3,016,699	\$34,470	\$3,051,169	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE
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	COSTS				D-R LOAN)	
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	Type	Type
					Name	Name
CONSTRUCTION PERIOD EXPENSES						
Construction Loan Interest		\$2,009,813	\$22,965	\$2,032,778		
Origination Fee		\$613,768	\$7,013	\$620,781		
Credit Enhancement & App. Fee				\$0		
Owner Paid Bonds/Insurance				\$0		
Lender Inspection Fees	SC			\$0		
Taxes During Construction		\$24,718	\$282	\$25,000		
Prevailing Wage Monitor	SC			\$0		
Insurance During Construction		\$123,588	\$1,412	\$125,000		
Title and Recording Fees		\$29,661	\$339	\$30,000		
Construction Mgmt. & Testing	SC	\$157,698	\$1,802	\$159,500		
Predevelopment Interest Exp.				\$0		
Other: (specify)				\$0		
Other: (specify)				\$0		
Total Construction Expenses		\$2,959,246	\$33,813	\$2,993,059	\$0	\$0
PERMANENT FINANCING EXPENSES						
Loan Origination Fee(s)		\$10,984	\$126	\$11,110		
Credit Enhancement & App. Fee		\$103,814	\$1,186	\$105,000		
Title and Recording		\$4,944	\$56	\$5,000		
Property Taxes				\$0		
Insurance				\$0		
Other: (specify)				\$0		
Other: (specify)				\$0		
Total Permanent Financing		\$119,742	\$1,368	\$121,110	\$0	\$0
LEGAL FEES						
Construction Lender Legal Expenses				\$0		
Permanent Lender Legal Fees		\$64,266	\$734	\$65,000		
Sponsor Legal Fees		\$133,475	\$1,525	\$135,000		
Organizational Legal Fees		\$6,000		\$6,000		
Syndication Legal Fees		\$45,000		\$45,000		
Other: (specify)				\$0		
Total Legal Fees	SC	\$248,741	\$2,259	\$251,000	\$0	\$0
CAPITALIZED RESERVES						
Operating Reserve		\$524,041		\$524,041		
Replacement Reserve				\$0		
Rent-Up Reserve				\$0		
Transition Reserve				\$0		
Other: (specify)				\$0		
Other: (specify)				\$0		
Total Capitalized Reserves		\$524,041	\$0	\$524,041	\$0	\$0
REPORTS & STUDIES						
Appraisal(s)		\$19,774	\$226	\$20,000		
Market Study		\$20,000		\$20,000		
Physical Needs Assessment				\$0		
Environmental Studies				\$0		
Other: (specify)				\$0		
Other: (specify)				\$0		
Other: (specify)				\$0		
Other: (specify)				\$0		



**AFFORDABLE HOUSING AND SUSTAINABLE
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FULL APPLICATION
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	COSTS				D-R LOAN)	
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	Type	Type
					Name	Name
Total Reports & Studies	SC	\$39,774	\$226	\$40,000	\$0	\$0
OTHER						
TCAC App./Alloc./Monitor Fees		\$70,443		\$70,443		
CDLAC Fees		\$0	\$0	\$0		
Local Permit Fees		\$243,345	\$2,781	\$246,126		
AHSC Eligible Impact Fees:						
Drainage	IF			\$0		
Parks & Recreation	IF			\$0		
Streets/Signals	IF			\$0		
Traffic Fees	IF			\$0		
Waste Water	IF			\$0		
Water Facility	IF			\$0		
Other Impact Fees (Non-AHSC Eligible)		\$641,340	\$7,328	\$648,668		
Other Costs of Bond Issuance		\$0	\$0	\$0		
Syndicator / Investor Fees & Expenses				\$0		
Furnishings		\$145,600		\$145,600		
Final Cost Audit Expense	SC	\$20,000		\$20,000		
Marketing		\$359,778	\$0	\$359,778		
Financial Consulting	SC	\$40,000		\$40,000		
Other: Commercial startup			\$88,720	\$88,720		
Other: (specify)				\$0		
Other: (specify)				\$0		
Other: (specify)				\$0		
Total Other Costs		\$1,520,506	\$98,829	\$1,619,335	\$0	\$0
SUBTOTAL		\$58,615,307	\$739,041	\$59,354,348	\$0	\$0
HOUSING-RELATED INFRASTRUCTURE COSTS (autopopulated from the HRI TAB)						
Site Acquisition (HRIs only)	SC			\$0		
Site Preparation (HRIs only)				\$0		
Utilities				\$0		
Surface Improvements				\$0		
Landscape and Amenities				\$0		
Environ. Mitigation/Remediation	ER			\$0		
Replacement Transit Parking				\$0		
Residential Parking				\$0		
Transit				\$0		
Impact Fees (unique to HRI)	IF			\$0		
Soft Costs of Eligible HRI Costs	SC			\$0		
Other Capital Asset Costs				\$0		
Total HRI Costs		\$0	\$0	\$0	\$0	\$0
SUBTOTAL		\$58,615,307	\$739,041	\$59,354,348	\$0	\$0
DEVELOPER COSTS						
Developer Fee/Overhead/Profit		\$2,471,756	\$28,244	\$2,500,000		
Consultant/Processing Agent	SC			\$0		
Project Administration	SC			\$0		
Syndicator Consultant Fees	SC			\$0		
Guarantee Fees				\$0		
Broker Fees Paid to Related Party				\$0		
Construction Oversight & Mgmt.	SC			\$0		
Other: (specify)				\$0		
Other: (specify)				\$0		



**AFFORDABLE HOUSING AND SUSTAINABLE
COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16
PIN 35254**

	COSTS			D-R LOAN)		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	Type	Type
					Name	Name
Total Developer Costs		\$2,471,756	\$28,244	\$2,500,000	\$0	\$0
TOTAL DEVELOPMENT COST		\$61,087,063	\$767,285	\$61,854,348	\$0	\$0
New Construction cost per sf		#DIV/0!				
Total Development cost per sf		#DIV/0!				
Total Square Footage for All New Construction						
Total Square Footage for Total Development						

\$0
\$0
\$0



**AFFORDABLE HOUSING AND SUSTAINABLE
COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16
PIN 35254**

	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (H)								
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	HRI (autopopulated from "Budget - HRI" tab)								
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type
				AHSC Program HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	
ACQUISITION													
Lesser of Land Cost or Value	SC			\$0									
Demolition				\$0									
Legal & Closing Costs	SC	\$19,774	\$226	\$20,000									
Verifiable Carrying Costs	SC			\$0									
Subtotal		\$19,774	\$226	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Improvements Cost				\$0									
Other: (specify)				\$0									
Total Acquisition		\$19,774	\$226	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REHABILITATION													
Off-Site Improvements				\$0									
Environmental Remediation	ER			\$0									
Site Work				\$0									
Structures				\$0									
General Requirements				\$0									
Contractor Overhead				\$0									
Contractor Profit				\$0									
General Liability Insurance				\$0									
Other: (specify)				\$0									
Total Rehabilitation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RELOCATION													
Temporary Relocation				\$0									
Permanent Relocation				\$0									
Total Relocation		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NEW CONSTRUCTION													
Off-Site Improvements				\$0									
Environmental Remediation	ER			\$0									
Site Work (hard costs)				\$0									
Structures (hard costs)		\$41,871,268	\$473,060	\$42,344,328									
General Requirements		\$2,501,715	\$28,586	\$2,530,301									
Contractor Overhead		\$1,109,192	\$12,674	\$1,121,866									
Contractor Profit		\$1,109,192	\$12,674	\$1,121,866									
General Liability Insurance		\$1,042,381	\$11,911	\$1,054,292									
Other: (specify)				\$0									
Total New Construction		\$47,633,748	\$538,905	\$48,172,653	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ARCHITECTURAL													
Design		\$1,905,246	\$21,770	\$1,927,016									
Supervision		\$476,311	\$5,443	\$481,754									
Total Architectural Costs	SC	\$2,381,557	\$27,213	\$2,408,770	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SURVEY & ENGINEERING													
Engineering		\$151,479	\$1,731	\$153,210									
ALTA Land Survey				\$0									
Total Survey & Engineering	SC	\$151,479	\$1,731	\$153,210	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONTINGENCY COSTS													
Hard Cost Contingency		\$2,381,421	\$27,211	\$2,408,632									
Soft Cost Contingency		\$635,278	\$7,259	\$642,537									
Total Contingency Costs		\$3,016,699	\$34,470	\$3,051,169	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE
COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16
PIN 35254**

	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (H)								
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	HRI (autopopulated from "Budget - HRI" tab)								
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type
				AHSC Program HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name
CONSTRUCTION PERIOD EXPENSES													
Construction Loan Interest		\$2,009,813	\$22,965	\$2,032,778									
Origination Fee		\$613,768	\$7,013	\$620,781									
Credit Enhancement & App. Fee				\$0									
Owner Paid Bonds/Insurance				\$0									
Lender Inspection Fees	SC			\$0									
Taxes During Construction		\$24,718	\$282	\$25,000									
Prevailing Wage Monitor	SC			\$0									
Insurance During Construction		\$123,588	\$1,412	\$125,000									
Title and Recording Fees		\$29,661	\$339	\$30,000									
Construction Mgmt. & Testing	SC	\$157,698	\$1,802	\$159,500									
Predevelopment Interest Exp.				\$0									
Other: (specify)				\$0									
Other: (specify)				\$0									
Total Construction Expenses		\$2,959,246	\$33,813	\$2,993,059	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PERMANENT FINANCING EXPENSES													
Loan Origination Fee(s)		\$10,984	\$126	\$11,110									
Credit Enhancement & App. Fee		\$103,814	\$1,186	\$105,000									
Title and Recording		\$4,944	\$56	\$5,000									
Property Taxes				\$0									
Insurance				\$0									
Other: (specify)				\$0									
Other: (specify)				\$0									
Total Permanent Financing		\$119,742	\$1,368	\$121,110	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LEGAL FEES													
Construction Lender Legal Expenses				\$0									
Permanent Lender Legal Fees		\$64,266	\$734	\$65,000									
Sponsor Legal Fees		\$133,475	\$1,525	\$135,000									
Organizational Legal Fees		\$6,000		\$6,000									
Syndication Legal Fees		\$45,000		\$45,000									
Other: (specify)				\$0									
Total Legal Fees	SC	\$248,741	\$2,259	\$251,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITALIZED RESERVES													
Operating Reserve		\$524,041		\$524,041									
Replacement Reserve				\$0									
Rent-Up Reserve				\$0									
Transition Reserve				\$0									
Other: (specify)				\$0									
Other: (specify)				\$0									
Total Capitalized Reserves		\$524,041	\$0	\$524,041	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REPORTS & STUDIES													
Appraisal(s)		\$19,774	\$226	\$20,000									
Market Study		\$20,000		\$20,000									
Physical Needs Assessment				\$0									
Environmental Studies				\$0									
Other: (specify)				\$0									
Other: (specify)				\$0									
Other: (specify)				\$0									
Other: (specify)				\$0									



**AFFORDABLE HOUSING AND SUSTAINABLE
COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16
PIN 35254**

	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (H)								
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	HRI (autopopulated from "Budget - HRI" tab)								
					State HCD	Type	Type	Type	Type	Type	Type	Type	Type
				AHSC Program HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name
Total Reports & Studies	SC	\$39,774	\$226	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER													
TCAC App./Alloc./Monitor Fees		\$70,443		\$70,443									
CDLAC Fees		\$0	\$0	\$0									
Local Permit Fees		\$243,345	\$2,781	\$246,126									
AHSC Eligible Impact Fees:													
Drainage	IF			\$0									
Parks & Recreation	IF			\$0									
Streets/Signals	IF			\$0									
Traffic Fees	IF			\$0									
Waste Water	IF			\$0									
Water Facility	IF			\$0									
Other Impact Fees (Non-AHSC Eligible)		\$641,340	\$7,328	\$648,668									
Other Costs of Bond Issuance		\$0	\$0	\$0									
Syndicator / Investor Fees & Expenses				\$0									
Furnishings		\$145,600		\$145,600									
Final Cost Audit Expense	SC	\$20,000		\$20,000									
Marketing		\$359,778	\$0	\$359,778									
Financial Consulting	SC	\$40,000		\$40,000									
Other: Commercial startup			\$88,720	\$88,720									
Other: (specify)				\$0									
Other: (specify)				\$0									
Other: (specify)				\$0									
Total Other Costs		\$1,520,508	\$98,829	\$1,619,335	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL		\$58,615,307	\$739,041	\$59,354,348	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HOUSING-RELATED INFRASTRUCTURE COSTS (autopopulated from the HRI TAB)													
Site Acquisition (HRIs only)	SC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Site Preparation (HRIs only)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Surface Improvements				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Landscape and Amenities				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environ. Mitigation/Remediation	ER			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Replacement Transit Parking				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Residential Parking				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Impact Fees (unique to HRI)	IF			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Soft Costs of Eligible HRI Costs	SC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Capital/Asset Costs				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total HRI Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL		\$58,615,307	\$739,041	\$59,354,348	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DEVELOPER COSTS													
Developer Fee/Overhead/Profit		\$2,471,756	\$28,244	\$2,500,000									
Consultant/Processing Agent	SC			\$0									
Project Administration	SC			\$0									
Syndicator Consultant Fees	SC			\$0									
Guarantee Fees				\$0									
Broker Fees Paid to Related Party				\$0									
Construction Oversight & Mgmt.	SC			\$0									
Other: (specify)				\$0									
Other: (specify)				\$0									



**AFFORDABLE HOUSING AND SUSTAINABLE
COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16
PIN 35254**

	COSTS			AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (H)								
				HRI (autopopulated from "Budget - HRI" tab)								
				State-HCD	Type	Type	Type	Type	Type	Type	Type	Type
Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name
Total Developer Costs	\$2,471,756	\$28,244	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL DEVELOPMENT COST	\$61,087,063	\$767,285	\$61,854,348	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction cost per sf	#DIV/0!											
Total Development cost per sf	#DIV/0!											
Total Square Footage for All New Construction												
Total Square Footage for Total Development												



**AFFORDABLE HOUSING AND SUSTAINABLE
COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16
PIN 35254**

	COSTS				RI GRANT)			
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	Type	Type	SOURCES TOTAL	Comments
					Name	Name		
ACQUISITION								
Lesser of Land Cost or Value	SC			\$0			\$0	
Demolition				\$0			\$0	
Legal & Closing Costs	SC	\$19,774	\$226	\$20,000			\$20,000	
Verifiable Carrying Costs	SC			\$0			\$0	
Subtotal		\$19,774	\$226	\$20,000	\$0	\$0	\$20,000	
Existing Improvements Cost				\$0			\$0	
Other: (specify)				\$0			\$0	
Total Acquisition		\$19,774	\$226	\$20,000	\$0	\$0	\$20,000	
REHABILITATION								
Off-Site Improvements				\$0			\$0	
Environmental Remediation	ER			\$0			\$0	
Site Work				\$0			\$0	
Structures				\$0			\$0	
General Requirements				\$0			\$0	
Contractor Overhead				\$0			\$0	
Contractor Profit				\$0			\$0	
General Liability Insurance				\$0			\$0	
Other: (specify)				\$0			\$0	
Total Rehabilitation Costs		\$0	\$0	\$0	\$0	\$0	\$0	
RELOCATION								
Temporary Relocation				\$0			\$0	
Permanent Relocation				\$0			\$0	
Total Relocation		\$0	\$0	\$0	\$0	\$0	\$0	
NEW CONSTRUCTION								
Off-Site Improvements				\$0			\$0	
Environmental Remediation	ER			\$0			\$0	
Site Work (hard costs)				\$0			\$0	
Structures (hard costs)		\$41,871,268	\$473,060	\$42,344,328			\$42,344,328	
General Requirements		\$2,501,715	\$28,586	\$2,530,301			\$2,530,301	
Contractor Overhead		\$1,109,192	\$12,674	\$1,121,866			\$1,121,866	
Contractor Profit		\$1,109,192	\$12,674	\$1,121,866			\$1,121,866	
General Liability Insurance		\$1,042,381	\$11,911	\$1,054,292			\$1,054,292	
Other: (specify)				\$0			\$0	
Total New Construction		\$47,633,748	\$538,905	\$48,172,653	\$0	\$0	\$48,172,653	
ARCHITECTURAL								
Design		\$1,905,246	\$21,770	\$1,927,016			\$1,927,016	
Supervision		\$476,311	\$5,443	\$481,754			\$481,754	
Total Architectural Costs	SC	\$2,381,557	\$27,213	\$2,408,770	\$0	\$0	\$2,408,770	
SURVEY & ENGINEERING								
Engineering		\$151,479	\$1,731	\$153,210			\$153,210	
ALTA Land Survey				\$0			\$0	
Total Survey & Engineering	SC	\$151,479	\$1,731	\$153,210	\$0	\$0	\$153,210	
CONTINGENCY COSTS								
Hard Cost Contingency		\$2,381,421	\$27,211	\$2,408,632			\$2,408,632	
Soft Cost Contingency		\$635,278	\$7,259	\$642,537			\$642,537	
Total Contingency Costs		\$3,016,699	\$34,470	\$3,051,169	\$0	\$0	\$3,051,169	



**AFFORDABLE HOUSING AND SUSTAINABLE
COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16
PIN 35254**

	COSTS				RI GRANT)			
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	Type	Type	SOURCES TOTAL	Comments
					Name	Name		
CONSTRUCTION PERIOD EXPENSES								
Construction Loan Interest		\$2,009,813	\$22,965	\$2,032,778			\$2,032,778	
Origination Fee		\$613,768	\$7,013	\$620,781			\$620,781	
Credit Enhancement & App. Fee				\$0			\$0	
Owner Paid Bonds/Insurance				\$0			\$0	
Lender Inspection Fees	SC			\$0			\$0	
Taxes During Construction		\$24,718	\$282	\$25,000			\$25,000	
Prevailing Wage Monitor	SC			\$0			\$0	
Insurance During Construction		\$123,588	\$1,412	\$125,000			\$125,000	
Title and Recording Fees		\$29,661	\$339	\$30,000			\$30,000	
Construction Mgmt. & Testing	SC	\$157,696	\$1,802	\$159,500			\$159,500	
Predevelopment Interest Exp.				\$0			\$0	
Other: (specify)				\$0			\$0	
Other: (specify)				\$0			\$0	
Total Construction Expenses		\$2,959,246	\$33,813	\$2,993,059			\$2,993,059	
PERMANENT FINANCING EXPENSES								
Loan Origination Fee(s)		\$10,984	\$126	\$11,110			\$11,110	
Credit Enhancement & App. Fee		\$103,814	\$1,186	\$105,000			\$105,000	
Title and Recording		\$4,944	\$56	\$5,000			\$5,000	
Property Taxes				\$0			\$0	
Insurance				\$0			\$0	
Other: (specify)				\$0			\$0	
Other: (specify)				\$0			\$0	
Total Permanent Financing		\$119,742	\$1,368	\$121,110			\$121,110	
LEGAL FEES								
Construction Lender Legal Expenses				\$0			\$0	
Permanent Lender Legal Fees		\$64,266	\$734	\$65,000			\$65,000	
Sponsor Legal Fees		\$133,475	\$1,525	\$135,000			\$135,000	
Organizational Legal Fees		\$6,000		\$6,000			\$6,000	
Syndication Legal Fees		\$45,000		\$45,000			\$45,000	
Other: (specify)				\$0			\$0	
Total Legal Fees	SC	\$248,741	\$2,259	\$251,000			\$251,000	
CAPITALIZED RESERVES								
Operating Reserve		\$524,041		\$524,041			\$524,041	
Replacement Reserve				\$0			\$0	
Rent-Up Reserve				\$0			\$0	
Transition Reserve				\$0			\$0	
Other: (specify)				\$0			\$0	
Other: (specify)				\$0			\$0	
Total Capitalized Reserves		\$524,041	\$0	\$524,041			\$524,041	
REPORTS & STUDIES								
Appraisal(s)		\$19,774	\$226	\$20,000			\$20,000	
Market Study		\$20,000		\$20,000			\$20,000	
Physical Needs Assessment				\$0			\$0	
Environmental Studies				\$0			\$0	
Other: (specify)				\$0			\$0	
Other: (specify)				\$0			\$0	
Other: (specify)				\$0			\$0	
Other: (specify)				\$0			\$0	



**AFFORDABLE HOUSING AND SUSTAINABLE
COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16
PIN 35254**

	COSTS				HRI GRANT)			
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	Type	Type	SOURCES TOTAL	Comments
					Name	Name		
Total Reports & Studies	SC	\$39,774	\$226	\$40,000	\$0	\$0	\$40,000	
OTHER								
TCAC App./Alloc./Monitor Fees		\$70,443		\$70,443			\$70,443	
CDLAC Fees		\$0	\$0	\$0			\$0	
Local Permit Fees		\$243,345	\$2,781	\$246,126			\$246,126	
AHSC Eligible Impact Fees:								
Drainage	IF			\$0			\$0	
Parks & Recreation	IF			\$0			\$0	
Streets/Signals	IF			\$0			\$0	
Traffic Fees	IF			\$0			\$0	
Waste Water	IF			\$0			\$0	
Water Facility	IF			\$0			\$0	
Other Impact Fees (Non-AHSC Eligible)		\$641,340	\$7,328	\$648,668			\$648,668	
Other Costs of Bond Issuance		\$0	\$0	\$0			\$0	
Syndicator / Investor Fees & Expenses				\$0			\$0	
Furnishings		\$145,600		\$145,600			\$145,600	
Final Cost Audit Expense	SC	\$20,000		\$20,000			\$20,000	
Marketing		\$359,778	\$0	\$359,778			\$359,778	
Financial Consulting	SC	\$40,000		\$40,000			\$40,000	
Other: Commercial startup			\$88,720	\$88,720			\$88,720	
Other: (specify)				\$0			\$0	
Other: (specify)				\$0			\$0	
Other: (specify)				\$0			\$0	
Total Other Costs		\$1,520,506	\$98,829	\$1,619,335			\$1,619,335	
SUBTOTAL		\$58,615,307	\$739,041	\$59,354,348			\$59,354,348	
HOUSING-RELATED INFRASTRUCTURE COSTS (autopopulated from the HRI TAB)								
Site Acquisition (HRI's only)	SC			\$0	\$0	\$0	\$0	
Site Preparation (HRI's only)				\$0	\$0	\$0	\$0	
Utilities				\$0	\$0	\$0	\$0	
Surface Improvements				\$0	\$0	\$0	\$0	
Landscape and Amenities				\$0	\$0	\$0	\$0	
Environ. Mitigation/Remediation	ER			\$0	\$0	\$0	\$0	
Replacement Transit Parking				\$0	\$0	\$0	\$0	
Residential Parking				\$0	\$0	\$0	\$0	
Transit				\$0	\$0	\$0	\$0	
Impact Fees (unique to HRI)	IF			\$0	\$0	\$0	\$0	
Soft Costs of Eligible HRI Costs	SC			\$0	\$0	\$0	\$0	
Other Capital Asset Costs				\$0	\$0	\$0	\$0	
Total HRI Costs		\$0	\$0	\$0	\$0	\$0	\$0	
SUBTOTAL		\$58,615,307	\$739,041	\$59,354,348			\$59,354,348	
DEVELOPER COSTS								
Developer Fee/Overhead/Profit		\$2,471,756	\$28,244	\$2,500,000			\$2,500,000	
Consultant/Processing Agent	SC			\$0			\$0	
Project Administration	SC			\$0			\$0	
Syndicator Consultant Fees	SC			\$0			\$0	
Guarantee Fees				\$0			\$0	
Broker Fees Paid to Related Party				\$0			\$0	
Construction Oversight & Mgmt.	SC			\$0			\$0	
Other: (specify)				\$0			\$0	
Other: (specify)				\$0			\$0	



**AFFORDABLE HOUSING AND SUSTAINABLE
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	COSTS				RI GRANT)			
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	Type	Type	SOURCES TOTAL	Comments
					Name	Name		
Total Developer Costs		\$2,471,756	\$28,244	\$2,500,000			\$2,500,000	
TOTAL DEVELOPMENT COST		\$61,087,063	\$767,285	\$61,854,348			\$61,854,348	
New Construction cost per sf		#DIV/0!						
Total Development cost per sf		#DIV/0!						
Total Square Footage for All New Construction								
Total Square Footage for Total Development								

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**HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
(Rental and/or Homeownership Projects)**

	COSTS		FUNDING SOURCES									
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	
			AHSC Program-HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name
SITE ACQUISITION (Not related to Parking)												
Site acquisition of the Capital Improvement Project, including easements and right of ways	SC											
Other:												
Total Site Acquisition Costs (Not related to Parking)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SITE PREPARATION												
Clearing and Grubbing												
Demolition												
Excavation												
Grading (excluding grading for housing and mixed use structural improvements)												
Soil Stabilization (Lime, etc.)												
Erosion/Weed Control												
Dewatering												
Other:												
Other:												
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITIES												
Sanitary Sewer												
Potable Water												
Non-Potable Water												
Storm Drain												
Detention Basin/Culverts												
Joint Trench:												
Other:												
Total Site Utilities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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**HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
(Rental and/or Homeownership Projects)**

	COSTS		FUNDING SOURCES								
			State-HCD	Type	Type	Type	Type	Type	Type	Type	Type
	COST CAPS	TOTAL AMOUNT	AHSC Program-HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name
SURFACE IMPROVEMENTS											
Aggregate Base											
Asphalt Pavement											
Curb, Gutter, Sidewalk											
Street Lights											
Striping/Signage/Barricades											
Traffic Mitigation											
Other:											
Total Surface Improvements Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LANDSCAPE AND AMENITIES											
Parks:											
Irrigation											
Concrete Work											
Landscaping											
Tot Lot											
Playground Facilities											
Walking/Bike Path											
Drinking Fountains											
Structures											
Lighting											
Open Space											
Other:											
Total Landscape/Amenities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL MITIGATION/REMEDATION											
Wetland Mitigation											
Endangered Species											
Tree Mitigation											
Environmental Remediation											
Other:											
Total Mitigation/Remediation Costs	ER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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**HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
(Rental and/or Homeownership Projects)**

	COSTS		FUNDING SOURCES									
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	
			AHSC Program-HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	
REPLACEMENT TRANSIT PARKING												
Residential Parking Structures												
Grading												
Foundation Work												
Site Work												
Other:												
Other:												
Total Replacement Parking Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Enter the Total Number Replacement Parking Spaces												
RESIDENTIAL PARKING												
Residential Parking Structures												
Grading												
Foundation Work												
Site Work												
Other:												
Other:												
Total Residential Parking Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Enter the Number of AHSC-funded Structured Parking Spaces proposed in this project												
Pursuant to Guidelines section 103(a)(2)(A)(iv), AHSC Funding Per Parking Space cannot to exceed: \$10K for up to 2 reqd spaces/unit, \$20K for 0.5 to 1 reqd space/unit, \$30 for less than 0.5 reqd spaces/unit												
	#DIV/0!											
TRANSIT												
Transit Facilities:												
Access Plazas												
Pathways												
Bus Shelters												
Transit Shelters												
Pedestrian Facilities												
Bicycle Facilities												
Other:												
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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**HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
(Rental and/or Homeownership Projects)**

	COSTS		FUNDING SOURCES									
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	
			AHSC Program-HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name
IMPACT FEES												
Impact fees are eligible for AHSC funding if used for identified Capital Assets eligible for funding and required by local ordinance (Not to exceed 15% of the award amount OR \$300,000)												
Drainage	IF											
Parks & Recreation	IF											
Streets/Signals	IF											
Traffic Fees	IF											
Waste Water	IF											
Water Facility	IF											
Other Impact Fees (non-AHSC Eligible)												
Other:												
Total Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SOFT COSTS RELATED TO ELIGIBLE COSTS												
Engineering												
Design												
Overhead												
Contractor Fee												
Other:												
Total Soft Costs	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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**HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
(Rental and/or Homeownership Projects)**

	COSTS		FUNDING SOURCES								
			State-HCD	Type	Type	Type	Type	Type	Type	Type	Type
	COST CAPS	TOTAL AMOUNT	AHSC Program-HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name
OTHER CAPITAL ASSET COSTS											
Other:											
Other:											
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL HOUSING RELATED INFRASTRUCTURE PROJECT COSTS											
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS

1. Pursuant to Section 103(a)(1)(C)(iii), the total amount of eligible soft costs for an Affordable Housing Development Capital Project cannot exceed 10 percent of the total AHSC Program award.
The AHSC soft costs in this budget are:

2. Pursuant to Section 103(a)(2)(A)(v), the total amount of eligible environmental remediation costs for a Housing-Related Infrastructure Capital Project cannot exceed 50 percent of the total AHSC Program grant fu
The AHSC environmental remediation costs for HRI in this budget are:

3. Pursuant to Section 103(a)(2)(A)(vii), the total amount of eligible impact fees for a Housing-Related Infrastructure Capital Project cannot exceed 15 percent of the AHSC Program award up to \$300,000.
The AHSC impact fees for HRI in this budget are:

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Type	Type	Sources Total	Comments
Name	Name		
		\$0	
		\$0	
\$0	\$0	\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	

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Type	Type	Sources Total	Comments
Name	Name		
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	

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Type	Type	Sources Total	Comments
Name	Name		
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	

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Type	Type	Sources Total	Comments
Name	Name		
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	
		\$0	
		\$0	
		\$0	
		\$0	
\$0	\$0	\$0	

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Type	Type	Sources Total	Comments
Name	Name		
		\$0	
		\$0	
\$0	\$0	\$0	
		\$0	
\$0	\$0	\$0	
DARDS.			
		\$0	
nds.		\$0	
		\$0	
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IMPORTANT NOTE: If proposing multiple, distinct STI Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total STI funds requested and cost cap calculations.

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES									Sources Total	Comments
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type		
			AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name		
SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET #1													
PRELIMINARY ENGINEERING													
PA&ED (Environmental)												\$0	
PS&E (Plan Specification and Estimates)												\$0	
Other:												\$0	
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY COSTS													
Right of way support costs												\$0	
Site or right of way acquisition for the Capital Improvement Project												\$0	
Other:												\$0	
Total Right of Way costs (not related to parking)	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SITE PREPARATION													
Clearing and Grubbing												\$0	
Demolition												\$0	
Grading		\$15,000	\$15,000									\$15,000	
Soil Stabilization (Lime, etc.)		\$10,000	\$10,000									\$10,000	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other:												\$0	
Total Site Preparation Costs		\$25,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET														
	COSTS		ALL FUNDING SOURCES											
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments	
			AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name			
UTILITIES														
Sanitary Sewer													\$0	
Irrigation		\$25,000	\$25,000										\$25,000	
Storm Drain		\$60,000	\$60,000										\$60,000	
Detention Basin/Culverts													\$0	
Other: Water hydrants adjust/relocate		\$135,000	\$135,000										\$135,000	
Total Site Utilities Costs		\$220,000	\$220,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000	
CONSTRUCTION: COMPLETE STREETS IMPROVEMENTS														
Aggregate Base													\$0	
Asphalt Pavement		\$30,000	\$30,000										\$30,000	
Sidewalk, Curb, and Gutter		\$100,000	\$100,000										\$100,000	
Street Lights		\$30,000	\$30,000										\$30,000	
Striping/Barracades (Bicycle Facilities)		\$15,000	\$15,000										\$15,000	
Signage		\$5,000	\$5,000										\$5,000	
Crossing and Traffic Signals		\$140,000	\$140,000										\$140,000	
Roundabouts, median islands, curb extensions, or other traffic calming surface improvements		\$400,000	\$400,000										\$400,000	
Other: Traffic Control		\$30,000	\$30,000										\$30,000	
Other: Unit Pavers		\$10,000	\$10,000										\$10,000	
Other:													\$0	
Other:													\$0	
Total Complete Streets Construction		\$760,000	\$760,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$760,000	
CONSTRUCTION: TRANSIT AND STATION AREAS														
Striping/Barracades (for dedicated bus lanes)													\$0	
Sidewalk, Curb, and Gutter													\$0	
Street Lights													\$0	
Signage													\$0	
Signaling Prioritization Technology													\$0	
Boarding infrastructure													\$0	
Seating/Benches													\$0	
Bus/Transit Shelters													\$0	
Vehicles													\$0	
Other ITS Technology													\$0	
Other:													\$0	
Other:													\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET														
	COSTS		ALL FUNDING SOURCES										Sources Total	Comments
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type		
			AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name		
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE														
Other:		\$1,500	\$1,500										\$1,500	
Other:		\$3,000	\$3,000										\$3,000	
Other:		\$5,000	\$5,000										\$5,000	
Other:													\$0	
Other:		\$4,500	\$4,500										\$4,500	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Total Landscaping Costs		\$14,000	\$14,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	
IMPACT FEES														
Applicant: Provide Name of Impact Fee													\$0	
Applicant: Provide Name of Impact Fee													\$0	
Total Impact Fees	IF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACTIVITY DELIVERY COSTS														
Other:													\$0	
Other:													\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER CAPITAL ASSET COSTS														
Other:													\$0	
Other:													\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL STI #1 PROJECT COSTS		\$1,019,000	\$1,019,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,019,000	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
COSTS		ALL FUNDING SOURCES											
COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
		AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name		

COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.

1. Pursuant to Section 103(a)(3)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000.	\$0	
2. Pursuant to Section 103(a)(3)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award.	\$0	
3. Pursuant to Section 103(a)(3)(A)(v), the total amount of eligible Activity Delivery Costs associated with the Capital Project cannot exceed 10 percent of the Capital Project costs.	\$0	

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SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET #2												
PRELIMINARY ENGINEERING												
PA&ED (Environmental)												\$0
PS&E (Plan Specification and Estimates)												\$0
Other:												\$0
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY COSTS												
Right of way support costs												\$0
Site or right of way acquisition for the Capital												\$0
Other:												\$0
Total Right of Way costs (not related to	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET															
	COSTS		ALL FUNDING SOURCES										Sources Total	Comments	
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type			
			AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name			
SITE PREPARATION															
Clearing and Grubbing														\$0	
Demolition														\$0	
Grading														\$0	
Soil Stabilization (Lime, etc.)														\$0	
Erosion/Weed Control														\$0	
Dewatering														\$0	
Other:														\$0	
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UTILITIES															
Sanitary Sewer														\$0	
Irrigation														\$0	
Storm Drain														\$0	
Detention Basin/Culverts														\$0	
Other:														\$0	
Total Site Utilities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION: COMPLETE STREETS															
Aggregate Base														\$0	
Asphalt Pavement														\$0	
Sidewalk, Curb, and Gutter														\$0	
Street Lights														\$0	
Striping/Barracades (Bicycle Facilities)														\$0	
Signage														\$0	
Crossing and Traffic Signals														\$0	
Roundabouts, median islands, curb extensions,														\$0	
Other:														\$0	
Other:														\$0	
Other:														\$0	
Other:														\$0	
Total Complete Streets Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET														
	COSTS		ALL FUNDING SOURCES											
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments	
			AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name			
CONSTRUCTION: TRANSIT AND STATION AREAS														
Striping/Barracades (for dedicated bus lanes)													\$0	
Sidewalk, Curb, and Gutter													\$0	
Street Lights													\$0	
Signage													\$0	
Signaling Prioritization Technology													\$0	
Boarding Infrastructure													\$0	
Seating/Benches													\$0	
Bus/Transit Shelters													\$0	
Vehicles													\$0	
Other ITS Technology													\$0	
Other:													\$0	
Other:													\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPING, AMENITIES, AND GREEN														
Other:													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
IMPACT FEES														
Applicant: Provide Name of Impact Fee													\$0	
Applicant: Provide Name of Impact Fee													\$0	
Total Impact Fees	IF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ACTIVITY DELIVERY COSTS														
Other:													\$0	
Other:													\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER CAPITAL ASSET COSTS														
Other:													\$0	
Other:													\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL STI #2 PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
COSTS		ALL FUNDING SOURCES											
COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
		AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name		
COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.													
1. Pursuant to Section 103(a)(3)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000.											\$0		
2. Pursuant to Section 103(a)(3)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award.											\$0		
3. Pursuant to Section 103(a)(3)(A)(v), the total amount of eligible Activity Delivery Costs associated with the Capital Project cannot exceed 10 percent of the Capital Project costs.											\$0		

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SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET #3												
PRELIMINARY ENGINEERING												
PA&ED (Environmental)												\$0
PS&E (Plan Specification and Estimates)												\$0
Other:												\$0
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY COSTS												
Right of way support costs												\$0
Site or right of way acquisition for the Capital												\$0
Other:												\$0
Total Right of Way costs (not related to	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SITE PREPARATION												
Clearing and Grubbing												\$0
Demolition												\$0
Grading												\$0
Soil Stabilization (Lime, etc.)												\$0
Erosion/Weed Control												\$0
Dewatering												\$0
Other:												\$0
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITIES												
Sanitary Sewer												\$0
Irrigation												\$0
Storm Drain												\$0
Detention Basin/Culverts												\$0
Other:												\$0
Total Site Utilities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET														
	COSTS		ALL FUNDING SOURCES											
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments	
			AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name			
CONSTRUCTION: COMPLETE STREETS														
Aggregate Base													\$0	
Asphalt Pavement													\$0	
Sidewalk, Curb, and Gutter													\$0	
Street Lights													\$0	
Striping/Barracades (Bicycle Facilities)													\$0	
Signage													\$0	
Crossing and Traffic Signals													\$0	
Roundabouts, median islands, curb extensions,													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Total Complete Streets Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION: TRANSIT AND STATION AREAS														
Striping/Barracades (for dedicated bus lanes)													\$0	
Sidewalk, Curb, and Gutter													\$0	
Street Lights													\$0	
Signage													\$0	
Signaling Prioritization Technology													\$0	
Boarding infrastructure													\$0	
Seating/Benches													\$0	
Bus/Transit Shelters													\$0	
Vehicles													\$0	
Other ITS Technology													\$0	
Other:													\$0	
Other:													\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPING, AMENITIES, AND GREEN														
Other:													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Other:													\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name		
IMPACT FEES													
Applicant: Provide Name of Impact Fee												\$0	
Applicant: Provide Name of Impact Fee												\$0	
Total Impact Fees	IF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ACTIVITY DELIVERY COSTS													
Other:												\$0	
Other:												\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER CAPITAL ASSET COSTS													
Other:												\$0	
Other:												\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL STI #3 PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.													
1. Pursuant to Section 103(a)(3)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000.											\$0		
2. Pursuant to Section 103(a)(3)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award.											\$0		
3. Pursuant to Section 103(a)(3)(A)(v), the total amount of eligible Activity Delivery Costs associated with the Capital Project cannot exceed 10 percent of the Capital Project costs.											\$0		

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SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET TOTALS													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Name	Name	Name	Name	Name	Name	Name	Name		
TOTALS FOR ALL STIs		\$1,019,000	\$1,019,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,019,000	
1. Pursuant to Section 103(a)(3)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. The total STI impact fees are:											\$0		
2. Pursuant to Section 103(a)(3)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award. The total STI soft costs are:											\$0		
3. Pursuant to Section 103(a)(3)(A)(v), the total amount of eligible Activity Delivery Costs associated with the Capital Project cannot exceed 10 percent of the Capital Project costs. The total STI ADC are:											\$0		

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

PIN 35254

IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name		
Transportation Related Amenities (TRA) BUDGET #1													
PRELIMINARY ENGINEERING													
PA&ED (Environmental)												\$0	
PS&E (Plan Specification and ETRAmates)												\$0	
Other:												\$0	
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY COSTS													
Right of way support costs												\$0	
Site or right of way acquisition for the Capital Improvement Project												\$0	
Other:												\$0	
Total Right of Way costs (not related to parking)	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SITE PREPARATION													
Clearing and Grubbing												\$0	
Demolition												\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other:												\$0	
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UTILITIES													
Sanitary Sewer												\$0	
Irrigation												\$0	
Storm Drain												\$0	
Detention Basin/Culverts												\$0	
Other:												\$0	
Total Site Utilities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION: COMPLETE STREETS IMPROVEMENTS													
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Striping/Barracades (Bicycle Facilities)												\$0	
Signage												\$0	
Crossing and Traffic Signals												\$0	
Roundabouts, median islands, curb extensions, or other traffic calming surface improvements												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
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PIN 35254

IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name		
Total Complete Streets Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

PIN 35254

IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name		
CONSTRUCTION: TRANSIT AND STATION AREAS													
Striping/Barracades (for dedicated bus lanes)												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	
Boarding Infrastructure												\$0	
Seating/Benches												\$0	
Bus/Transit Shelters												\$0	
Vehicles												\$0	
Other ITS Technology												\$0	
Other:												\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE													
Street Furniture												\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Street Trees												\$0	
Landscaping												\$0	
Drinking Fountains												\$0	
Other:												\$0	
Other:												\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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PIN 35254

IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET														
	COSTS		FUNDING SOURCES											
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments	
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name			
IMPACT FEES														
Applicant: Provide Name of Impact Fee													\$0	
Applicant: Provide Name of Impact Fee													\$0	
Total Impact Fees	IF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ACTIVITY DELIVERY COSTS														
Other:													\$0	
Other:													\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER CAPITAL ASSET COSTS														
Other:													\$0	
Other:													\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL TRA #1 PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.														
1. Pursuant to Section 103(a)(4)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000.											\$0			
2. Pursuant to Section 103(a)(4)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award.											\$0			
3. Pursuant to Section 103(a)(4)(A)(v), the total amount of eligible Activity Delivery Costs associated with the Capital Project cannot exceed 10 percent of the Capital Project costs.											\$0			

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

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IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name		
Transportation Related Amenities (TRA) BUDGET #2													
PRELIMINARY ENGINEERING													
PA&ED (Environmental)													\$0
PS&E (Plan Specification and ETRAmates)													\$0
Other:													\$0
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY COSTS													
Right of way support costs													\$0
Site or right of way acquisition for the Capital													\$0
Other:													\$0
Total Right of Way costs (not related to	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SITE PREPARATION													
Clearing and Grubbing													\$0
Demolition													\$0
Grading													\$0
Soil Stabilization (Lime, etc.)													\$0
Erosion/Weed Control													\$0
Dewatering													\$0
Other:													\$0
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

PIN 35254

IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name		
UTILITIES													
Sanitary Sewer												\$0	
Irrigation												\$0	
Storm Drain												\$0	
Detention Basin/Culverts												\$0	
Other:												\$0	
Total Site Utilities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION: COMPLETE STREETS													
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Striping/Barracades (Bicycle Facilities)												\$0	
Signage												\$0	
Crossing and Traffic Signals												\$0	
Roundabouts, median islands, curb extensions,												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Total Complete Streets Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

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IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name		
CONSTRUCTION: TRANSIT AND STATION AREAS													
Striping/Barracades (for dedicated bus lanes)												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	
Boarding Infrastructure												\$0	
Seating/Benches												\$0	
Bus/Transit Shelters												\$0	
Vehicles												\$0	
Other ITS Technology												\$0	
Other:												\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE													
Street Furniture												\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Street Trees												\$0	
Landscaping												\$0	
Drinking Fountains												\$0	
Other:												\$0	
Other:												\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
IMPACT FEES													
Applicant: Provide Name of Impact Fee												\$0	
Applicant: Provide Name of Impact Fee												\$0	
Total Impact Fees	IF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES									Sources Total	Comments
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type			
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name			
ACTIVITY DELIVERY COSTS													
Other:												\$0	
Other:												\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER CAPITAL ASSET COSTS													
Other:												\$0	
Other:												\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL TRA #2 PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.													
1. Pursuant to Section 103(a)(4)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000.											\$0		
2. Pursuant to Section 103(a)(4)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award.											\$0		
3. Pursuant to Section 103(a)(4)(A)(v), the total amount of eligible Activity Delivery Costs associated with the Capital Project cannot exceed 10 percent of the Capital Project costs.											\$0		

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IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET														
	COSTS		FUNDING SOURCES											
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments	
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name			
Transportation Related Amenities (TRA) BUDGET #3														
PRELIMINARY ENGINEERING														
PA&ED (Environmental)													\$0	
PS&E (Plan Specification and ETRAmates)													\$0	
Other:													\$0	
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY COSTS														
Right of way support costs													\$0	
Site or right of way acquisition for the Capital													\$0	
Other:													\$0	
Total Right of Way costs (not related to	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SITE PREPARATION														
Clearing and Grubbing													\$0	
Demolition													\$0	
Grading													\$0	
Soil Stabilization (Lime, etc.)													\$0	
Erosion/Weed Control													\$0	
Dewatering													\$0	
Other:													\$0	
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UTILITIES														
Sanitary Sewer													\$0	
Irrigation													\$0	
Storm Drain													\$0	
Detention Basin/Culverts													\$0	
Other:													\$0	
Total Site Utilities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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PIN 35254

IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name		
CONSTRUCTION: COMPLETE STREETS													
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Striping/Barracades (Bicycle Facilities)												\$0	
Signage												\$0	
Crossing and Traffic Signals												\$0	
Roundabouts, median islands, curb extensions,												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Total Complete Streets Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION: TRANSIT AND STATION AREAS													
Striping/Barracades (for dedicated bus lanes)												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	
Boarding infrastructure												\$0	
Seating/Benches												\$0	
Bus/Transit Shelters												\$0	
Vehicles												\$0	
Other ITS Technology												\$0	
Other:												\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16**

PIN 35254

IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name		
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE													
Street Furniture												\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Street Trees												\$0	
Landscaping												\$0	
Drinking Fountains												\$0	
Other:												\$0	
Other:												\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IMPACT FEES													
Applicant: Provide Name of Impact Fee												\$0	
Applicant: Provide Name of Impact Fee												\$0	
Total Impact Fees	IF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACTIVITY DELIVERY COSTS													
Other:												\$0	
Other:												\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER CAPITAL ASSET COSTS													
Other:												\$0	
Other:												\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL TRA #3 PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
Fiscal Year 2015-16**

PIN 35254

IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

Transportation Related Amenities (TRA) BUDGET													
COSTS			FUNDING SOURCES										
COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
		AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name		

COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.

- | | |
|---|-----|
| 1. Pursuant to Section 103(a)(4)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. | \$0 |
| 2. Pursuant to Section 103(a)(4)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award. | \$0 |
| 3. Pursuant to Section 103(a)(4)(A)(v), the total amount of eligible Activity Delivery Costs associated with the Capital Project cannot exceed 10 percent of the Capital Project costs. | \$0 |
- Rev. 05/31/16

TRANSPORTATION-RELATED AMENITIES (TRA) BUDGET TOTALS													
COSTS			FUNDING SOURCES										
COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
		AHSC Program-TRA Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name		
TOTALS FOR ALL TRAs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

- | | |
|--|-----|
| 1. Pursuant to Section 103(a)(4)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. The total TRA impact fees are: | \$0 |
| 2. Pursuant to Section 103(a)(4)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award. The total TRA soft costs are: | \$0 |
| 3. Pursuant to Section 103(a)(4)(A)(v), the total amount of eligible Activity Delivery Costs associated with the Capital Project cannot exceed 10 percent of the Capital Project costs. The total TRA ADC are: | \$0 |
- Rev. 05/31/16

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

IMPORTANT NOTE: If proposing multiple, distinct Programs, provide detail for each proposed Program in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom and will be used to determine total PGM funds requested.

Program (PGM) Budget											
	TOTAL COST	ALL FUNDING SOURCES								Sources Total	Comments
		State-HCD	Type	Type	Type	Type	Type	Type	Type		
		AHSC Program-PGM Grant	Name	Name	Name	Name	Name	Name	Name		
PROGRAM #1											
STAFF COSTS											
Direct Costs											
Party 1: (specify)										\$0	
Party 2: (specify)										\$0	
Party 3: (specify)										\$0	
Party 4: (specify)										\$0	
Party 5: (specify)										\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Indirect Costs											
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER COSTS											
Travel										\$0	
Equipment										\$0	
Supplies (specify)										\$0	
Supplies (specify)										\$0	
Supplies (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Total Other Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL COSTS											
Total Program Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Program (PGM) Budget												
TOTAL COST	ALL FUNDING SOURCES									Sources Total	Comments	
	State-HCD	Type	Type	Type	Type	Type	Type	Type				
	AHSC Program- PGM Grant	Name	Name	Name	Name	Name	Name	Name				
PROGRAM #2												
STAFF COSTS												
Direct Costs												
Party 1: (specify)											\$0	
Party 2: (specify)											\$0	
Party 3: (specify)											\$0	
Party 4: (specify)											\$0	
Party 5: (specify)											\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Indirect Costs												
Other: (specify)											\$0	
Other: (specify)											\$0	
Other: (specify)											\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER COSTS												
Travel											\$0	
Equipment											\$0	
Supplies (specify)											\$0	
Supplies (specify)											\$0	
Supplies (specify)											\$0	
Other: (specify)											\$0	
Other: (specify)											\$0	
Other: (specify)											\$0	
Other: (specify)											\$0	
Other: (specify)											\$0	
Other: (specify)											\$0	
Total Other Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL COSTS												
Total Program Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Program (PGM) Budget											
TOTAL COST	ALL FUNDING SOURCES									Sources Total	Comments
	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type		
	AHSC Program- PGM Grant	Name	Name	Name	Name	Name	Name	Name	Name		
PROGRAM #3											
STAFF COSTS											
Direct Costs											
Party 1: (specify)										\$0	
Party 2: (specify)										\$0	
Party 3: (specify)										\$0	
Party 4: (specify)										\$0	
Party 5: (specify)										\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Indirect Costs											
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER COSTS											
Travel										\$0	
Equipment										\$0	
Supplies (specify)										\$0	
Supplies (specify)										\$0	
Supplies (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Total Other Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL COSTS											
Total Program Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Program (PGM) Budget											
	TOTAL COST	ALL FUNDING SOURCES								Sources Total	Comments
		State-HCD	Type	Type	Type	Type	Type	Type	Type		
		AHSC Program- PGM Grant	Name	Name	Name	Name	Name	Name	Name		
TOTAL PROGRAMS BUDGET (Programs 1-3)											
STAFF COSTS											
Total Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER COSTS											
Total Other Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL COSTS											
Total Program Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
(1) Pursuant to Section 103(c)(1), costs are not eligible for funding if there is another feasible, available source of committed funding for the Capital Project or portion thereof to be funded by the AHSC Program or if the cost is incurred prior to AHSC Program award. (2) Pursuant to Section 103(c)(4), ongoing operational costs beyond the term of the grant (3 years) for Program Costs.											
										Rev. 05/31/16	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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Commercial Space:

Type of Business (if Known)	# of Total Units	Sq. Footage of Each Space	Expected Gross Rent per S.F.	Expected Gross Rent	Other Revenue (Specify)	Other Revenue (Amount)	Garage and Parking Space Revenue	Miscellaneous Rent Revenue
TOTAL:	0	0		\$0	\$0	\$0	\$0	\$0
AVERAGE:	#DIV/0!	#DIV/0!	#DIV/0!	\$0	\$0	\$0	\$0	\$0

Describe the Proposed Commercial Use and Identify any Special Issues:

Next Step:

Operating Budget

End of Section



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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ANNUAL OPERATING BUDGET

ON-SITE EMPLOYEE INFORMATION				
No.	FTE	Employee Job Title	Salary/Wages	Value of Free Rent
1		On-Site Manager(s)		
2		On-Site Assistant Manager(s)		
3		On-Site Maintenance Employee(s)		
		On-Site Leasing Agent/Administrative Employee(s)		
		On-Site Security Employee(s)		
		Services Coordinator		
		Other:		
		Other:		
Total Salaries and Value of Free Rent Units			0	0
	6711	Payroll Taxes		Show free rent as an expense?
	6722	Workers Compensation		
	6723	Employee Benefits		
On-Site Employee(s) Payroll Taxes, Workers Comp. & Benefits			0	
Total On-Site Employee(s) Expenses			0	
Employee Units				
Income Limit	Job Title(s) of Employee(s) Living On-Site		Unit Type (No. of bdrms.)	Square Footage
None	On-Site Manager(s)		0	0
			0	0
			0	0
			Total Square Footage	0
Annual Operating Budget				
Acct. No.	REVENUE - INCOME		Residential	Commercial
5120/5140	Rent Revenue - Gross Potential			0
	Restricted Unit Rents		\$45,312	
	Unrestricted Unit Rents		\$0	
5121	Tenant Assistance Payments		\$0	
	Other: (specify)			
	Other: (specify)			
	Operating Subsidies		\$10,373	
	Other: (specify)			0
5910	Laundry and Vending Revenue			
5170	Garage and Parking Spaces			0
5990	Miscellaneous Rent Revenue			0
Gross Potential Income (GPI)			55,685	0
	Vacancy Rate: Restricted Units		5.00%	
	Vacancy Rate: Unrestricted Units		5.00%	
	Vacancy Rate: Tenant Assistance Payments		5.00%	
	Vacancy Rate: Other: (specify)		5.00%	
	Vacancy Rate: Laundry & Vending & Other Income		5.00%	
	Vacancy Rate: Commercial Income			50.0%
5220/5240	Vacancy Loss(es)		2,784	0
Effective Gross Income (EGI)			52,900	0



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Acct. No.	EXPENSES	Residential	Commercial
ADMINISTRATIVE EXPENSES: 6200/6300			
6203	Conventions and Meetings		
6210	Advertising and Marketing		
6250	Other Renting Expenses		
6310	Office/Administrative Salaries -- from above	0	
6311	Office Expenses		
6312	Office or Model Apartment Rent		
6320	Management Fee		
6325	Social Services Coordinator -- from above	0	
6330	Site/Resident Manager(s) Salaries -- from above	0	
6331	Administrative Free Rent Unit -- from above	0	
6340	Legal Expense -- Project		
6350	Audit Expense		
6351	Bookkeeping Fees/Accounting Services		
6390	Miscellaneous Administrative Expenses		
6391	Social Programs/Social Services		
6263T	TOTAL ADMINISTRATIVE EXPENSES	0	0
UTILITIES EXPENSES: 6400			
6450	Electricity		
6451	Water		
6452	Gas		
6453	Sewer		
	Other Utilities: (specify)		
6400T	TOTAL UTILITIES EXPENSES	0	0
OPERATING AND MAINTENANCE EXPENSES: 6500			
6510	Payroll -- from above	0	
6515	Supplies		
6520	Contracts		
6521	Operating & Maintenance Free Rent Unit-from above	0	
6525	Garbage and Trash Removal		
6530	Security Contract		
6531	Security Free Rent Unit -- from above	0	
6546	Heating/Cooling Repairs and Maintenance		
6548	Snow Removal		
6570	Vehicle & Maintenance Equipment Operation/Reports		
6590	Miscellaneous Operating and Maintenance Expenses		
6500T	TOTAL OPERATING & MAINTENANCE EXPENSES	0	0
TAXES AND INSURANCE: 6700			
6710	Real Estate Taxes		
6711	Payroll Taxes (Project's Share) -- from above	0	
6720	Property and Liability Insurance (Hazard)		
6729	Other Insurance (e.g. Earthquake)		
6721	Fidelity Bond Insurance		
6722	Worker's Compensation -- from above	0	
6723	Health Insurance/Other Employee Benefits--from above	0	
6790	Miscellaneous Taxes, Licenses, Permits & Insurance		
6700T	TOTAL TAXES AND INSURANCE	0	0



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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Acct. No.	EXPENSES (continued)	Residential	Commercial
ASSISTED LIVING/BOARD & CARE: 6900			
6932	Food		
6980	Recreation and Rehabilitation		
6983	Rehabilitation Salaries		
6990	Other Service Expenses: (specify)		
6900T	TOTAL ASSISTED LIVING EXPENSES	0	0
TOTAL OPERATING EXPENSES		0	0
FUNDED RESERVES: 7200			
		Residential	Commercial
7210	Required Replacement Reserve Deposits		
7220	Other Reserves: (specify)		
7230	Other Reserves: (specify)		
7240	Other Reserves: (specify)		
	TOTAL RESERVES	0	0
GROUND LEASE			
		Residential	Commercial
	Ground Lease		
	TOTAL GROUND LEASE	0	0
NET OPERATING INCOME		52,900	0
FINANCIAL EXPENSES: 6800			
6820	1st Mortgage Debt Service (Specify)		
6830	2nd Mortgage Debt Service (Specify)		
6840	3rd Mortgage Debt Service (Specify)		
6890	Miscellaneous Financial Expenses: (specify)		
6800T	TOTAL FINANCIAL EXPENSES	0	0
CASH FLOW		52,900	0
6391	Social Programs/Social Services	\$0	
6590	Asset Management/Similar Fees		\$0
Total Operating Expenses Per Unit		Per Year	Per Month
Without any Adjustments		0	0
Without Social Services Coordinator, Social Programs, Social Services, RE Taxes, and Assisted Living Expenses		0	0

Next Step:

15-Year Pro Forma

End of Section



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15-Year Pro Forma

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INCOME FROM HOUSING UNITS	Inflation	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Restricted Unit Rents	2.5%	45,312	46,445	47,606	48,796	50,016	51,266	52,548	53,862	55,208	56,588	58,003	59,453	60,940	62,463	64,025
Unrestricted Units	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tenant Assistance Payments	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Program:	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Program:	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Subsidies	2.5%	10,373	10,632	10,898	11,170	11,449	11,736	12,029	12,330	12,638	12,954	13,278	13,610	13,950	14,299	14,656
Other: (specify)	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GROSS POTENTIAL INCOME - HOUSING		55,685	57,077	58,504	59,966	61,465	63,002	64,577	66,192	67,846	69,543	71,281	73,063	74,890	76,762	78,681
OTHER INCOME																
Laundry & Vending	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Income	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commercial Income	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GROSS POTENTIAL INCOME - OTHER		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GROSS POTENTIAL INCOME - TOTAL		55,685	57,077	58,504	59,966	61,465	63,002	64,577	66,192	67,846	69,543	71,281	73,063	74,890	76,762	78,681
VACANCY ASSUMPTIONS																
Restricted Units	5.0%	2,266	2,322	2,380	2,440	2,501	2,563	2,627	2,693	2,760	2,829	2,900	2,973	3,047	3,123	3,201
Unrestricted Units	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tenant Assistance Payments	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tenant Assistance Payments (Pgm 2)	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tenant Assistance Payments (Pgm 3)	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other: (specify)	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Laundry & Vending & Other Income	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commercial Income	50.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VACANCY LOSS		2,266	2,322	2,380	2,440	2,501	2,563	2,627	2,693	2,760	2,829	2,900	2,973	3,047	3,123	3,201
EFFECTIVE GROSS INCOME		53,419	54,755	56,123	57,526	58,965	60,439	61,950	63,498	65,086	66,713	68,381	70,090	71,843	73,639	75,480
OPERATING EXPENSES & RESERVE DEPOSITS																
Residential Expenses (w/o Real Estate Taxes)	3.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Real Estate Taxes	2.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Replacement Reserve	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Reserves	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ground Lease	2.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commercial Expenses	3.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EXPENSES & RESERVES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NET OPERATING INCOME		53,419	54,755	56,123	57,526	58,965	60,439	61,950	63,498	65,086	66,713	68,381	70,090	71,843	73,639	75,480
DEBT SERVICE																
1st Mortgage Name:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge Loan (repaid from investor equity)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2nd Mortgage Name:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3rd Mortgage Name:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous Financial Expenses: (specify)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Required Debt Service		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cash flow after CalHFA debt service		53,419	54,755	56,123	57,526	58,965	60,439	61,950	63,498	65,086	66,713	68,381	70,090	71,843	73,639	75,480
DCR for just CalHFA loans		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
CASH FLOW after all debt service		53,419	54,755	56,123	57,526	58,965	60,439	61,950	63,498	65,086	66,713	68,381	70,090	71,843	73,639	75,480
DEBT SERVICE COVERAGE RATIO		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Affordable Housing and Sustainable Communities Program Fiscal Year 2015-2016 Full Application Workbook

15-Year Pro Forma

PIN 35254

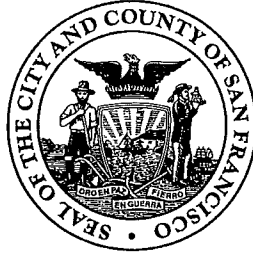
Use of Cash Flow After Debt Service - HCD Projects	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Asset Mgmt./ Similar Fees	0	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Deferred Developer Fee prior to Distributions and residual receipt payments	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cash Available for Residual Receipts Loans and Sponsor Distributions	53,419	42,755	44,123	45,526	46,965	48,439	49,950	51,498	53,086	54,713	56,381	58,090	59,843	61,639	63,480
Sponsor Distributions	50% 26,710	21,377	22,062	22,763	23,482	24,219	24,975	25,749	26,543	27,357	28,190	29,045	29,921	30,819	31,740
HCD Residual Payment	50% 26,710	21,377	22,062	22,763	23,482	24,219	24,975	25,749	26,543	27,357	28,190	29,045	29,921	30,819	31,740
Other Residual Payments	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Residual Payments	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Residual Payments	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Residual Payments	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Assumed Max Asset Mgmt./Similar Fees	0	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
Cumulative paid Deferred Dev. Fee	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Deferred Developer Fee budgeted for payment prior to distributions and residual receipt payments	0														

End of Section

Full Application Change Log
(Version 2.0)

Tab	Response
All Tabs	1. Updated the footer to reflect the version date of 05/31/16.
Applicant "Supertab"	1. Added a box to provide details about changes between concept and full application (if applicable). 2. Created more space to enter project description narratives. 3. Resized the comment box in cell B115 containing the Organizational Document Quick Reference Guide.
Readiness "Supertab"	1. Updated the acceptable forms of Site Control to more closely reflect the definitions in the Guidelines (pg. A-7 thru A-8). 2. Updated the reference to the Authority to Use Grant Funds form number (i.e., HUD 7015.16).
Housing "Supertab"	1. Changed from 2 decimals to whole numbers the total units, and bedroom sizes fields. 2. Made the font smaller in the Cost Reasonableness section (cells B192-B193) to enable 6+ digit numbers to show instead of ###. 3. Updated the acceptable forms of Site Control in the Underwriting section to more accurately reflect the Guidelines. 4. Changed references within the Housing and Unit Mix tabs to point to the 2015 Non-HERA Income, Rent and Loan Limits to avoid confusion and be consistent with the version that was in effect during the concept application. 5. The tax credit form was modified to provide greater clarity between tax credit amounts vs. tax credit proceeds.
Affordability	1. In the chart for Rental Units, Column B referred to AMI but should refer to SMI. Changed references from "AMI" to reflect "SMI as a percent of AMI" in the Affordability tab. 2. Modified calculation in row 44 to reflect the conditional calculation as identified in the Guidelines Section 107(d)(7).
Leverage	1. Reduced font size in "Amount" column to enable large dollar amounts to appear (and not ###). 2. Changed balloon payment status on AHD-Rental Loans to "Y" since unpaid balance at end of 55-year term would be due.
Budget - AHD-R	1. Modified Budget AHD-R tab, line 134 (which represents the Utilities that is pulled from the Budget-HRI tab) to pull data from row 33 (not 32) from the HRI budget, for all funding sources.
Budget - STI	1. Corrected totals (Col. O), and added Activity Delivery Costs into Total Costs for STI Projects 1-3.
Budget - TRA	1. Corrected totals (Col. O), and added Activity Delivery Costs into Total Costs for TRA Projects 1-3.
Budget - PGM	1. Corrected totals (Col. O) for Indirect Costs.
Unit Mix	1. Changed references within the Housing and Unit Mix tabs to point to the 2015 Non-HERA Income, Rent and Loan Limits to be consistent with the version that was in effect during the concept application.
15-Yr Pro Forma	1. Modified the vacancy calculations for the Tenant Assistance Payments, by changing row 28 and adding rows 29 and 30, to distinctly calculate vacancies for each of the three possible Tenant Assistance Payments sources.

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

MEMORANDUM

TO: Ed Reiskin, Executive Director, Municipal Transportation Agency
John Rahaim, Director, Planning Department
Tiffany Bohee, Executive Director, Office of Community Investment and Infrastructure

FROM: Andrea Ausberry, Assistant Clerk
Land Use and Transportation Committee

DATE: June 9, 2016

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Mayor Lee on June 7, 2016:

File No. 160672

Resolution authorizing the San Francisco Municipal Transportation Agency (SFMTA), on behalf of the City and County of San Francisco, to execute a grant application, grant agreement, and related documents under the State of California's Affordable Housing and Sustainable Communities Program (AHSC Program) as a joint applicant with Mercy Housing, Inc., for the project at 455 Fell Street; authorizing the City to assume any joint and several liability for completion of the project required by the terms of any grant awarded under the AHSC Program; and adopting findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Administrative Code, Chapter 31.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: andrea.ausberry@sfgov.org.

c: Scott Sanchez, Zoning Administrator
Sarah Jones, Acting Environmental Review Officer,
AnMarie Rodgers, Senior Policy Advisor
Aaron Starr, Acting Manager of Legislative Affairs
Joy Navarrete, Environmental Planning
Jeanie Poling, Environmental Planning

Janet Martinsen, Local Government Affairs Liaison
Kate Breen, Government Affairs Director
Dillon Auyoung, Local Government Affairs Manager
Viktoriya Wise, Chief of Staff, Sustainable Streets Division
Roberta Boomer, Secretary, SFMTA Board
Claudia Guerra, Office of Community Investment and Infrastructure
Natasha Jones, Office of Community Investment and Infrastructure

Member, Board of Supervisors
District 10



City and County of San Francisco

MALIA COHEN
馬莉亞郭嫻

DATE: June 8, 2016

TO: Angela Calvillo
Clerk of the Board of Supervisors

FROM: Supervisor Malia Cohen

RE: Land Use and Transportation Committee
COMMITTEE REPORT

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2016 JUN -8 PM 4:30
AK

Pursuant to Board Rule 4.20, as Chair of the Land Use and Transportation Committee, I have deemed the following matter is of an urgent nature and request it be considered by the full Board on June 14, as a Committee Report:

160672 - Apply for Grant - Delegation of San Francisco Municipal Transportation Agency as Co-Applicant for Grant - Assumption of Liability - Affordable Housing and Sustainable Communities Program - 455 Fell Street Project

Resolution authorizing the San Francisco Municipal Transportation Agency (SFMTA), on behalf of the City and County of San Francisco, to execute a grant application, grant agreement, and related documents under the State of California's Affordable Housing and Sustainable Communities Program (AHSC Program) as a joint applicant with Mercy Housing, Inc., for the project at 455 Fell Street; authorizing the City to assume any joint and several liability for completion of the project required by the terms of any grant awarded under the AHSC Program; and adopting findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Administrative Code, Chapter 31.

This matter will be heard in the Land Use and Transportation Committee Regular Meeting on June 13, 2016, at 1:30 p.m.

Sincerely,

A handwritten signature in cursive script that reads "Malia".

Malia Cohen
Member, Board of Supervisors

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: *EML* Mayor Edwin M. Lee *EML*
RE: AHSC Program – Delegation of SFMTA as Co-Applicant for Grant;
Assumption of Liability
DATE: June 7, 2016

Attached for introduction to the Board of Supervisors is a resolution authorizing the San Francisco Municipal Transportation Agency (SFMTA), on behalf of the City and County of San Francisco, to execute a grant application, grant agreement, and related documents under the State of California's Affordable Housing and Sustainable Communities Program (AHSC Program) as a joint applicant with Mercy Housing, Inc. for the project at 455 Fell Street, San Francisco; authorizing the City to assume any joint and several liability for completion of the project 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.

I respectfully request that this item be heard in Land Use Committee on June 13, 2016 and that it be sent forward as a committee report to the full Board on June 14, 2016.

Should you have any questions, please contact Nicole Elliott (415) 554-7940.

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2016 JUN -7 PM 2:19
BY *u*