

File No. 160671

Committee Item No. 2

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date June 27, 2016

Board of Supervisors Meeting

Date _____

Cmte Board

- | | | |
|-------------------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Memorandum of Understanding (MOU) |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 - Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 700 |
| <input type="checkbox"/> | <input type="checkbox"/> | Vacancy Notice |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Information Sheet |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

- | | | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>CEQA Determination</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>MTA Board of Directors Resolution 16-069</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Grant Information</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |

Completed by: Alisa Somera Date June 23, 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 - 480 Eddy 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 the**
8 **Tenderloin Neighborhood Development Corporation for the project at 480 Eddy Street;**
9 **authorizing the City to assume any joint and several liability for completion of the**
10 **project required by the terms of any grant awarded under the AHSC Program; and**
11 **adopting findings under the California Environmental Quality Act (CEQA), the CEQA**
12 **Guidelines, and Administrative Code, 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, The Tenderloin Neighborhood Development Corporation has asked
10 SFMTA to be a joint applicant for its project located at 480 Eddy Street, San Francisco (the
11 Yosemite Project); and

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

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

20 WHEREAS, The Planning Department has determined that the actions contemplated in
21 this Resolution in connection with the Yosemite Project comply with the California
22 Environmental Quality Act (California Public Resources Code, Sections 21000 et seq.); and

23 WHEREAS, Said determination is on file with the Clerk of the Board of Supervisors in
24 File No. 160671 and is incorporated herein by reference; and

25 WHEREAS, The Board affirms this determination; and

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

6 WHEREAS, Said determination is on file with the Clerk of the Board of Supervisors in
7 File No. 160671 and is incorporated herein by reference; and

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

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

15 WHEREAS, Said determination is on file with the Clerk of the Board of Supervisors in
16 File No. 160671 and is incorporated herein by reference; and

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

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

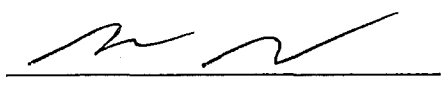

24 WHEREAS, The CEQA-related documents are on file with the Clerk of the Board of
25 Supervisors in File No. 160671; now, therefore, be it

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RESOLVED, That the Board of Supervisors delegates to the SFMTA, on behalf of the City and County of San Francisco, the authority to execute a grant application to the AHSC Program and sign AHSC Program documents as a co-applicant for the Yosemite Project at 480 Eddy Street, San Francisco; and, specifically, the Board of Supervisors agrees that the City shall assume any joint and several liability for completion of the Project required by the terms of any grant awarded to the City and the private developer under the AHSC Program; and, be it

FURTHER RESOLVED, That in accordance with the recommendation of the SFMTA Board of Directors, the Board of Supervisors authorizes the Director of the SFMTA (or his designee) to execute and deliver any documents that are necessary or advisable to complete the transactions contemplated herein; and, be it

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

Approved: 
Mayor 

**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
www.hcd.ca.gov



April 28, 2016

Mr. Christopher Cummings
Project Manager
Tenderloin Neighborhood Development Corporation
201 Eddy Street
San Francisco, CA 94102

Dear Mr. Cummings:

RE: AHSC Concept Proposal Review – Yosemite Apartments

On behalf of the Strategic Growth Council (SGC) and the Department of Housing and Community Development (Department), it is my pleasure to invite Tenderloin Neighborhood Development Corporation to submit a full application for the Affordable Housing and Sustainable Communities (AHSC) Program for the Yosemite Apartments 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: ccummings@tndc.org
chad.rathmann@sfmta.com



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
CONCEPT PROPOSAL
Fiscal Year 2015-16**

AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET

Yosemite Apartments	Costs				Funding Sources					
	Residential Rental Component Costs	Home Ownership Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD/R Loan	AHSC Program HRI Grant	SF MOHCD Existing CHRLP Loans	SFMOHCD Loan	Seller Carryback Loan	Deferred Developer Fee
ACQUISITION										
Lesser of Land Cost or Value	\$664,756	\$0	\$25,244	\$690,000			\$690,000			
Demolition				\$0						
Legal & Closing Costs	\$144,512	\$0	\$5,488	\$150,000						
Verifiable Carrying Costs				\$0						
Subtotal	\$809,268	\$0	\$30,732	\$840,000	\$0	\$0	\$690,000	\$0	\$0	\$0
Existing Improvements Cost	\$3,766,951	\$0	\$143,049	\$3,910,000			\$905,042		\$3,004,958	
Other: (specify)				\$0						
Total Acquisition	\$4,576,219	\$0	\$173,781	\$4,750,000	\$0	\$0	\$1,595,042	\$0	\$3,004,958	\$0
REHABILITATION										
Off-Site Improvements	\$192,683	\$0	\$7,317	\$200,000						
Environmental Remediation				\$0						
Site Work				\$0						
Structures	\$8,248,680		\$181,139	\$8,429,819	\$4,476,550			\$1,845,612		\$0
General Requirements	\$453,920		\$17,237	\$471,157						
Contractor Overhead	\$182,536		\$6,931.50	\$189,467						
Contractor Profit	\$182,536		\$6,931.50	\$189,467						
General Liability Insurance	\$58,411		\$2,218	\$60,629						
Other: Payment/Performance Bonds	\$73,014		\$2,773	\$75,787						
Total Rehabilitation Costs	\$9,391,779	\$0	\$224,547	\$9,616,326	\$4,476,550	\$0	\$0	\$1,845,612	\$0	\$0
RELOCATION										
Temporary Relocation	\$544,480			\$544,480						
Permanent Relocation				\$0						
Total Relocation	\$544,480	\$0	\$0	\$544,480	\$0	\$0	\$0	\$0	\$0	\$0
NEW CONSTRUCTION										
Off-Site Improvements				\$0						
Environmental Remediation				\$0						
Site Work (hard costs)				\$0						
Structures (hard costs)				\$0						
General Requirements				\$0						
Contractor Overhead				\$0						
Contractor Profit				\$0						
General Liability Insurance				\$0						
Other: (specify)				\$0						
Total New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ARCHITECTURAL										
Design	\$734,310		\$27,886	\$762,196						
Supervision	\$183,578		\$6,971	\$190,549						
Total Architectural Costs	\$917,888	\$0	\$34,857	\$952,745	\$0	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
CONCEPT PROPOSAL
Fiscal Year 2015-16**

AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET

Yosemite Apartments	Costs				Funding Sources					
	Residential Rental Component Costs	Home Ownership Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD/R Loan	AHSC Program HRI Grant	SF MOHCD Existing CHRLP Loans	SFMOHCD Loan	Seller Carryback Loan	Deferred Developer Fee
SURVEY & ENGINEERING										
Engineering	\$148,586		\$5,643	\$154,229						
ALTA Land Survey				\$0						
Total Survey & Engineering	\$148,586	\$0	\$5,643	\$154,229	\$0	\$0	\$0	\$0	\$0	\$0
CONTINGENCY COSTS										
Hard Cost Contingency	\$1,387,509	\$0	\$52,690	\$1,440,199						
Soft Cost Contingency	\$349,907	\$0	\$13,288	\$363,195						
Total Contingency Costs	\$1,737,416	\$0	\$65,978	\$1,803,394	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION PERIOD EXPENSES										
Construction Loan Interest	\$618,229			\$618,229						
Origination Fee	\$95,709			\$95,709						
Credit Enhancement & App. Fee				\$0						
Owner Paid Bonds/Insurance				\$0						
Lender Inspection Fees	\$36,000			\$36,000						
Taxes During Construction				\$0						
Prevailing Wage Monitor				\$0						
Insurance During Construction	\$240,854		\$9,146	\$250,000						
Title and Recording Fees	\$19,268		\$732	\$20,000						
Construction Mgmt. & Testing	\$91,524	\$0	\$3,476	\$95,000						
Predevelopment Interest Exp.				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Total Construction Expenses	\$1,101,584	\$0	\$13,354	\$1,114,938	\$0	\$0	\$0	\$0	\$0	\$0
PERMANENT FINANCING EXPENSES										
Loan Origination Fee(s)				\$0						
Credit Enhancement & App. Fee				\$0						
Title and Recording	\$9,634		\$366	\$10,000						
Property Taxes				\$0						
Insurance				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Total Permanent Financing	\$9,634	\$0	\$366	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0
LEGAL FEES										
Construction Lender Legal Expenses	\$35,000			\$35,000						
Permanent Lender Legal Fees				\$0						
Sponsor Legal Fees	\$62,622		\$2,378	\$65,000						
Organizational Legal Fees	\$5,000			\$5,000						
Syndication Legal Fees	\$40,000			\$40,000						
Other: (specify)				\$0						
Total Legal Fees	\$142,622	\$0	\$2,378	\$145,000	\$0	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
CONCEPT PROPOSAL
Fiscal Year 2015-16**

AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET

Yosemite Apartments	Costs				Funding Sources					
	Residential Rental Component Costs	Home Ownership Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD/R Loan	AHSC Program HRI Grant	SF MOHCD Existing CHRLP Loans	SFMOHCD Loan	Seller Carryback Loan	Deferred Developer Fee
CAPITALIZED RESERVES										
Operating Reserve	\$154,767			\$154,767						
Replacement Reserve	\$32,000			\$32,000						
Rent-Up Reserve				\$0						
Transition Reserve				\$0						
Other: <i>Constr Period Rent-Loss Reserve</i>	\$62,500			\$62,500						
Other: <i>(specify)</i>				\$0						
Total Capitalized Reserves	\$249,267	\$0	\$0	\$249,267	\$0	\$0	\$0	\$0	\$0	\$0
REPORTS & STUDIES										
Appraisal(s)	\$14,451		\$549	\$15,000						
Market Study	\$14,451		\$549	\$15,000						
Physical Needs Assessment	\$4,817	\$0	\$183	\$5,000						
Environmental Studies	\$33,720		\$1,280	\$35,000						
Other: <i>(specify)</i>				\$0						
Other: <i>(specify)</i>				\$0						
Other: <i>(specify)</i>				\$0						
Other: <i>(specify)</i>				\$0						
Total Reports & Studies	\$67,439	\$0	\$2,561	\$70,000	\$0	\$0	\$0	\$0	\$0	\$0
OTHER										
TCAC App./Alloc./Monitor Fees	\$21,493			\$21,493						
CDLAC Fees	\$4,466			\$4,466						
Local Permit Fees	\$192,683	\$0	\$7,317	\$200,000						
Local Development Impact Fees				\$0						
Other Costs of Bond Issuance	\$153,383			\$153,383						
Syndicator / Investor Fees & Expenses				\$0						
Furnishings	\$32,000			\$32,000						
Final Cost Audit Expense	\$22,000			\$22,000						
Marketing	\$8,000			\$8,000						
Financial Consulting	\$75,000			\$75,000						
Other: <i>(specify)</i>	\$0			\$0						
Other: <i>(specify)</i>				\$0						
Other: <i>(specify)</i>				\$0						
Other: <i>(specify)</i>				\$0						
Total Other Costs	\$509,025	\$0	\$7,317	\$516,342	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL	\$19,395,939	\$0	\$530,782	\$19,926,721	\$4,476,550	\$0	\$1,595,042	\$1,845,612	\$3,004,958	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
CONCEPT PROPOSAL
Fiscal Year 2015-16**

AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET

Yosemite Apartments	Costs				Funding Sources					
	Residential Rental Component Costs	Home Ownership Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD/R Loan	AHSC Program HRI Grant	SF MOHCD Existing CHRLP Loans	SFMOHCD Loan	Seller Carryback Loan	Deferred Developer Fee
DEVELOPER COSTS										
Developer Fee/Overhead/Profit	\$1,926,829		\$73,171	\$2,000,000						\$1,000,000
Consultant/Processing Agent				\$0						
Project Administration				\$0						
Syndicator Consultant Fees				\$0						
Guarantee Fees				\$0						
Broker Fees Paid to Related Party				\$0						
Construction Oversight & Mgmt.				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Total Developer Costs	\$1,926,829	\$0	\$73,171	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
TOTAL DEVELOPMENT COST	\$21,322,768	\$0	\$603,953	\$21,926,721	\$4,476,550	\$0	\$1,595,042	\$1,845,612	\$3,004,958	\$1,000,000
New Construction cost per Sq. Ft.	\$0									
Total Development cost per Sq. Ft.	\$1,075									
Homeownership Units)										
Total Anticipated Net Profit		\$0								
Total Square Footage for All New	20394									
Total Square Footage for Total	20394									

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 total soft costs in this budget is
2. 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 (Cell I133). The total environmental remediation c
3. 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 total impact fee cost in this budget is

LP Equity (LIHTC+HTC)	SOURCES TOTAL	Comments
\$0	\$690,000	Comm/Res'l Proration based on sq ft
\$0	\$0	
\$150,000	\$150,000	Comm/Res'l Proration based on sq ft
\$0	\$0	
\$150,000	\$840,000	
\$0	\$3,910,000	Comm/Res'l Proration based on sq ft
\$0	\$0	
\$150,000	\$4,750,000	
\$200,000	\$200,000	Comm/Res'l Proration based on sq ft
\$0	\$0	
\$0	\$0	
\$2,107,657	\$8,429,819	Comm/Res'l Proration based on const est
\$471,157	\$471,157	Comm/Res'l Proration based on sq ft
\$189,467	\$189,467	Comm/Res'l Proration based on sq ft
\$189,467	\$189,467	Comm/Res'l Proration based on sq ft
\$60,629	\$60,629	Comm/Res'l Proration based on sq ft
\$75,787	\$75,787	Comm/Res'l Proration based on sq ft
\$3,294,164	\$9,616,326	
\$544,480	\$544,480	Residential only
\$0	\$0	
\$544,480	\$544,480	
	\$0	
	\$0	
	\$0	
	\$0	
	\$0	
	\$0	
	\$0	
	\$0	
\$0	\$0	
\$762,196	\$762,196	Comm/Res'l Proration based on sq ft
\$190,549	\$190,549	Comm/Res'l Proration based on sq ft
\$952,745	\$952,745	

LP Equity (LIHTC+HTC)	SOURCES TOTAL	Comments
\$154,229	\$154,229	Comm/Res'l Proration based on sq ft
\$0	\$0	
\$154,229	\$154,229	
\$1,440,199	\$1,440,199	Comm/Res'l Proration based on sq ft
\$363,195	\$363,195	Comm/Res'l Proration based on sq ft
\$1,803,394	\$1,803,394	
\$618,229	\$618,229	Bond financng is commercial only
\$95,709	\$95,709	Bond financng is commercial only
\$0	\$0	
\$0	\$0	
\$36,000	\$36,000	Bond financng is commercial only
\$0	\$0	
\$0	\$0	
\$250,000	\$250,000	Comm/Res'l Proration based on sq ft
\$20,000	\$20,000	Comm/Res'l Proration based on sq ft
\$95,000	\$95,000	Comm/Res'l Proration based on sq ft
\$0	\$0	
\$0	\$0	
\$0	\$0	
\$1,114,938	\$1,114,938	
\$0	\$0	
\$0	\$0	
\$10,000	\$10,000	Comm/Res'l Proration based on sq ft
\$0	\$0	
\$0	\$0	
\$0	\$0	
\$0	\$0	
\$10,000	\$10,000	
\$35,000	\$35,000	Bond financng is commercial only
\$0	\$0	
\$65,000	\$65,000	Comm/Res'l Proration based on sq ft
\$5,000	\$5,000	
\$40,000	\$40,000	Residential only
\$0	\$0	
\$145,000	\$145,000	

LP Equity (LIHTC+HTC)	SOURCES TOTAL	Comments
\$154,767	\$154,767	Residential only
\$32,000	\$32,000	Residential only
\$0	\$0	
\$0	\$0	Residential only
\$62,500	\$62,500	
\$0	\$0	
\$249,267	\$249,267	
\$15,000	\$15,000	Comm/Res'l Proration based on sq ft
\$15,000	\$15,000	Comm/Res'l Proration based on sq ft
\$5,000	\$5,000	Comm/Res'l Proration based on sq ft
\$35,000	\$35,000	Comm/Res'l Proration based on sq ft
\$0	\$0	
\$0	\$0	
\$0	\$0	
\$0	\$0	
\$70,000	\$70,000	
\$21,493	\$21,493	Residential only
\$4,466	\$4,466	Residential only
\$200,000	\$200,000	Comm/Res'l Proration based on sq ft
\$0	\$0	
\$153,383	\$153,383	Residential only
\$0	\$0	
\$32,000	\$32,000	Residential only
\$22,000	\$22,000	Residential only
\$8,000	\$8,000	Residential only
\$75,000	\$75,000	Residential only
\$0	\$0	
\$0	\$0	
\$0	\$0	
\$0	\$0	
\$516,342	\$516,342	
\$9,004,559	\$19,926,721	

LP Equity (LIHTC+HTC)	SOURCES TOTAL	Comments
\$1,000,000	\$2,000,000	Comm/Res'l Proration based on sq ft
	\$0	
	\$0	
	\$0	
	\$0	
	\$0	
	\$0	
	\$0	
	\$0	
\$1,000,000	\$2,000,000	
\$10,004,559	\$21,926,721	

costs in this budget is

Rev. 1/29/16



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
CONCEPT PROPOSAL
Fiscal Year 2015-16**

AFFORDABLE HOUSING DEVELOPMENT (AHD-HO) BUDGET

Yosemite Apartments	Costs				Funding Sources					
	Residential Rental Component Costs	Home Ownership Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD/HO Grant	AHSC Program HRI Grant	Name	Name	Name	Name
ACQUISITION										
Lesser of Land Cost or Value				\$0						
Demolition				\$0						
Legal & Closing Costs				\$0						
Verifiable Carrying Costs				\$0						
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Improvements Cost				\$0						
Other: (specify)				\$0						
Total Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REHABILITATION										
Off-Site Improvements				\$0						
Environmental Remediation				\$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
RELOCATION										
Temporary Relocation				\$0						
Permanent Relocation				\$0						
Total Relocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NEW CONSTRUCTION										
Off-Site Improvements				\$0						
Environmental Remediation				\$0						
Site Work (hard costs)				\$0						
Structures (hard costs)				\$0						
General Requirements				\$0						
Contractor Overhead				\$0						
Contractor Profit				\$0						
General Liability Insurance				\$0						
Other: (specify)				\$0						
Total New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ARCHITECTURAL										
Design				\$0						
Supervision				\$0						
Total Architectural Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
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AFFORDABLE HOUSING DEVELOPMENT (AHD-HO) BUDGET

Yosemite Apartments	Costs				Funding Sources					
	Residential Rental Component Costs	Home Ownership Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD/HO Grant	AHSC Program HRI Grant	Name	Name	Name	Name
SURVEY & ENGINEERING										
Engineering				\$0						
ALTA Land Survey				\$0						
Total Survey & Engineering	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONTINGENCY COSTS										
Hard Cost Contingency				\$0						
Soft Cost Contingency				\$0						
Total Contingency Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION PERIOD EXPENSES										
Construction Loan Interest				\$0						
Origination Fee				\$0						
Credit Enhancement & App. Fee				\$0						
Owner Paid Bonds/Insurance				\$0						
Lender Inspection Fees				\$0						
Taxes During Construction				\$0						
Prevailing Wage Monitor				\$0						
Insurance During Construction				\$0						
Title and Recording Fees				\$0						
Construction Mgmt. & Testing				\$0						
Predevelopment Interest Exp.				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Total Construction Expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PERMANENT FINANCING EXPENSES										
Loan Origination Fee(s)				\$0						
Credit Enhancement & App. Fee				\$0						
Title and Recording				\$0						
Property Taxes				\$0						
Insurance				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Total Permanent Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LEGAL FEES										
Construction Lender Legal Expenses				\$0						
Permanent Lender Legal Fees				\$0						
Sponsor Legal Fees				\$0						
Organizational Legal Fees				\$0						
Syndication Legal Fees				\$0						
Other: (specify)				\$0						
Total Legal Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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AFFORDABLE HOUSING DEVELOPMENT (AHD-HO) BUDGET

Yosemite Apartments	Costs				Funding Sources					
	Residential Rental Component Costs	Home Ownership Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD/HO Grant	AHSC Program HRI Grant	Name	Name	Name	Name
CAPITALIZED RESERVES										
Operating Reserve				\$0						
Replacement Reserve				\$0						
Rent-Up Reserve				\$0						
Transition Reserve				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Total Capitalized Reserves	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REPORTS & STUDIES										
Appraisal(s)				\$0						
Market Study				\$0						
Physical Needs Assessment				\$0						
Environmental Studies				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Total Reports & Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER										
TCAC App./Alloc./Monitor Fees				\$0						
CDLAC Fees				\$0						
Local Permit Fees				\$0						
Local Development Impact Fees				\$0						
Other Costs of Bond Issuance				\$0						
Syndicator / Investor Fees & Expenses				\$0						
Furnishings				\$0						
Final Cost Audit Expense				\$0						
Marketing				\$0						
Financial Consulting				\$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
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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AFFORDABLE HOUSING DEVELOPMENT (AHD-HO) BUDGET

Yosemite Apartments	Costs				Funding Sources					
	Residential Rental Component Costs	Home Ownership Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD/HO Grant	AHSC Program HRI Grant	Name	Name	Name	Name
DEVELOPER COSTS										
Developer Fee/Overhead/Profit				\$0						
Consultant/Processing Agent				\$0						
Project Administration				\$0						
Syndicator Consultant Fees				\$0						
Guarantee Fees				\$0						
Broker Fees Paid to Related Party				\$0						
Construction Oversight & Mgmt.				\$0						
Other: (specify)				\$0						
Other: (specify)				\$0						
Total Developer Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL DEVELOPMENT COST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction cost per Sq. Ft.	#DIV/0!									
Total Development cost per Sq. Ft.	#DIV/0!									
Homeownership Units)										
Total Anticipated Net Profit		\$0								
Total Square Footage for All New										
Total Square Footage for Total										



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRA
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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET (Rental and/or Homeownership Projects)									
Yosemite Apartments	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-HRI Grant	Name	Name	Name	Name
SITE ACQUISITION (Not related to Parking)									
Site acquisition of the Capital Improvement Project, including easements and right of ways				\$0					
Other:				\$0					
Total Site Acquisition Costs (Not related to Parking)				\$0	\$0	\$0	\$0	\$0	\$0
SITE PREPARATION									
Clearing and Grubbing				\$0					
Demolition				\$0					
Excavation				\$0					
Grading (excluding grading for housing and mixed use structural improvements)				\$0					
Soil Stabilization (Lime, etc.)				\$0					
Erosion/Weed Control				\$0					
Dewatering				\$0					
Other:				\$0					
Other:				\$0					
Total Site Preparation Costs				\$0	\$0	\$0	\$0	\$0	\$0
UTILITIES									
Sanitary Sewer				\$0					
Potable Water				\$0					
Non-Potable Water				\$0					
Storm Drain				\$0					
Detention Basin/Culverts				\$0					
Joint Trench:				\$0					
Other:				\$0					
Total Site Utilities Costs				\$0	\$0	\$0	\$0	\$0	\$0



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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
 (Rental and/or Homeownership Projects)

Yosemite Apartments	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-HRI Grant	Name	Name	Name	Name
SURFACE IMPROVEMENTS									
Aggregate Base				\$0					
Asphalt Pavement				\$0					
Curb, Gutter, Sidewalk				\$0					
Street Lights				\$0					
Striping/Signage/Barricades				\$0					
Traffic Mitigation				\$0					
Other:				\$0					
Total Surface Improvements Costs				\$0	\$0	\$0	\$0	\$0	\$0
LANDSCAPE AND AMENITIES									
Parks:									
Irrigation				\$0					
Concrete Work				\$0					
Landscaping				\$0					
Tot Lot				\$0					
Playground Facilities				\$0					
Walking/Bike Path				\$0					
Drinking Fountains				\$0					
Structures				\$0					
Lighting				\$0					
Open Space				\$0					
Other:				\$0					
Total Landscape and Amenities Costs				\$0	\$0	\$0	\$0	\$0	\$0
ENVIRONMENTAL MITIGATION/REMEDIATION									
Wetland Mitigation				\$0					
Endangered Species				\$0					
Tree Mitigation				\$0					
Environmental Remediation				\$0					
Other:				\$0					



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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET (Rental and/or Homeownership Projects)									
Yosemite Apartments	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-HRI Grant	Name	Name	Name	Name
Total Mitigation/Remediation Costs				\$0	\$0	\$0	\$0	\$0	\$0
REPLACEMENT TRANSIT PARKING									
Residential Parking Structures				\$0					
Grading				\$0					
Foundation Work				\$0					
Site Work				\$0					
Other:				\$0					
Other:				\$0					
Total Replacement Parking Costs				\$0	\$0	\$0	\$0	\$0	\$0
Enter the Total Number Replacement Parking Spaces									
Cost Per Parking Space (Not to exceed \$40,000 per space)	#DIV/0!								
RESIDENTIAL PARKING									
Residential Parking Structures				\$0					
Grading				\$0					
Foundation Work				\$0					
Site Work				\$0					
Other:				\$0					
Other:				\$0					
Total Residential Parking Costs				\$0	\$0	\$0	\$0	\$0	\$0
Enter the Number of Eligible Parking Spaces (Not to exceed one parking space per residential unit)									
Cost Per Parking Space (Not to exceed \$40,000 per eligible space)	#DIV/0!								
TRANSIT									



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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET (Rental and/or Homeownership Projects)									
Yosemite Apartments	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-HRI Grant	Name	Name	Name	Name
Transit Facilities:									
Access Plazas				\$0					
Pathways				\$0					
Bus Shelters				\$0					
Transit Shelters				\$0					
Pedestrian Facilities				\$0					
Bicycle Facilities				\$0					
Other:				\$0					
Total Transit Costs				\$0	\$0	\$0	\$0	\$0	\$0
IMPACT FEES									
Impact fees are eligible for 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)				\$0					
Other:				\$0					
Other:				\$0					
Total Impact Fees				\$0	\$0	\$0	\$0	\$0	\$0
PLANNING COSTS									
Total Planning Implementation Costs				0					
Enter total requested grant amount									
Grant percentage for Planning Costs	#DIV/0!								
ENERGY EFFICIENCY									
Total Energy Efficiency Costs				0					
LOW-IMPACT DESIGN									
Total Low-Impact Design Costs				0					
URBAN GREENING									
Total Urban Greening Costs				0					
COSTS									
Engineering				\$0					
Design				\$0					
Overhead				\$0					



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRA
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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
 (Rental and/or Homeownership Projects)

Yosemite Apartments	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-HRI Grant	Name	Name	Name	Name
Contractor Fee				\$0					
Other:				\$0					
Total Soft Costs				\$0	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
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**HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
(Rental and/or Homeownership Projects)**

Yosemite Apartments	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-HRI Grant	Name	Name	Name	Name
OTHER CAPITAL ASSET COSTS									
Other:				\$0					
Other:				\$0					
Total Other Asset Costs				\$0	\$0	\$0	\$0	\$0	\$0
TOTAL HOUSING RELATED INFRASTRUCTURE PROJECT COSTS									
				\$0	\$0	\$0	\$0	\$0	\$0

1. Pursuant to Section 103(a)(2)(A)(iii), the total amount of eligible soft costs cannot exceed 10 percent of the total AHSC Program award.
2. 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 (Cell I133).
3. 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.

COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED

.M

Name	Name	Name
\$0	\$0	\$0

JM

Name	Name	Name
\$0	\$0	\$0
\$0	\$0	\$0

	Rev. 1/29/16
ATED INDUSTRY STANDARDS.	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

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Name of Project: Yosemite Apartments

READINESS: ENVIRONMENTAL CLEARANCES

AHD Capital Project		Is the Project approved "by-right"?	Categorically Exempt	Has a Negative Declaration been certified?	Has a Final EIR been certified?	Date of Authority to Use Grant Funds
All Environmental Clearances (CEQA and NEPA) necessary to begin construction are:	CEQA	N/A	YES	N/A	N/A	
	NEPA*					Not Applicable
<p align="center">In the box below, explain why any items are not required and include documentation, if applicable:</p> <p>The Yosemite Apartments project falls under Section 15301 EXISTING FACILITIES of the CEQA Guidelines for Class I Categorical Exemptions. It is an exempt project since the project can be described as "The operation, repair, maintenance, permitting, leasing, or licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time." The project will include interior and exterior alterations and will not include a change of use, which qualifies the project for</p> <p>* For NEPA only, provide a copy of the HUD 7015.16 "Authority To Use Grant Funds" or clarify the current status of the issuance of the HUD form.</p>						

HRI Capital Project		Is the Project approved "by-right"?	Categorically Exempt	Has a Negative Declaration been certified?	Has a Final EIR been certified?	Date of Authority to Use Grant Funds
All Environmental Clearances (CEQA and NEPA) necessary to begin construction are:	CEQA					
	NEPA*					
<p align="center">In the box below, explain why any items are not required and include documentation, if applicable:</p>						
<p>* For NEPA only, provide a copy of the HUD 7015.16 "Authority To Use Grant Funds" or clarify the current status of the issuance of the HUD form.</p>						



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READINESS: ENVIRONMENTAL CLEARANCES (continued)

STI Capital Project		Is the Project approved "by-right"?	Categorically Exempt	Has a Negative Declaration been certified?	Has a Final EIR been certified?	Date of Authority to Use Grant Funds
All Environmental Clearances (CEQA and NEPA) necessary to begin construction are:	CEQA	N/A	YES	N/A	N/A	
	NEPA*					
<p>In the box below, explain why any items are not required and include documentation, if applicable:</p> <p>CEQA Categorical Exemption has been obtained and is documented in SFMTA Resolutions. See the last page of the attachment called "Yosemite Apartments - STI's - proof of CEQA Exemption.pdf". This page notes the following: The Planning Department has issued a CEQA exemption or negative declaration..."</p> <p>* For NEPA only, provide a copy of the HUD 7015.16 "Authority To Use Grant Funds" or clarify the current status of the issuance of the HUD form.</p>						

TRA Capital Project		Is the Project approved "by-right"?	Categorically Exempt	Has a Negative Declaration been certified?	Has a Final EIR been certified?	Date of Authority to Use Grant Funds
All Environmental Clearances (CEQA and NEPA) necessary to begin construction are:	CEQA					
	NEPA*					
<p>In the box below, explain why any items are not required and include documentation, if applicable:</p> <p>* For NEPA only, provide a copy of the HUD 7015.16 "Authority To Use Grant Funds" or clarify the current status of the issuance of the HUD form.</p>						

Relevant Program Guideline Section References:

§ 106(4)(a)



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(4) Completion of all necessary environmental clearances including those required under the California Environmental Quality Act and if applicable, the National Environmental Policy Act, and all applicable time periods for filing appeals or lawsuits have lapsed.

(A) Applicants who submit evidence to demonstrate a Lead Agency has prepared a Negative Declaration or Mitigated Negative Declaration which is currently under review, or where the Project is eligible for a categorical exemption, will not be required to submit evidence of completion as stated in (4) above.



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READINESS: LAND USE APPROVALS

Provide a listing and status of all discretionary local land use approvals, excluding design review, required to complete each Capital Project that have been granted, submitted or to be applied for to the appropriate local agencies, or consistent with local planning documents.

NOTE: If necessary discretionary local land use approvals have NOT been completed at the time of submittal of the concept proposal, the applicant must provide a narrative in the optional Narrative space provided below to describe associated timeframes to ensure all required approvals will be secured by the full application submittal deadline, pursuant to Section 106(a)(5) of the Guidelines.

AHD Capital Project:		
Discretionary Approvals	Agency / Issuer	Status
N/A	N/A	N/A

DO NOT LIST DESIGN REVIEW ON THIS FORM

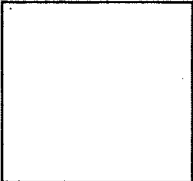
Narrative	The project involves the rehabilitation of an existing building and therefore does not require discretionary land use approvals. The rehabilitation will not alter the current land use or zoning in any way to require land use review or approvals.
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HRI Capital Project:		
Discretionary Approvals	Agency / Issuer	Status

DO NOT LIST DESIGN REVIEW ON THIS FORM

Narrative	
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Pursuant to Guidelines section 106(a)(15)(F), where approval by a local public works department, or other responsible local agency, is required for the Housing-Related Infrastructure Capital Project, the application must include a statement from that department indicating that the Housing-Related Infrastructure Capital Project is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that Department.





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READINESS: LAND USE APPROVALS (continued)

STI Capital Project:		
Discretionary Approvals	Agency / Issuer	Status
N/A	N/A	N/A

DO NOT LIST DESIGN REVIEW ON THIS FORM

Narrative	See attached letter.
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Pursuant to Guidelines section 106(a)(16)(A), where approval by a local public works department, or other responsible local agency, is required for the Project, the application must include a statement from that entity indicating that the Sustainable Transportation Infrastructure and/or Transportation-Related Amenities Capital Project(s) is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity.

Yes

TRA Capital Project:		
Discretionary Approvals	Agency / Issuer	Status

DO NOT LIST DESIGN REVIEW ON THIS FORM

Narrative	
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Pursuant to Guidelines section 106(a)(16)(A), where approval by a local public works department, or other responsible local agency, is required for the Project, the application must include a statement from that entity indicating that the Sustainable Transportation Infrastructure and/or Transportation-Related Amenities Capital Project(s) is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity.

Relevant Program Guideline Section References: §106(a)(5)

(5) Applications must demonstrate that all necessary discretionary local land use approvals, excluding design review, have been granted.



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READINESS: SITE CONTROL

To certify the Project is eligible for program review, applicant must chose from the dropdown menu "Yes", "No", or "N/A" certifying the validity of each statement (1-8). Please provide exhibits as requested for each proposed Capital Project.

NOTE: If any of the following statements are not currently secured at the time of submittal of the concept proposal, the applicant must provide a narrative in the space provided below to describe associated timeframes to demonstrate site control will be secured by the full application submittal deadline.

		AHD Capital Project	HRI Capital Project	STI Capital Project	TRA Capital Project
1	Fee title	YES		N/A	
2	A leasehold interest on the property with provisions that enable the lessee to make improvements on and encumber the property provided that the terms and conditions of any proposed lease shall permit, prior to grant funding, compliance with all Program requirements	N/A		N/A	
3	An enforceable option to purchase or lease which shall extend through the anticipated date of the Program award as specified in the Notice of Funding Availability	N/A		N/A	
4	An executed disposition and development agreement, right of way, or irrevocable offer of dedication to a Public Agency	N/A		N/A	
5	An executed encroachment permit for construction of improvements or facilities within the public right of way or on public land	N/A		N/A	
6	An executed agreement with a public agency that gives the Applicant exclusive rights to negotiate with that agency for the acquisition of the site provided that the major terms of the acquisition have been agreed to by both parties	N/A		N/A	
7	A land sales contract or other enforceable agreement for acquisition of the property	YES		N/A	
8	Other forms of site control that give the department equivalent assurance that the applicant or developer will be able to complete the Project and all housing designated in the application in a timely manner and in accordance with all the requirements of the Program	N/A		N/A	



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READINESS: SITE CONTROL (continued)

Narrative (if required)	For the AHD component, the current fee title holder is the Tenderloin Neighborhood Development Corporation (see attached Preliminary Title Report provided by Old Republic Title Company). TNDC has entered into a Purchase and Sale Agreement (also attached) with Turk Street, Inc. which will become the Managing General Partner of the to-be-formed tax credit limited partnership (owner) of the eventual AHD project. The sales price in the Purchase and Sale Agreement is based on a third-party appraisal (and included in the AHD-R budget), and the transaction will result in zero cash to TNDC. The only sources used for purchase of the existing AHD project is assumption of existing City of SF loans and seller carryback financing, and the sum of those sources is equal to the purchase prices. The sale at appraised value, coupled with seller carryback financing, is designed to maximized 4% tax credit equity and reduce the need for other local or state resources. (See attached Seller Carryback Commitment Letter in the Enforceable Funding Commitments attachments section of
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Relevant Program Guideline Section References: §106(a)(7)
 (7) The applicant or Developer of the Project must have Site Control sufficient to ensure the timely commencement of the Project as determined by the Department.

READINESS: MILESTONES

Please provide the actual or anticipated completion date for the following performance milestones for each applicable Capital Project. If a milestone is not applicable to a Capital Project, please enter "N/A"

Note: It is acknowledged that some of the following milestones may have already been achieved. For those milestones which have previously been met, please enter the month and year completed. For those milestones not yet completed, please provide a projected completion date (MM/YY) for each of the applicable items below. If not applicable to the specific Capital Project, please indicate "NA" below.

Capital Project Milestone Schedule				
Performance Milestone	AHD Capital Project	HRI Capital Project	STI Capital Project	TRA Capital Project
Executed binding agreement between the Recipient and developer of the proposed Capital Project detailing the terms and conditions of the Capital Project development.	N/A		N/A	
Site Control of Capital Project site(s) by proposed developer(s).	3/1/2016		N/A	
Completion of all necessary environmental clearances, including those required under CEQA and NEPA.	N/A		9/19/2014	
Obtaining all necessary and discretionary public land use approvals.	N/A		N/A	
Obtaining all enforceable funding commitments for all construction period financing.	6/1/2016		N/A	



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READINESS: MILESTONES (continued)				
Performance Milestone	AHD Capital Project	HRI Capital Project	STI Capital Project	TRA Capital Project
For Housing-Related Infrastructure Capital Projects, all enforceable funding commitments obtained for at least the first phase of the supported housing development.	N/A		5/31/2016	
For Affordable Housing Development Capital Projects, obtaining enforceable commitments for all construction/permanent financing including substantially final construction/permanent loan documents, and Tax Credit syndication documents for remaining phases of the Project.	12/1/2017		NA	
Submission of Final Construction Drawings and Specifications to the appropriate local building department or permitting authority.	5/1/2017		6/30/2017	
Commencement of construction.	2/1/2018		1/1/2018	
Construction complete and the filing of the Notice of Completion.	2/1/2019		6/30/2018	
Program funds fully disbursed.	11/1/2019		12/31/2018	

Relevant Program Guideline Section References: §111(a) - (d)



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

CONCEPT PROPOSAL

Fiscal Year 2015-16

- (a) Recipients shall begin construction of the housing units to be developed in the Affordable Housing Development that is a Capital Project and the housing designated in the application within the time set forth in the Standard Agreement but not more than two (2) years from the date of the AHSC Program award.
- (b) The housing units to be developed in the Affordable Housing Development that is a Capital Project and the housing designated in the application must be completed, as evidenced by receipt of a certificate of occupancy, within the period of time set forth in the Standard Agreement, but not more than five (5) years from the date of the AHSC Program award.
- (c) AHSC Program funds must be disbursed in accordance with deadlines specified in the Standard Agreement; and in no event later than the following disbursement deadlines:

**Figure 12
TENTATIVE Performance Milestone Dates**

NOFA Date	Disbursement Deadline	Standard Agreement Executed	Disbursement Agreement Executed
January 2015	June 30, 2021	September 2018	September 2018

(d) Recipients may receive a maximum of at least fifty (50) percent of the total project cost.

Recipient has disbursed at



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (A CONCEPT PROPOSAL Fiscal Year 2015-16

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET

#REF1	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-STI Grant	Name	Name	Name	Name
PRELIMINARY ENGINEERING									
PA&ED (Environmental)				\$0					
PS&E (Plan Specification and Estimates)	\$3	EACH	\$20,068	\$60,204	\$60,204				
Other:				\$0					
Total Preliminary Engineering				\$60,204	\$60,204	\$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)				\$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
UTILITIES									
Sanitary Sewer				\$0					
Irrigation				\$0					
Storm Drain				\$0					
Detention Basin/Culverts				\$0					
Other: Water/Hydrants & Overhead Contact Sys	\$3	EACH	\$85,000	\$255,000	\$255,000				



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (A CONCEPT PROPOSAL Fiscal Year 2015-16

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET

#REFI	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-STI Grant	Name	Name	Name	Name
Total Site Utilities Costs				\$255,000	\$255,000	\$0	\$0	\$0	\$0



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (A CONCEPT PROPOSAL Fiscal Year 2015-16

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET									
#REF1	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-STI Grant	Name	Name	Name	Name
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	\$3	LUMP	\$65,581	\$196,743	\$196,743				
Construction Management and Support	\$1	EACH	\$67,806	\$67,806	\$67,806				
Other:				\$0					
Other:				\$0					
Other:				\$0					
Total Complete Streets Construction				\$264,549	\$264,549	\$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
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE									
Street Furniture				\$0					
Bicycle Repair Kiosks				\$0					
Bicycle Storage or Parking				\$0					



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (A CONCEPT PROPOSAL Fiscal Year 2015-16

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET									
#REF1	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-STI Grant	Name	Name	Name	Name
Street Trees				\$0					
Landscaping				\$0					
Drinking Fountains				\$0					
Other:				\$0					
Other:									
Total Landscaping Costs				\$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				\$0	\$0	\$0	\$0	\$0	\$0
Enter total requested AHSC award amount									
Grant percentage for Impact Fees	#DIV/0!								
OTHER CAPITAL ASSET COSTS									
Other:				\$0					
Other:				\$0					
Total Other Asset Costs				\$0	\$0	\$0	\$0	\$0	\$0
TOTAL SUSTAINABLE TRANSPORTATION INFRASTRUCTURE PROJECT COSTS				\$579,753	\$579,753	\$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 A									
Budget for the three STIs (bulbouts) include costs for de- and re-energization of Muni overhead current system and public utilities valve adjustments.									

(HSC) PROGRAM

Name	Name	Name
\$0	\$0	\$0

(HSC) PROGRAM

Name	Name	Name
\$0	\$0	\$0
\$0	\$0	\$0
\$0	\$0	\$0
\$0	\$0	\$0
ACCEPTED INDUSTRY STANDARDS.		



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (A CONCEPT PROPOSAL Fiscal Year 2015-16

TRANSPORTATION-RELATED AMENITIES (TRA) BUDGET

Yosemite Apartments	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-TRA Grant	Name	Name	Name	Name
PRELIMINARY ENGINEERING									
PA&ED (Environmental)				\$0					
PS&E (Plan Specification and Estimates)				\$0					
Other:				\$0					
Total Preliminary Engineering				\$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)				\$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
UTILITIES									
Sanitary Sewer				\$0					
Irrigation				\$0					
Storm Drain				\$0					
Detention Basin/Culverts				\$0					
Other:				\$0					



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (A CONCEPT PROPOSAL Fiscal Year 2015-16

TRANSPORTATION-RELATED AMENITIES (TRA) BUDGET

	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-TRA Grant	Name	Name	Name	Name
Yosemite Apartments									
Total Site Utilities Costs				\$0	\$0	\$0	\$0	\$0	\$0



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (A CONCEPT PROPOSAL Fiscal Year 2015-16

TRANSPORTATION-RELATED AMENITIES (TRA) BUDGET									
Yosemite Apartments	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-TRA Grant	Name	Name	Name	Name
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					
Total Complete Streets Construction				\$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
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE									
Street Furniture				\$0					
Bicycle Repair Kiosks				\$0					
Bicycle Storage or Parking				\$0					



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (A)
 CONCEPT PROPOSAL
 Fiscal Year 2015-16

TRANSPORTATION-RELATED AMENITIES (TRA) BUDGET									
Yosemite Apartments	COSTS				FUNDING SOURCES				
	QUANTITY	UNIT TYPE	UNIT PRICE	TOTAL AMOUNT	AHSC Program-TRA Grant	Name	Name	Name	Name
Street Trees				\$0					
Landscaping				\$0					
Drinking Fountains				\$0					
Other:				\$0					
Other:				\$0					
Total Landscaping Costs				\$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				\$0	\$0	\$0	\$0	\$0	\$0
Enter total requested AHSC award amount									
Grant percentage for Impact Fees	#DIV/0!								
OTHER CAPITAL ASSET COSTS									
Other:				\$0					
Other:				\$0					
Total Other Asset Costs				\$0	\$0	\$0	\$0	\$0	\$0
TOTAL TRANSPORTATION-RELATED AMENITIES PROJECT COSTS				\$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 A									

(HSC) PROGRAM

		Name	Name	Name
	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0

HSC) PROGRAM

Name	Name	Name
\$0	\$0	\$0

HSC) PROGRAM

Name	Name	Name
\$0	\$0	\$0
\$0	\$0	\$0
\$0	\$0	\$0
\$0	\$0	\$0
ACCEPTED INDUSTRY STANDARDS.		



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
CONCEPT PROPOSAL
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**PROGRAM (PGM) BUDGET
ACTIVE TRANSPORTATION PROGRAM**

Yosemite Apartments	COSTS			FUNDING SOURCES					
	QUANTITY / HOURS	UNIT PRICE	TOTAL COST	AHSC Program PGM Grant	Name	Name	Name	Name	Name
STAFF COSTS									
Direct Costs									
Party 1: Tenderloin SafePassage	120	\$100	\$12,000	\$12,000					
			\$0						
			\$0						
			\$0						
Subtotal			\$12,000	\$12,000	\$0	\$0	\$0	\$0	\$0
Indirect Costs									
Other: (specify)									
Other: (specify)									
Other: (specify)									
Subtotal			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Staff Costs			\$12,000	\$12,000	\$0	\$0	\$0	\$0	\$0
OTHER COSTS									
Travel			\$0						
Equipment			\$0						
Supplies: paper, pens, handouts, activities	480	\$30	\$14,400	\$14,400					
Supplies: snacks and water for attendees	480	\$5	\$2,400	\$2,400					
Supplies (specify)			\$0						
Other: Public facility rental fee	24	\$300	\$7,200	\$7,200					
Other: (specify)			\$0						
Other: (specify)			\$0						
Other: (specify)			\$0						
Other: (specify)			\$0						
Other: (specify)			\$0						
Total Other Costs			\$24,000	\$24,000	\$0	\$0	\$0	\$0	\$0
TOTAL COSTS									
Total Program Costs			\$36,000	\$36,000	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
CONCEPT PROPOSAL
Fiscal Year 2015-16**

**PROGRAM (PGM) BUDGET
TRANSIT RIDERSHIP PROGRAM**

#REFI	COSTS			FUNDING SOURCES					
	QUANTITY / HOURS	UNIT PRICE	TOTAL COST	AHSC Program PGM Grant	Name	Name	Name	Name	Name
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
Indirect Costs									
Other: (specify)			\$0						
Other: (specify)			\$0						
Other: (specify)			\$0						
Subtotal			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Staff Costs			\$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
TOTAL COSTS									
Total Program Costs			\$0	\$0	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
CONCEPT PROPOSAL
Fiscal Year 2015-16**

PROGRAM (PGM) BUDGET

CRITERIA AIR POLLUTANT REDUCTION PROGRAM

#REF1	COSTS			FUNDING SOURCES					
	QUANTITY / HOURS	UNIT PRICE	TOTAL COST	AHSC Program PGM Grant	Name	Name	Name	Name	Name
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
Indirect Costs									
Other: (specify)									
Other: (specify)									
Other: (specify)									
Subtotal			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Staff Costs			\$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
TOTAL COSTS									
Total Program Costs			\$0	\$0	\$0	\$0	\$0	\$0	\$0



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
CONCEPT PROPOSAL
Fiscal Year 2015-16**

PROGRAM (PGM) BUDGET

**TOTAL PROGRAMS BUDGET
(Active Transportation + Transit Ridership + Criteria Air Pollutants Reduction Programs)**

#REF1	COSTS			FUNDING SOURCES					
	QUANTITY / HOURS	UNIT PRICE	TOTAL COST	AHSC Program PGM Grant	Name	Name	Name	Name	Name
STAFF COSTS									
Total Staff Costs			\$12,000	\$12,000	\$0	\$0	\$0	\$0	\$0
OTHER COSTS									
Total Other Costs			\$24,000	\$24,000	\$0	\$0	\$0	\$0	\$0
TOTAL COSTS									
Total Program Costs			\$36,000	\$36,000	\$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 for the purchase of land or the construction of a building.

(2) Pursuant to Section 103(c)(4), ongoing operational costs beyond the term of the grant (3 years) for Program Costs.



Name	Name
\$0	\$0
\$0	\$0
\$0	\$0

cost is incurred prior to AHSC Program award.

Rev. 1/29/16



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

CONCEPT PROPOSAL

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Enforceable Funding Commitment Summary

TOTAL	\$17,450,170	\$0
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Table 3: Deferred Costs

For each eligible use, list all deferred costs.

Eligible Use	Deferred Cost	AS SUBMITTED BY APPLICANT		For HCD Use Only AS VERIFIED BY REVIEWER	
		Amount		Amount	
AHD-R	Deferred Developer Fee	\$1,000,000			
TOTAL		\$1,000,000		\$0	

EFC Calculation

Demonstration of the level of Enforceable Funding Commitments (EFCs) calculated as follows:

$$\frac{\text{AHSC funds requested} + \text{EFCs} - \text{Deferred Costs}}{\text{Total Development Cost} - \text{Deferred Costs}}$$

	AS SUBMITTED BY APPLICANT	AS VERIFIED BY REVIEWER
AHSC funds requested	\$5,092,303	\$5,092,303
EFCs	\$17,450,170	\$0
Deferred Costs	\$1,000,000	\$0
Total Development Costs	\$22,542,474	\$22,542,474



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

CONCEPT PROPOSAL

Fiscal Year 2015-16

Enforceable Funding Commitment Summary

EFC Calculation:



WHAT IS AN ENFORCEABLE FUNDING COMMITMENT?

Pursuant to the Guidelines definition in Appendix A (pg. A-3), an "Enforceable Funding Commitment" means permanent commitments, including but not limited to the following:

(1) Low-income housing tax credit equity contributions (without the necessity of a tax credit reservation letter) and tax-exempt bonds in connection with four (4) percent low-income housing tax credits, AHSC Program funds, funding previously issued by the Department simultaneously with the commitment of AHSC Program funds will be considered committed in this calculation.

(2) Funds conditionally reserved under the following programs shall be accepted as funding commitments: the Department of Housing and Urban Development's (HUD) Supportive Housing Program (SHP), HOME Investment Partnerships Program (HOME), Community Development Block Grant Program (CDBG), and the California Department of Mental Health's Mental Health Services Act (MHSA) Program.

(3) A land donation in fee for no other consideration that is supported by an appraisal or purchase/sale agreement ("Land Donation") or a local fee waiver resulting in quantifiable cost savings for the Project where those fees are not otherwise required by federal or state law ("Local Fee Waiver") may be considered a funding commitment. The value of the Land Donation will be the greater of either the original purchase price or the current appraised value as supported by an independent third party appraisal prepared by a MAI-qualified appraiser within one year of the application deadline. A funding commitment in the form of a Local Fee Waiver must be supported by written documentation from the local Public Agency.

(4) Owner equity contributions or developer funds. Such contributions or funds shall not be subsequently substituted with a different funding source or forgone if committed in the application, except that a substitution may be made for up to 50% of deferred developer fee. The Department may require the applicant to evidence the availability of the proposed amount of owner equity or developer funds.

(5) Funds for transportation projects which are programmed for allocation and expenditure in the applicable capital improvement plan consistent with the terms and timeframes of the Standard Agreement.



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

CONCEPT PROPOSAL

Fiscal Year 2015-16

Enforceable Funding Commitment Summary

WHAT IS AN ACCEPTABLE ENFORCEABLE COMMITMENT LETTER?

In order for a letter to be deemed complete and acceptable as enforceable, financing

1. Name of the applicant (borrower or recipient of funds).
2. The project name (if any).
3. The project site address, assessor's parcel number, or legal description; and
4. The amount, interest rate (if applicable), and terms of the financing being committed.

The letter may be conditioned on certain standard underwriting criteria, such as appraisal,

On the form below, the applicant should identify for each Eligible Use (AHD-R, AHD-HO, HRI, STI, TRA and PGM) the project permanent financing funding commitments which are supported by the associated source documents. Be sure that the amounts in the letters match the amounts reported for each funding source in the included budgets, as appropriate.

Upload the commitment letters to FAAST and name them "EFC -xxx Letter #" where xxx is either AHD-R, AHD-HO, HRI, STI, TRA, or PGM, depending on the Eligible Use

	Eligible Use:	AHD-R	
Commitment #1	Type:	Existing Residual Receipts Loans	
	Funding Source:	SF MOH Existing CHRLP Loans	
	Amount:	\$1,595,042	Date of Letter: 3/15/16
	Comment:	MOHCD provided one letter to commitment #1 and commitment #2	
	Eligible Use:	AHD-R	
Commitment #2	Type:	New Residual Receipts Loan	
	Funding Source:	SF MOH Loan	
	Amount:	\$1,845,612	Date of Letter: 3/15/16
	Comment:	MOHCD provided one letter to commitment #1 and commitment #2	
	Eligible Use:	AHD-R	
Commitment #3	Type:	Seller Residual Receipts Financing	
	Funding Source:	Seller Carryback Loan	
	Amount:	\$3,004,958	Date of Letter: 3/15/16
	Comment:		



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

CONCEPT PROPOSAL

Fiscal Year 2015-16

Enforceable Funding Commitment Summary

	Eligible Use:	AHD-R	
Commitment #4	Type:	Other:	
	Funding Source:	LP Equity LIHTC	
	Amount:	\$7,010,554	Date of Letter: 3/15/16
	Comment:	CHPC provided one letter for commitment #4 and commitment #5	
	Eligible Use:	AHD-R	
Commitment #5	Type:	Other:	
	Funding Source:	LP Equity Historic Tax Credits	
	Amount:	\$2,994,004	Date of Letter: 3/15/16
	Comment:	CHPC provided one letter for commitment #4 and commitment #5	
	Eligible Use:		
Commitment #6	Type:	Other:	
	Funding Source:		
	Amount:	Date of Letter:	
	Comment:		
	Eligible Use:		
Commitment #7	Type:	Other:	
	Funding Source:		
	Amount:	Date of Letter:	
	Comment:		
	Eligible Use:		
Commitment #8	Type:	Other:	
	Funding Source:		
	Amount:	Date of Letter:	
	Comment:		
	Eligible Use:		
Commitment #9	Type:	Other:	
	Funding Source:		
	Amount:	Date of Letter:	
	Comment:		



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

CONCEPT PROPOSAL

Fiscal Year 2015-16

Enforceable Funding Commitment Summary

	Eligible Use:	
Commitment #10	Type:	Other:
	Funding Source:	
	Amount:	Date of Letter:
	Comment:	
	Eligible Use:	
Commitment #11	Type:	Other:
	Funding Source:	
	Amount:	Date of Letter:
	Comment:	
	Eligible Use:	
Commitment #12	Type:	Other:
	Funding Source:	
	Amount:	Date of Letter:
	Comment:	
	Eligible Use:	
Commitment #13	Type:	Other:
	Funding Source:	
	Amount:	Date of Letter:
	Comment:	
	Eligible Use:	
Commitment #14	Type:	Other:
	Funding Source:	
	Amount:	Date of Letter:
	Comment:	
	Eligible Use:	
Commitment #15	Type:	Other:
	Funding Source:	
	Amount:	Date of Letter:
	Comment:	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

CONCEPT PROPOSAL

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Sections 102-106 of the **Program** guidelines have been included, for reference.

Section 102. Eligible Projects

The AHSC Program is designed to implement GHG emissions reductions through fewer or shorter vehicle trips. The AHSC Program will fund integrated land use and transportation projects supporting low-carbon transportation options. Promoting mode shift to low-carbon transportation will require strategies that link residential areas, major employment centers and other key destinations to accessible, reliable, affordable, safe and comfortable transit and active transportation options.

- (a) All applicants will be required to define a **Project Area**. The **Project Area** is the area which encompasses transit, housing and destinations and is the area in which AHSC Program funds will be invested. Each **Project Area** must:
- (1) be a contiguous area included within a distinct planning area in a local or regional planning document(s) or transit service area;
 - (2) include at least one **Transit Station/Stop** consistent with the requirements set forth in (c) or (d) below; and
 - (3) be of a defined size consistent with one of the following:
 - (A) For **Project Areas** with fixed transit routes, the defined **Project Area** may not exceed a one (1) mile radius from the identified **Transit Station/Stop**.
 - (B) For **Project Areas** with **Flexible Transit Service** routes, the defined **Project Area** must be defined based on the identified service area of the transit line or route.
 - (C) For **Project Areas** which include a **Transit Corridor** or bicycle network or both, the defined **Project Area** must be identified in a plan, i.e. general plan, bicycle master plan or transit corridor implementation plan.
- (b) The AHSC Program includes three eligible **Project Area** types as defined below:
- (1) **Transit Oriented Development (TOD) Project Areas**,
 - (2) **Integrated Connectivity Project (ICP) Project Areas**, and
 - (3) **Rural Innovation Project Areas (RIPA)**.

A **Transit Oriented Development (TOD) Project Area** must demonstrate VMT reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking by integrating **High Quality Transit** systems and key destinations including residential/mixed-uses, with an emphasis on affordable housing development and **Disadvantaged Community** benefits within a neighborhood, district or corridor. Examples of TOD typologies are described in Appendix G.

An **Integrated Connectivity Project (ICP) Project Area** must demonstrate VMT reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking **High Quality Transit**, with an emphasis on providing **Disadvantaged**

Community benefits. Project Areas that include High Quality Transit are ineligible to apply as an ICP Project Area.

A Rural Innovation Project Area (RIPA) must demonstrate VMT reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking High Quality Transit within a Rural Area.

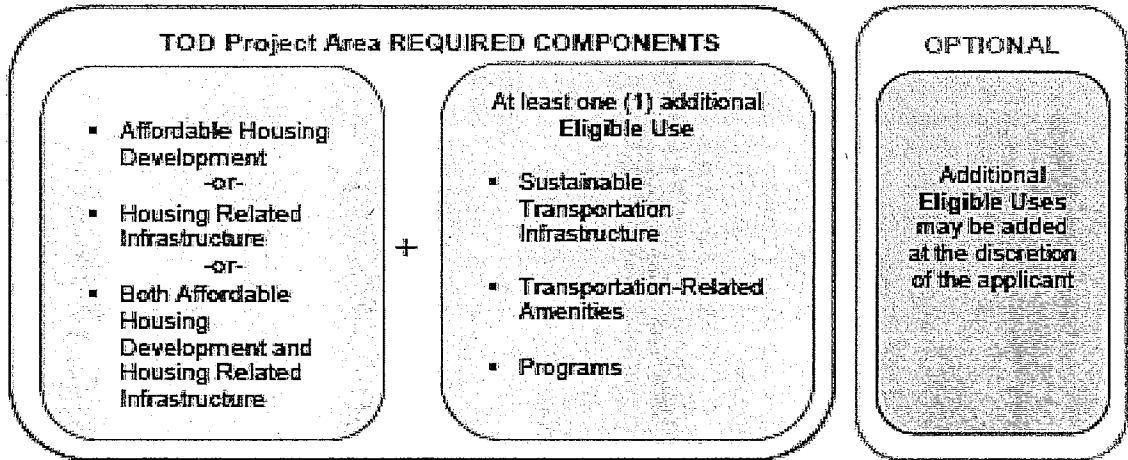
(c) TOD Project Areas must demonstrate ALL of the following:

- (1) include at least one (1) Transit Station/Stop served by High Quality Transit at the time of application submittal;
- (2) include an Affordable Housing Development located no further than one-half (1/2) mile from a Transit Station/Stop served by High Quality Transit. While the TOD Project Area must include an Affordable Housing Development, it may be funded from sources other than the AHSC Program but must meet the requirements of Section 103 (a)(1)(A) through (C);
AND
- (3) include one (1) Eligible Use, combined as one of the following:

TOD Project Area Key Definitions
(From Appendix A)

Transit Station/Stop means a designated location at which the various Qualifying Transit service(s) drop-off and pick-up occurs.

High Quality Transit means a Qualifying Transit line with high frequencies and permanent infrastructure demonstrated by: 1) Peak Period headway frequency of every 15 minutes or less and service seven days a week and 2) operation on a roadway or be a Bus Rapid Transit (BRT) service that either fully or partially operates on a dedicated bus-only lane, or uses High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes.



(d) ICP Project Areas must meet all of the following:

- (1) include at least one (1) Transit Station/Stop;
- (2) be served by at least one (1) mode of Qualifying Transit that does not meet the requirements of High Quality Transit at the time of application submittal;

AND

- (3) Include Capital Projects or Program Costs as follows:

ICP/RIPA Project Area Key Definitions
(From Appendix A)

Qualifying Transit means a transit line serving the public that is operated by the following: (1) Directly operated by a public entity; (2) Operated by a public entity via a contract for purchased transportation service with a private or non-profit provider; or (3) Operated by a private or non-profit entity as a grant recipient or sub-recipient from a public entity. Qualifying Transit for the purpose of the Program includes various forms of fixed transit service (Rail Service and Bus Service) and Florida Transit Service. A Qualifying Transit line requires service that departs two (2) or more times during Peak Hours as determined by the transit operator. Flexible Transit is exempt from these Peak Hours requirements.



If the ICP Project Area application proposes to fund an Affordable Housing Development with AHSC Program funds, that housing must be located within a ½ mile of a Transit Station/Stop.

(e) RIPAs must meet all of the requirements detailed in Section 102(d) above for an ICP Project Area and must be located within a Rural Area.

Section 103. Eligible Costs

The AHSC Program funds Capital Projects or eligible Program Costs within TOD, ICP and RIPA Project Areas consistent with the requirements of Section 102(c), (d) and (e) as follows:

Figure 2	
Eligible Capital Projects and Program Costs	
Eligible Capital Projects	
<ul style="list-style-type: none">▪ Affordable Housing Development▪ Housing-Related Infrastructure▪ Sustainable Transportation Infrastructure▪ Transportation-Related Amenities	
Eligible Program Costs	
<ul style="list-style-type: none">▪ Active Transportation Programs▪ Transit Ridership Programs▪ Criteria Air Pollutant Reduction Programs	

Examples of eligible costs within each category of eligible Capital Projects and Program Costs are identified in Appendix B.

(a) Capital Projects

(1) Affordable Housing Development Capital Projects

(A) Affordable Housing Development Capital Projects must:

- (i) consist of one or more of the following:
 - New construction
 - Acquisition and **Substantial Rehabilitation** (including preservation of affordable housing at-risk of conversion to market rate)
 - Conversion of one or more nonresidential structures to residential dwelling units;
- (ii) be located within one-half (1/2) mile from a **Transit Station/Stop** that meets the **Project Area** transit requirements as defined in Section 102(c) or (d). The one-half (1/2) mile is to be measured from the nearest boarding point of the **Transit Station/Stop** to the entrance of the residential structure in the **Affordable Housing Development** furthest from the **Transit Station/Stop** along a walkable route. The walkable route, after completion of the proposed Project, shall be free of negative environmental conditions that deter pedestrian circulation such as barriers, stretches without sidewalks or walking paths, noisy vehicular tunnels, streets, arterials or highways without regulated crossings that facilitate pedestrian movement, or stretches without lighted streets;

- (iii) include at least 20 percent of the total residential units as Affordable Units; and
- (iv) have a minimum Net Density, upon completion of the Affordable Housing Development, not less than that shown on the following table:

Figure 3		
Project Location*	MINIMUM NET DENSITY REQUIREMENTS	
	Residential only Projects	Mixed-Use Projects (Floor Area Ratio)
Urban	30 units per acre	>2.0
Suburban	20 units per acre	>1.5
Non-Metropolitan	15 units per acre	>.75

*Refer to Appendix C for definitions of Project Location designations and applicable Net Density requirements

- (1) Mixed-use Affordable Housing Developments may demonstrate consistency with the Net Density requirements through either the unit per acre or Floor Area Ratio (FAR) requirements detailed in Figure 3 above.
 - (2) Acquisition and Substantial Rehabilitation (including preservation of affordable housing at-risk of conversion to market rate) are exempt from the above minimum density requirements but shall not result in fewer units or lower percentage of total affordability than currently except where reductions in unit count are required to meet building code requirements.
- (v) must supply at least one (1) Secure Overnight Bicycle Parking spot for every two units, that is not publicly accessible and is completely enclosed. Bicycle parking at the Affordable Housing Development will be considered an eligible cost but may not be used to meet required Project Area components for TOD or ICP/RIPA Project Areas as outlined in Section 1D2.

(B) Affordable Housing Development Capital Projects may:

- (i) include residential units that are rental or owner-occupied, or a combination of both;
- (ii) consist of scattered sites with different ownership entities, within the boundaries of a discrete Project Area, as long as the sites are developed together as part of a common development scheme adopted

approved or required by a Public Agency; or

(iii) include nonresidential uses that are compatible under local zoning.

(C) Eligible costs for Affordable Housing Development Capital Projects are limited to:¹

- (i) Costs for a housing development, as specified in 25 CCR Section 7304 (a) and (b).
- (ii) Energy Efficiency, Low Impact Design, Renewable Energy or Urban Greening improvements.
- (iii) Soft costs such as those incidentally but directly related to construction, acquisition, or other pre-development components including, but not limited to, planning, engineering, construction management, architectural, and other design work, required mitigation expenses, appraisals, legal expenses, site acquisitions, and necessary easements. Soft costs shall not exceed 10 percent of total AHSC Program award.

(2) Housing-Related Infrastructure Capital Projects

(A) Eligible costs for Housing-Related Infrastructure Capital Projects are limited to:¹

- (i) Capital improvements required by a Locality, transit agency, or special district as a condition to the approval of the Affordable Housing Development.
- (ii) Energy Efficiency, Low Impact Design, Renewable Energy or Urban Greening improvements.
- (iii) Soft costs such as those incidentally but directly related to construction, acquisition, or other pre-development components including, but not limited to, planning, engineering, construction management, architectural, and other design work, required mitigation expenses, appraisals, legal expenses, site acquisitions, and necessary easements. Soft costs shall not exceed 10 percent of total AHSC Program award.
- (iv) The minimum residential per unit parking spaces in parking structures as required for the Project by a Locality based on the following:

¹ All eligible costs must be reasonable compared to similar capital activities of modest and necessary design.

**Figure 4
Allowable Structured Parking Costs**

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

* Total number of units / Total number of required parking spaces

Note: The Council intends to decrease funds available for traditional parking spaces (excluding parking spaces dedicated for car share, electric vehicle charging stations, zero emission vehicles (ZEVs) or ADA accessible parking) in subsequent rounds of funding with the goal of eliminating funds for this use entirely.

- (v) Required environmental remediation necessary for the capital project where the cost of the remediation does not exceed 50 percent of AHSC Program grant funds.
- (vi) Real property acquisition of the Housing-Related Infrastructure project site and associated fees and costs, not including real estate commissions for purchase or acquisition.
- (vii) Impact fees required by local ordinance are eligible for funding only if used for the identified eligible Capital Project not to exceed 15 percent of the AHSC Program award up to \$300,000.

(3) Sustainable Transportation Infrastructure Capital Projects (including Active Transportation and Transit Infrastructure)

(A) Eligible costs for Sustainable Transportation Infrastructure Capital Projects are limited to:²

- (i) Capital improvements that result in the improvement or addition of infrastructure that encourages mode-shift by enhancing: 1) public transit access; 2) pedestrian network; or 3) bicycle network (includes public bike-share programs) within the defined Project Area meeting the transit requirements detailed in Section 102 (c) or (d).
- (ii) Energy Efficiency, Low Impact Design, Renewable Energy or Urban Greening improvements.
- (iii) Impact fees required by local ordinance are eligible for funding only if used for the identified eligible Capital Project and do not exceed 15 percent of the AHSC Program award up to \$300,000.

² All eligible costs must be reasonable compared to similar capital activities of modest and necessary design.

- (iv) Soft costs such as those incidentally but directly related to construction, acquisition or project plans, specifications and estimates including, but not limited to, planning, engineering, construction management, architectural, and other design work, environmental impact reports and assessments, appraisals, legal expenses, site acquisitions, and necessary easements. Soft costs shall not exceed 30 percent of total AHSC Program award.
- (v) Activity Delivery Costs that are associated with the implementation of the Capital Project not to exceed 10 percent of the costs associated with the Capital Project.
- (vi) Other Capital Project costs required as a condition of local approval for the Capital Project, as approved by the Department.

(4) Transportation-Related Amenities Capital Projects

- (A) Transportation-Related Amenities must be publically accessible.
- (B) Eligible costs for Transportation-Related Amenities Capital Projects are limited to:³
 - (i) Capital improvements that are publicly accessible and provide supportive amenities to cyclists, pedestrians, and transit riders (i.e. bike parking, bus shelter, benches, street trees, etc.) within the defined Project Area meeting the transit requirements detailed in Section 102 (c) or (d).
 - (ii) Energy Efficiency, Low Impact Design or Urban Greening improvements.
 - (iii) Impact fees required by local ordinance are eligible for funding only if used for the identified eligible Capital Project and do not exceed 15 percent of the AHSC Program award up to \$300,000.
 - (iv) Soft costs such as those incidentally but directly related to construction, acquisition or project plans, specifications and estimates including, but not limited to, planning, engineering, construction management, architectural, and other design work, environmental impact reports and assessments, appraisals, legal expenses, site acquisitions, and necessary easements. Soft costs shall not exceed 10 percent of total AHSC Program award.
 - (v) Activity Delivery Costs that are associated with the implementation of the Capital Project not to exceed 10 percent of the costs associated with the Capital Project.

³ All eligible costs must be reasonable compared to similar capital activities of modest and necessary design.

(vii) Other Capital Project costs required as a condition of local approval for the Capital Project, as approved by the Department.

(b) Program Costs

(1) Program Costs include those costs typically associated with 1) program creation, or 2) expansion of existing programs to serve new populations or offer new program service and implementation. Eligible costs may include operational costs for programs for the term of the grant (3 years). Programs include education, outreach and training programs in the following three categories:

- (A) Active Transportation Programs;
- (B) Transit Ridership Programs; or
- (C) Criteria Air Pollutant Reduction Programs.

(c) Ineligible costs include all of the following:

- (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) Routine maintenance of transportation infrastructure (including transit fleet);
- (3) In lieu fees for local inclusionary housing programs;
- (4) Ongoing operational costs beyond the term of the grant (3 years) for Program Costs; and
- (5) Re-syndication of an existing Affordable Housing Development.

Section 104. Assistance Terms and Limits

- (a) The maximum AHSC Program loan or grant award, or combination thereof, for a TOD, ICP and RIPA Project Area is \$20 million with a minimum award of at least \$1 million for TOD Project Area applications and at least \$500,000 for ICP and RIPA Project Area applications.
- (b) A single Developer may receive no more than \$40 million per NOFA funding cycle.
- (c) The limitations set forth in (b) above may be waived by the Department if necessary to meet statutorily required Affordable Housing and Disadvantaged Community set-asides as detailed in Section 105(d)(3)(A) and (B).
- (d) For multi-phased developments, the amount of GHG reduction will be measured for the phase funded through the application for the specific NOFA funding cycle.
- (e) Loans for rental Affordable Housing Developments, or the rental portions of a Affordable Housing Development, are subject to the following terms:
 - (1) AHSC Program funds will be provided as a loan for permanent financing by the Department to the owner of the Affordable Housing Development, with the same terms as the Department's Multifamily Housing (MHP) Program financing as set forth in 25 CCR 7308.
 - (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.
 - (3) Where the Affordable Housing Development is receiving low-income housing tax credits, the Public Agency or Developer may provide AHSC Program grant funds to the limited partnership of the Affordable Housing Development in the form of a zero (0) percent, deferred payment loan, with a term of at least 55 years. The loan may be secured by a deed of trust which may be recorded with the local county recorder's office. Provided, however, the beneficiary of the loan shall not under any circumstances exercise any remedy, including, without limitation, foreclosure, under the deed of trust without the prior written consent of the Department, in its sole and absolute discretion. The loan may not be sold, assigned, assumed, conveyed or transferred to any third party without prior written Department approval in its sole and absolute discretion.
 - (4) For Affordable Housing Developments assisted by other Department funding programs, repayment of the loan between the Public Agency and the developer or Developer and the limited partnership shall be limited to (1) no repayments to the Public Agency or the Developer until the maturity date or (2) repayment only from "distributions" from the Affordable Housing Development within the meaning 25

CCR 8301(h). The Public Agency or the Developer shall be responsible for all aspects of establishing and servicing the loan. The provisions governing the loan shall be entirely consistent with these Guidelines and all documents required by the Department with respect to the use and disbursement of AHSC Program funds. All documents governing the loan between the Public Agency and the developer borrower or Developer and the limited partnership borrower shall contain all the terms and conditions set forth in this subdivision and shall be subject to the review and approval of the Department prior to making the loan.

(f) Grants shall be subject to the following terms:

- (1) The applicant must demonstrate that the grant does not result in a profit that exceeds the commercially reasonable range for other developments of similar size and level of risk.
- (2) If the Capital Project grant includes multiple phases or developments, all entitlements and construction funding commitments for the first phase must be received prior to disbursement.
- (3) AHSC Program grant funds will be disbursed as progress payments for eligible costs incurred after the AHSC Program award of funds.
- (4) For homeownership Affordable Housing Developments, AHSC Program assistance will be provided in the form of a grant from the Department to a Locality or Developer, to be used to provide a loan from the Locality or a Developer to a qualified first-time homebuyer in an identified homeownership Affordable Housing Development, in accordance with the provisions of the BEGIN Program as set forth in the BEGIN Guidelines issued by the Department, as amended April 21, 2009, except for the requirements for regulatory relief, set forth in Section 106 of those guidelines, and the application selection criteria set forth in Section 119.
- (5) For Housing-Related Infrastructure Capital Project grants:
 - (A) The total Housing-Related Infrastructure Capital Project grant amount is \$35,000 per residential unit in the proposed Affordable Housing Development, and \$50,000 per Restricted Unit.
 - (B) Conditions precedent to the first disbursement of AHSC Program funds shall include receipt of all required public agency entitlements and all construction funding commitments for the Affordable Housing Development supported by the Housing-Related Infrastructure Capital Project.
 - (C) Rental Affordable Housing Developments supported by the Housing-Related Infrastructure Capital Project shall be subject to a recorded covenant ensuring affordability for duration of at least 55 years.

Homeownership Affordable Housing Developments supported by the
Housing-Related Infrastructure Capital Project shall be subject to a

recorded covenant with a duration of at least 30 years that includes either a
resale restriction or equity sharing upon resale.

- (6) For Program Cost grants, the total grant amount for Program Costs within a
Project Area shall not exceed 30 percent of the funding request for the overall
Project up to \$500,000.

Article III. Application Procedures

Section 105. Eligible Applicants and Application Process

(a) Eligible Applicants

- (1) Eligible applicant entities shall include any of the following:
 - (A) A Locality, public housing authority, redevelopment successor agency, transit agency or transit operator, Regional Transportation Planning Agency (RTPA), local Transportation Commissions, Congestion Management Agencies, Joint Powers Authority (JPA), school district, facilities district, University or Community College District.
 - (B) A Developer or Program Operator.
- (2) Where a Public Agency has a real property interest in the proposed Project, the application will be required to either include the Public Agency as a joint applicant or otherwise include a commitment to enter into a contractual agreement to develop the Project, if it is awarded.
- (3) Joint applicants for the Project will be held jointly and severally liable for the completion of the Project.
 - (A) A recipient of Department funds must remain liable for performing all requirements of the award of funds as those requirements are set forth in the Standard Agreement. Where there are multiple recipients, all such recipients must remain jointly and severally liable to the Department for that performance. Notwithstanding the foregoing, recipients may indemnify each other and enter into agreements amongst one another as to which shall bear responsibility as to particular portions of the award. If a particular recipient is not statutorily required to maintain eligibility for award funds, that recipient may request to withdraw from the award at any time, and the Department shall, in its reasonable discretion, allow such withdrawal if agreed to by the remaining recipients and not otherwise prohibited by law.

(b) NOFA Process

- (1) Pursuant to direction of the Council, the Department shall offer funds through a NOFA in accordance with the procedures for the Department's MHP Program set forth in 25 CCR 7317 and applications will be reviewed based on the steps detailed below and illustrated in Figure 7.
- (2) Applications shall be made on forms made available by the Department.

(c) Concept Proposal Process

- (1) All applicants must submit a required concept proposal. The intent of the concept proposal process is: 1) focus expenditures of local resources on the most competitive applications given limited AHSC Program funding; 2) provide targeted technical assistance to potential applicants, with a priority to Disadvantaged Community applicants; and 3) coordinate with Metropolitan Planning Organizations on supporting implementation of Sustainable Communities Strategies.
- (2) Concept proposals will be reviewed based on the information detailed in Figure 6.
- (3) Concept proposals will be reviewed based on select AHSC Program elements as detailed in Figure 6 below and evaluated as follows:
 - (A) Satisfaction of threshold requirements; and
 - (B) Demonstration of the level of Enforceable Funding Commitments (EFCs) calculated as follows:

$$\frac{\text{AHSC funds requested} + \text{EFCs} - \text{Deferred Costs}}{\text{Total Development Cost} - \text{Deferred Costs}}$$

- (1) The resulting percentage calculation in (B) above cannot decrease between the time of concept proposal and full application submittal.
 - (C) To the extent a secondary filter is necessary in evaluating concept proposals, i.e. where there is a tie amongst projects, a project located within a Disadvantaged Community will be prioritized based on greatest percentile rank.
- (4) Applicants will be notified whether or not they are invited to submit a full application based on ranking of concept proposals.
 - (A) To the extent cumulative funds requested of all concept proposals received exceed 150 percent of available funds for the applicable NOFA, the Council may limit invitations to submit full applications.
 - (B) In inviting full applications, consideration will be given to statutorily required Affordable Housing and Disadvantaged Community set-asides and TOD/ICP/RIPA targets as stated in Section 105(d)(4)(A) through (C) to include at least 150 percent of the respective set-aside or targets based on the total amount available as designated in the NOFA.

- (C) At least one concept proposal from each Metropolitan Planning Organization jurisdiction will be invited to submit a full application granted it meets all threshold requirements of Section 106.
- (D) An invitation to submit a full application does not guarantee project will compete successfully for funding.

Figure 5 AHSC Concept Proposals Required Contents	
Project Overview	
1	Project Description defining each of the following: <ul style="list-style-type: none"> ▪ Project Area Type (TOD, ICP or RIPA) ▪ Project Area (defined by vicinity map, service area, etc.) ▪ Project location (i.e. address) ▪ Transit Service map and schedules ▪ Proposed Project Description ▪ Eligibility for Statutory Set-Asides, if applicable <ul style="list-style-type: none"> ✓ Affordable Housing ✓ Disadvantaged Communities ▪ Identification of Project Co-Benefits
2	AHSC Program funding amounts requested for: <ul style="list-style-type: none"> ▪ Grant funds ▪ Loan funds
3	Applicant Information: <ul style="list-style-type: none"> ▪ Identification of joint applicants ▪ Identification of participating entities
Threshold Requirements	
4	Description of GHG emission reduction strategies attributable to the Project
5	Demonstration of how the Project supports the implementation of the applicable SCS or other qualifying regional plan
6	Consistency with State Planning Priorities (Self-Certification form)
Project Readiness	
7	Evidence of Enforceable Funding Commitments
8	Project Budgets
9	Demonstration of Project readiness as appropriate: <ul style="list-style-type: none"> ▪ Site Control (per Section 106(a)(7)) ▪ All necessary NEPA and CEQA clearances per Section 106(a)(4) ▪ All necessary discretionary land use approvals, excluding design review (per Section 106(a)(5)) ▪ Consistency with local public works department, or other responsible local agency requirements (for Housing-Related and Transportation-Related Infrastructure Capital Projects only) (per Section 106(a)(14)(D) or (15)(A)) ▪ Estimated Project milestone schedule

- | |
|---|
| <ul style="list-style-type: none">• Demonstration (self-certification) that Project construction has not yet commenced (per Section 106(a)(10)) |
|---|

Note: Applications will be submitted using the Financial Assistance Application Submittal Tool (FAAST).

(d) Full Application Process

- (1) For those applicants which have been invited to submit a full application package, a complete application must be submitted to the Department by the deadline detailed in the NOFA.
- (2) The Department shall evaluate applications for compliance with the threshold requirements listed in Section 106, and score eligible applications based on the scoring criteria listed in Section 107.
- (3) The highest scoring applications that meet all threshold requirements shall be recommended to the Council for funding as specified in the NOFA. The Council may make adjustments in this procedure to meet the following objectives:
 - (A) At least fifty (50) percent of AHSC Program expenditure for Projects benefitting Disadvantaged Communities (Refer to Figure 8 for additional information).
 - (B) At least fifty (50) percent of the annual proceeds appropriated for the AHSC Program shall be expended for affordable housing.⁴ For the purposes of this set-aside, expenditures related to Affordable Housing Development and Housing-Related Infrastructure Capital Projects shall count toward this requirement.
 - (C) Project Area type targets are as follows:
 - (i) Target thirty five (35) percent of funds available as designated in the NOFA to TOD Project Area applications.
 - (ii) Target thirty five (35) percent of funds available as designated in the NOFA to ICP Project Area applications.
 - (iii) Target ten (10) percent of funds available as designated in the NOFA to RIPA applications.
 - (iv) Remaining twenty (20) percent of available funds may be awarded to any eligible project area type.
 - (v) To the extent applications received are not sufficient to meet TOD Project Area, ICP Project Area or RIPA targets detailed in (i), (ii) and (iii) above, the Council reserves the right to waive these requirements

and recommend funding a greater percentage of applications in either of the three identified Project Area types.

- (4) Project Area type targets and statutory set-asides detailed in (3) above will be subject to the following process:

* The requirements detailed in Section 105(d)(3) subsections (A) and (B) are not mutually exclusive.

- (A) Applications for TOD, ICP and RIPA Project Areas will be ranked based on the result of the Estimated GHG Emissions Reductions as stated in Section 107(a) and binned separately by respective Project Area types.
- (B) For each full application, the resulting score from this initial binning will be added to scores from the Supplemental Strategies and Policy Objective criteria to determine an applicant's total score.
- (C) Total application scores will be ranked within each Project Area type (TOD, ICP and RIPA). Applications will be recommended to the Council for award based on the amount of funds available in each Project Area type, as detailed in Section 105(d)(3)(C).
- (D) Applications not recommended for funding based on the application of Project Area type set-asides will be re-binned based on the Estimated GHG Emissions Reductions using the same methodology outlined in section 107(a) without regard to Project Area type.
- (E) Each application's resulting GHG Emissions Reductions score will be added to previously determined scores for Supplemental Strategies and Policy Objective criteria to determine a revised total application score. This revised total application score will be used to allocate the remaining 20 percent of funds available under the NOFA, with specific consideration given to ensure statutory set-asides for Affordable Housing and Disadvantaged Communities are met.
- (5) Though there are no statutory requirements or specific targets for regional allocation of awards, the Council is committed to striving for an equitable distribution of resources. Since it is in the interest of State to fund a variety of project types and scales in a variety of locations to demonstrate the many ways GHG may be reduced, adjustments may be made in the recommendation and award of funds.
- (6) As station area plans for High Speed Rail are implemented, the Council may prioritize investments in these areas.
- (7) The Department may elect to not evaluate compliance with some or all threshold requirements for applications that are not within a fundable range, as indicated by a preliminary point score of the full application.

- (8) In the event of two or more applications having the same rating and ranking scores, the Department may apply a tie breaking criteria as outlined in the NOFA.
- (9) Applications recommended for funding and approved by the Council are subject to conditions specified by the Department.

(e) Metropolitan Planning Agency Role in Application Review

- (1) To support implementation of an applicable SCS and consistency with activities or strategies identified in a regional SCS, or similar planning document that demonstrate a per capita reduction in VMT and GHG, as allowed by SB 862 (Chapter 36, Statutes of 2014), MPOs have the option of participating in the review of respective AHSC applications as follows:
 - (A) MPO/regions may develop its own process prior to concept application due date to identify and recommend applications that have the highest regional priorities, and based on criteria established by the MPO/region. At a minimum, the identification of regional priority projects shall consider:
 - (i) how the proposed projects implement the region's SCS or equivalent regional plan; and
 - (ii) the extent to which the candidate projects align with regional priorities, including but not limited to: transit priority areas, high priority development areas, or other areas which are key to the SCS's strategies and priorities; and which support achieving the region's greenhouse gas emissions reduction targets.
 - (B) At concept application review, MPOs will review submitted applications from their respective regions to evaluate how the Projects support the implementation of the applicable SCS or other qualifying regional plan.
 - (C) At full application (Phase 2), MPO/regions will receive a copy of all applications submitted within their respective region.
 - (i) If the MPO/region opts to establish its own regional criteria, the MPO/region will apply these criteria to review full applications (Phase 2) within their jurisdiction and recommend the region's priority projects. This process may include a procedure for MPO Board approval of a ranked or recommended priority list of projects.
 - (D) The State and MPO/region may consult on respective rankings, focused particularly when the two processes identify different priority projects. The goal of the consultation is for each party to understand the basis for the

other's determination, and thus assure more informed selection.

(E) After the consultation, the MPO/region may make a revised recommendation on regional projects, as informed by the consultation process. MPO's recommendations are transmitted to SGC. The MPO/region may elect to rank or recommend a limited number of projects within its region.

(2) MPO-developed process is not subject to reimbursement, and must adhere to State guidelines related to conflicts of interest and deadlines.

(3) Rankings determined by MPO/regions do not guarantee SGC recommendation for award.

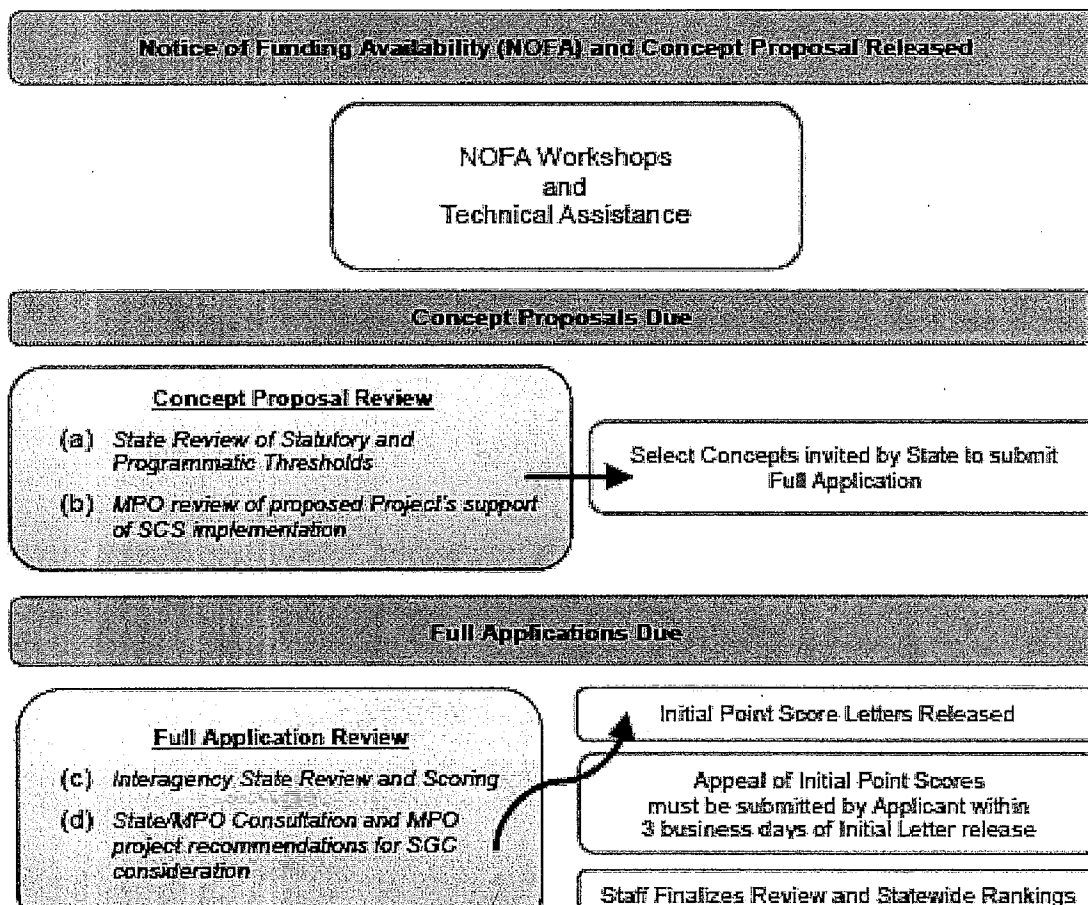
(4) Non-MPO regions and MPOs/regions who elect not to participate in this process may defer to the State's process.

(f) Availability of Applications

(1) All applications shall be made available to the public, subsequent to Council approval of final funding recommendations.

(2) Applications will be treated in accordance with Public Records Act. Certain information, in accordance with the Public Records Act, may be publicly disclosed.

**Figure 6
AHSC Program Application Review Process**



Section 106. Application Threshold Requirements

(a) Application Threshold Requirements

In addition to requirements detailed in Sections 102 through 105, to be eligible for AHSC Program funding, an application shall demonstrate to the Department all of the following:

- (1) It will achieve a reduction in GHG emissions through fewer vehicle miles travelled, pursuant to the AHSC Program Quantification Methodology in Appendix D.
- (2) The proposed Project supports implementation of the applicable SCS, as confirmed by the MPO, or similar sustainable planning document in non-MPO regions, as allowed by SB 862 (Chapter 36, Statutes of 2014). The application must be consistent with activities or strategies identified in the regional SCS, or similar planning document that demonstrate a per capita reduction in VMT and GHG.
- (3) The proposed Project must be consistent with the State planning priorities established pursuant to Section 65041.1 of the Government Code.
- (4) Completion of all necessary environmental clearances including those required under the California Environmental Quality Act and if applicable, the National Environmental Policy Act, and all applicable time periods for filing appeals or lawsuits have lapsed.
 - (A) Applicants who submit evidence to demonstrate a Lead Agency has prepared a Negative Declaration or Mitigated Negative Declaration which is currently under review, or where the Project is eligible for a categorical exemption, will not be required to submit evidence of completion as stated in (4) above.
- (5) Applications must demonstrate that all necessary discretionary local land use ~~annual~~ ~~evaluating~~ ~~decision~~ ~~review~~ have been granted

approvals, including design review, have been granted.

- (6) The application must be sufficiently complete to assess the feasibility of the proposed project and its compliance with AHSC Program and application requirements. For example, the applicant must demonstrate that the Project is financially feasible as evidenced by documentation such as, but not limited to, a market study, project pro-forma, sources and uses statement, or other feasibility documentation that is standard industry practice for the type of proposed Affordable Housing Development. A market study that meets the requirements specified in TCAC Regulations Section 10322(h)(10) will be accepted by the Department.
- (7) The applicant or Developer of the Project must have Site Control sufficient to ensure the timely commencement of the Project as determined by the Department.
- (8) Applicants must demonstrate at least two prior projects, similar in scope and size to the Project for which AHSC funds are being requested, which have been completed

by the applicant or joint applicant during the ten (10) years preceding the application due date.

- (9) As of the date of application, the applicant(s), the Project, or the real property on which the Project is proposed (Property) may not be party to or the subject of any claim or action at the State or Federal appellate level. Further, the applicant(s) shall disclose and describe any claim or action undertaken by or against the applicant(s), the Project or the Property which affects or potentially affects the feasibility of the Project. This information will be used to determine feasibility of the Project as accessed in the Feasibility and Readiness Criteria (Section 107(c) and (d)) herein.
- (10) Construction of the Project has not commenced as of the application deadline set forth in the NOFA.
- (11) Qualifying Transit must be completed and offering service to the Transit Station/Stop of the Project Area by the time set forth in the Standard Agreement.
- (12) Demonstrate consistency with State Relocation Assistance Law (CA Gov Code Sec. 7260-7277).
- (13) The applicant must demonstrate that where applicable, climate adaptation measures are integrated into their Project. If the Project is located in a coastal zone, it should include information about the potential impacts of sea level rise (SLR) and the adaptation measures it will implement to address related impacts (See Appendix F for further guidance).
- (14) The applicant must demonstrate that costs for any Project or component thereof will not result in loss or conversion of agricultural or other working lands, or natural resource lands for other uses.
- (15) Applications requesting AHSC Program funding for Affordable Housing Developments and Housing-Related Infrastructure Capital Projects must also demonstrate to the satisfaction of the Department all of the following:

- (A) **Rental Affordable Housing Developments** must meet the underwriting standards in the Uniform Multifamily Regulations, 25 CCR 8308 through 8312. However, the Department may use alternative underwriting standards to ensure financial feasibility.
- (B) **The Affordable Housing Development and/or Housing-Related Infrastructure Capital Project(s)** are infeasible without AHSC Program funds, and other committed funds are not and will not be supplanted by AHSC Program funds.
- (C) **Owner-occupied Affordable Housing Developments** must meet the requirements of the BEGIN Program, except for the following:
 - (i) The requirements for regulatory relief specified in the BEGIN Program

Guidelines, including those in Section 106 of these guidelines.

- (ii) The requirements of Section 119 of the BEGIN Program Guidelines, on application selection criteria.
- (D) If the application involves demolition or rehabilitation of existing units affordable to lower income households, the replacement **Affordable Housing Development** must include units, comparable in size, with equal or greater affordability, equal to or 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. First right of return must be provided to displaced residents.
 - (i) The above no net loss requirements would apply where an **Affordable Housing Development or Housing-Related Infrastructure Capital Project** is proposed on any property which includes a parcel or any portion of a parcel on which residential dwelling units affordable to lower income households currently exist or where there have been dwelling units restricted to lower-income households which have been vacated or demolished within the 5 year period preceding the application.
- (E) Applicants must demonstrate the proposed **Affordable Housing Development** is consistent with State and Federal Fair Housing requirements including duties to affirmatively further fair housing.
- (F) Where approval by a local public works department, or other responsible local agency, is required for the **Housing-Related Infrastructure Capital Project**, the application must include a statement from that department indicating that the **Housing-Related Infrastructure Capital Project** is

indicating that the **housing-related infrastructure Capital Project** is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that Department.

(16) Applications requesting AHSC Program funding for **Sustainable Transportation Infrastructure and/or Transportation-Related Amenities Capital Projects** must satisfy all of the following:

- (A) Where approval by a local public works department, or other responsible local agency, is required for the Project, the application must include a statement from that entity indicating that the **Sustainable Transportation Infrastructure and/or Transportation-Related Amenities Capital Project(s)** is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity.
- (B) If the **Sustainable Transportation Infrastructure and/or Transportation-Related Amenities Capital Project(s)** involves the demolition existing units affordable to lower-income households, the application must demonstrate the replacement of demolished units,

comparable in size, of equal or greater affordability and equal to or greater than the number of the demolished affordable units located within comparable access to transit and include first right of return to displaced residents.

- (i) The above no net loss requirements would apply where an **Sustainable Transportation Infrastructure or Transportation-Related Amenities Capital Project** is proposed on any property which includes a parcel or any portion of a parcel on which residential dwelling units affordable to lower income households currently exist or where there have been dwelling units restricted to lower-income households which have been vacated or demolished within the 5 year period preceding the application.

(17) Applications requesting AHSC Program funding for **Program Costs** must also demonstrate to the satisfaction of the Department all of the following:

- (A) The **Program Costs** are infeasible without AHSC Program funds, and other committed funds are not being supplanted by AHSC Program funds

(b) **Disadvantaged Community Benefits**

The California Environment Protection Agency (CalEPA) has identified the census tracts in California with the top 25 percent of CalEnviroScreen 2.0 scores as **Disadvantaged Communities**. On September 4, 2015, ARB released [Cap-and-Trade Auction Proceeds: Funding Guidelines for Agencies that Administer California Climate Investments \(Funding Guidelines\)](#) that provides criteria to evaluate whether or not a project provides a benefit to a **Disadvantaged Community**. These criteria are detailed in Figure 7 below.

A Project that provides **Disadvantaged Community** benefits may receive priority for funding in order to meet the **AHSC Program Disadvantaged Community** funding targets. All applicants must evaluate the criteria in Figure 7 below and, if applicable,

demonstrate in the application how the Project meets one of the criteria below.

If the eligible Capital Project or Program Costs are determined to provide benefit to a Disadvantaged Community pursuant to the Funding Guidelines, the application must demonstrate, based on ARB's Guidance, how the AHSC Program funds will provide benefit to a Disadvantaged Community.

Figure 7 AHSC Program Disadvantaged Community Criteria
<p>Located Within: Evaluate the Project to see if it meets at least one of the following criteria for being located in a Disadvantaged Community census tract and provides direct, meaningful and assured benefit(s) to a Disadvantaged Community; and meaningfully addresses an important community need.</p>
<p>Project must meet the following criteria focused on reducing passenger VMT by Disadvantaged Community residents or in a Disadvantaged Community:</p> <ul style="list-style-type: none"> ▪ A majority (50%+) of the Project is within one or more Disadvantaged Communities and reduces VMT, and the Project is designed to avoid displacement of Disadvantaged Community residents and businesses.
<p>Provides Benefits To: If the Project does not meet the above criteria for "located within," evaluate the Project to see if it meets at least one of the following criteria for providing direct, meaningful and assured benefit(s) to a Disadvantaged Community; and meaningfully addresses an important community need.</p>
<p>Project must meet at least one of the following criteria focused on reducing passenger vehicle miles travelled by Disadvantaged Community residents or in a Disadvantaged Community:</p> <ul style="list-style-type: none"> ▪ Project is accessible by walking within ½ mile of a Disadvantaged Community and reduces VMT, and is designed to avoid displacement of Disadvantaged Community residents and businesses; or ▪ Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25% of project work hours performed by residents of a Disadvantaged Community; or

- Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10% of project work hours performed by residents of a Disadvantaged Community participating in job training programs which lead to industry-recognized credentials or certifications.

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



Edwin M. Lee
Mayor

Olson Lee
Director

March 15, 2016

Donald S. Falk
Chief Executive Officer
Tenderloin Neighborhood Development Corporation
210 Eddy Street
San Francisco, CA 94102

Dear Mr. Falk:

The San Francisco Mayor's Office of Housing and Community Development (MOHCD) has committed funding to and fully supports the acquisition and rehabilitation of Tenderloin Neighborhood Development Corporation's ("Developer") Yosemite Apartments located at 480 Eddy Street in San Francisco. Yosemite Apartments is an existing six-story multifamily residential building, with ground floor retail in the Tenderloin Neighborhood. The building, constructed in 1924, is on the National Register of Historic Places, and in addition to a substantial rehabilitation of the building interior and a needed seismic upgrade, the rehab scope includes full preservation of the building's many historic architectural details. The building contains 31 studio units and 1 one-bedroom unit. The funding for the rehabilitation effort will ensure that the property continues to maintain affordability in the long term, and also help to target deeper affordability.

In addition to the residential units, the building contains a 750 square foot commercial space which will be upgraded and made available to a community-serving retail use. Additionally, there is a large community garden located in the rear yard of the property, which will be expanded and revitalized as part of the rehabilitation effort to encourage resident gardening activities. Finally, the Yosemite Apartments rehabilitation will improve surround public infrastructure, encourage safe pedestrian passage throughout the Tenderloin, and help link families to jobs and amenities around the city and region via nearby pedestrian improvements, bike, bus, subway, and regional rail options.

In March 2016, MOHCD approved \$1,846,612 in below-market gap funding for the project, and the restructuring of \$1,595,041 in existing MOHCD soft debt associated with the property. The existing MOHCD soft debt will be assumable by the new, to-be-formed, tax credit limited partnership for the project. These funds represent the final funding commitment, outside of the AHSC request, needed to make this project a reality.

Sources for construction and permanent funding are projected as follows:

Construction Financing:

Loan Type	Loan Amount	Term	Rate
Construction Loan	\$12,761,176	21 mos	3.5%

City of San Francisco	\$ 3,440,654	21 mos	3%
Seller Carryback (AFR)	\$ 3,004,958	21 mos	3.080%
Sponsor Equity or Deferred Fee	\$ 900,000	n/a	n/a
Tax Credit Equity	\$ 1,719,933	n/a	n/a
Total	\$21,826,721		

Permanent Financing:

Loan Type	Loan Amount	Term	Rate
AHSC	\$ 4,476,550	55 years	3%
City of San Francisco	\$ 3,440,654	55 years	3%
Tax Credit Equity	\$10,004,559	n/a	n/a
Seller Carryback (AFR)	\$ 3,004,958	57 years	3.080%
Sponsor Equity or Deferred Fee	\$ 900,000	n/a	n/a
Total	\$21,826,721		

Preservation of 32 high-quality, affordable housing units at Yosemite Apartments, including ten units for persons earning no more than 25% of Area Median Income (AMI), 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



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
480 Eddy Street		0334/014	
Case No.	Permit No.	Plans Dated	
2016-006801ENV		05/13/2016	
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval. Seismic retrofit, mechanical and life safety upgrades, and interior renovation of existing building. Replace and reconfigure storefront, repair brick facade (re-point), and replace wood windows in-kind with wood. Replace roof. Modify ground-floor commercial space to accommodate ADA accessible lobby.			

STEP 1: EXEMPTION CLASS

TO BE COMPLETED BY PROJECT PLANNER

Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.	
<input checked="" type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions.; ; change of use under 10,000 sq. ft. if principally permitted or with a CU. Change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class ____

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks)? <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations. (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)</i>
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the</i>

	<i>Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required.
If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an <i>Environmental Evaluation Application</i> is required, unless reviewed by an Environmental Planner.	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional): Jean Poling	

Digitally signed by Jean Poling
DN: cn=Jean Poling, o=City of San Francisco, ou=Environmental Planning, email=Jean.Poling@sfplanning.org
Date: 2016.05.25 14:00:40 -0700

**STEP 3: PROPERTY STATUS – HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. Other work consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties (specify or add comments):

<input checked="" type="checkbox"/>	<p>9. Other work that would not materially impair a historic district (specify or add comments):</p> <p>The proposed changes are consistent with the Standards and are compatible with the historic district.</p> <p><i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i> <u><i>Sina Sald</i></u></p>
<input type="checkbox"/>	<p>10. Reclassification of property status. <i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i></p> <p><input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C</p> <p>a. Per HRER dated: _____ <i>(attach HRER)</i></p> <p>b. Other <i>(specify)</i>:</p>
<p>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.</p>	
<input type="checkbox"/>	<p>Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.</p>
<input checked="" type="checkbox"/>	<p>Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.</p>
<p>Comments (optional):</p> <p>The proposed changes to the exterior (i.e. window and storefront replacement, brick facade repair) are in keeping with the character of the Uptown Tenderloin Historic District.</p>	
<p>Preservation Planner Signature: <u><i>Sina Sald</i></u></p>	

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p>Further environmental review required. Proposed project does not meet scopes of work in either <i>(check all that apply)</i>:</p> <p><input type="checkbox"/> Step 2 – CEQA Impacts</p> <p><input type="checkbox"/> Step 5 – Advanced Historical Review</p> <p>STOP! Must file an <i>Environmental Evaluation Application</i>.</p>	
<input checked="" type="checkbox"/>	<p>No further environmental review is required. The project is categorically exempt under CEQA.</p>	
	<p>Planner Name:</p> <p>Project Approval Action:</p> <p>Bd. of Sups. hearing - approval of funding</p> <p>If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</p>	<p>Signature:</p> <p>Jean Poling</p> <p>Digitally signed by Jean Poling DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning, ou=Environmental Planning, cn=Jean Poling, email=jeanie.poling@sfgov.org Date: 2016.05.25 14:05:48 -07'00'</p>
<p>Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.</p>		

**STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT
TO BE COMPLETED BY PROJECT PLANNER**

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

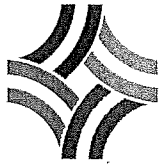
Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required. ATEX FORM	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Signature or Stamp:



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Edward D. Reiskin, *Director of Transportation*

Cheryl Brinkman, *Vice-Chairman*

Jerry Lee, *Director*

Cristina Rubke, *Director*

MEMORANDUM

Date: May 24, 2016

To: Christopher Espiritu, San Francisco Planning Department

From: Casey Hildreth, San Francisco Municipal Transportation Agency

Through: Erik Jaszewski, San Francisco Municipal Transportation Agency

Subject: Turk and Leavenworth Bulb-Outs

The San Francisco Municipal Transportation Agency (SFMTA) proposes to construct three (3) concrete sidewalk bulb-outs at the intersections of Eddy and Leavenworth Street, Turk and Leavenworth Street, and Turk and Jones Street. These bulb-outs would replace three existing painted safety zones¹ (PSZs) and would occupy approximately the same area; more detail can be found in **Appendix A**. The three bulb-outs would be installed at the following locations:

- Eddy Street/Leavenworth Street – pedestrian bulb on southeast corner
- Turk Street/Leavenworth Street – pedestrian bulb on southwest corner
- Turk Street/Jones Street – pedestrian bulb on southeast corner

No more than three parking spaces would foreseeably be removed as part of the project, though likely no parking loss would result. The proposed bulb-outs would require excavation to a depth of approximately three feet in the public right-of-way.

Categorically Exempt pursuant to CEQA as defined in CEQA Guidelines Section 15301 Class 1(c):
Operation, repair, maintenance, or minor alteration of existing public facilities including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities

5/24/2016

Erik Jaszewski

Date

San Francisco Municipal Transportation Agency

Digitally signed by Christopher Espiritu
DN: dc=org, dc=sfgov, dc=cityplanning,
ou=CityPlanning, ou=Environmental Planning,
cn=Christopher Espiritu,
email=Christopher.Espiritu@sfgov.org
Date: 2016.05.25 12:38:12 -0700

5/25/2016

Christopher Espiritu

Date

San Francisco Planning Department

¹ Painted Safety Zone refers to an area of the roadway surface delineated with khaki-colored paint and usually soft-hit posts in the appearance of a sidewalk bulb-out. This treatment is intended to improve safety for pedestrians crossing an intersection.



SAN FRANCISCO PLANNING DEPARTMENT

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

Project Address and/or Title:	Turk and Leavenworth Bulb-Outs
Project Approval Action:	SF Board of Supervisors - Authorization to Execute Grant
Will the approval action be taken at a noticed public hearing?	<input checked="" type="checkbox"/> YES* <input type="checkbox"/> NO
* If YES is checked, please see below.	

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

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

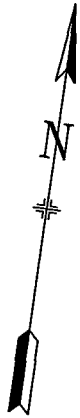
Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

THE FOLLOWING MATERIALS ARE INCLUDED:

- 2 sets of plans (11x17)
- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)
-

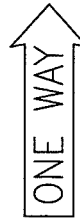
APPENDIX A
Plan Drawings





LEAVENWORTH ST

PAINTED SAFETY ZONE



EDDY ST.

STAMPED CROSSWALKS

12' 44'9" 12'

12'

150' 4"-BW

DETAIL 40

4" BW

22' 4 1/2" 22' 4 1/2" 44' 9"

12'

12" SW TYP 10'

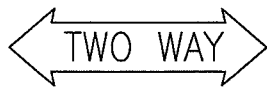
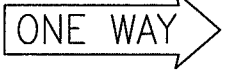
Ⓛ

12" SOLID WHITE

Ⓛ

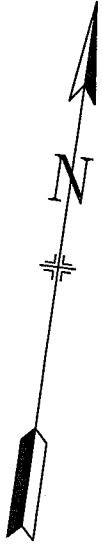
24'

SAFE HIT POSTS 4@ 7FT



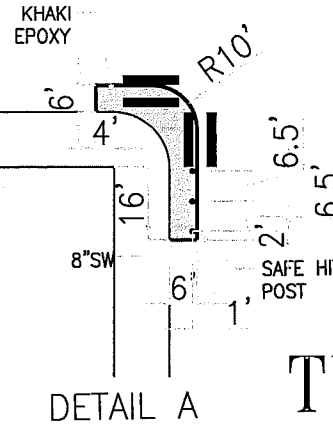
17' 10' 17'

6'

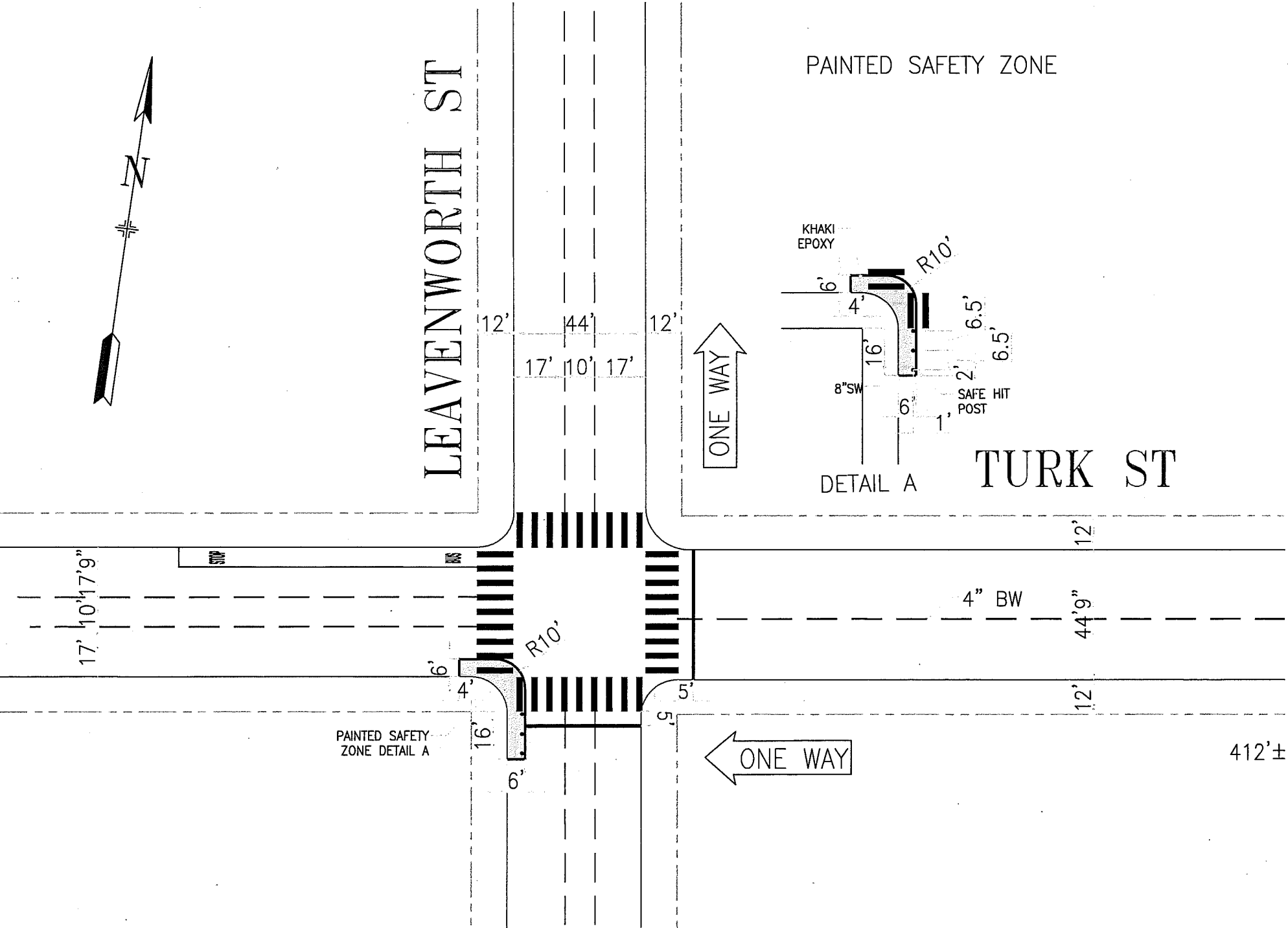
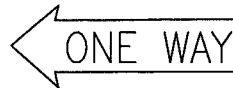


LEAVENWORTH ST

PAINTED SAFETY ZONE



TURK ST



412'±

TURK ST

YELLOW LADDER X-WALK

PAINTED SAFETY ZONE



PAINTED SAFETY ZONE DETAIL A

JONES ST

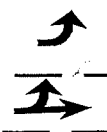
17' 10' 18'

R15'

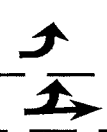
20'

4'

8" BW



44'9"



17'6"

140'

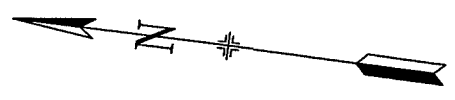
4" BW

10'

17'3"

12'

17' 10' 18'



5'-6"

SAFE HIT POST

5'-6"

5'-6"

6'

20'

4'

KHAKI EPOXY

R15'

8" SW

DETAIL A



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327

FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Friday, September 19, 2014, at 10:00 AM, in Room 416 (Hearing Room 4), City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102, to consider the following proposals:

1. **ESTABLISH – ONE-WAY STREET**
Edna Street, northbound, between Flood Avenue and Hearst Avenue (400 block)
- 2(a). **ESTABLISH – STOP SIGN**
Colby Street, southbound, at Mansell Street, stopping the stem of this "T" intersection
- 2(b). **ESTABLISH – RED ZONE**
Mansell Street, north side, from 8.5 feet to 33.5 feet east of Colby Street (extends existing red zone by 25 feet)
3. **ESTABLISH – RED ZONE**
Castro Street, east side, from 21st Street to 24.5 feet southerly
Castro Street, west side, from 30 feet to 41.5 feet north of 21st Street (between two driveways) *
- 4(a). **ESTABLISH – STOP Sign**
Vasquez Avenue, westbound, at Laguna Honda Boulevard, stopping the stem of this "T" intersection
- 4(b). **ESTABLISH – RED ZONE**
Laguna Honda Boulevard, east side, from Vasquez Avenue to 30' easterly
5. **ESTABLISH – STOP sign**
Sycamore Street, westbound, at Valencia Street, stopping the stem of this "T" intersection
- 6(a). **RESCIND – PART-TIME PASSENGER LOADING ZONE, 5 PM TO MIDNIGHT, MONDAY THROUGH FRIDAY AND 11 AM THROUGH MIDNIGHT, SATURDAY THROUGH SUNDAY**
South Van Ness Ave, west side, from 13 feet to 35 feet north of 22nd Street (22-foot zone) *
- 6(b). **ESTABLISH – PART-TIME PASSENGER LOADING ZONE, 5 PM TO MIDNIGHT, MONDAY THROUGH FRIDAY AND 11 AM THROUGH MIDNIGHT, SATURDAY THROUGH SUNDAY**
South Van Ness Ave, west side, from 13 feet to 31 feet north of 22nd Street (18-foot zone) *



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FOR PUBLIC HEARING

7. **RESCIND – FLAG STOP**
Valencia Street, west side, 75 feet north of Duncan Street (nearside)
- 8(a). **RESCIND – BUS ZONE**
ESTABLISH – TOW-AWAY NO STOPPING ANYTIME
5th Street, north side, from Harrison Street to 76 feet westerly
- 8(b). **ESTABLISH – BUS ZONE**
6th Street, north side, from Bryant Street to 125 feet westerly
- 9(a). **ESTABLISH – NO PARKING ANYTIME**
 - A. Hickory Street, north side, from Octavia Street to Laguna Street
 - B. Hickory Street, south side, from Octavia Street to 183 feet westerly
 - C. Hickory Street, south side, from Laguna Street to 185 feet easterly
- 9(b). **ESTABLISH – STOP SIGN**
Hickory Street, westbound, at Laguna Street, making this intersection a two-way STOP
10. **ESTABLISH – STOP SIGNS**
Grafton Avenue, eastbound and westbound, at Brighton Avenue, making this intersection an all-way STOP
11. **ESTABLISH – NO PARKING ANYTIME**
16th Street, north side, from Capp Street to 10 feet easterly *
16th Street, south side, from 14 feet to 37 feet east of Capp Street
(Extends existing red zone by 23' and removes one metered parking space)
12. **ESTABLISH – STOP SIGNS**
Marina Boulevard multi-use path, eastbound and westbound, at Yacht Road
13. **RESCIND – PART-TIME SCHOOL BUS LOADING ZONE, 7:30 AM TO 9:30 AM AND 3 PM TO 4:30 PM, SCHOOL DAYS**
ESTABLISH – PART-TIME SCHOOL BUS LOADING ZONE, 7:30 AM TO 4:30 PM, SCHOOL DAYS
"1900" 20th Avenue, east side, from Ortega Street to 145 feet southerly (145-foot zone)*
- 14(a). **ESTABLISH – RED ZONE**
 - A. Grove Street, north side, from Larkin Street to 20 feet easterly (removes meter #446-00420) *
 - B. Larkin Street, east side, from 16 feet to 38 feet south of Grove Street (extends existing red zone to 38 feet, removes meter #542-00240)
 - C. Larkin Street, west side, from 12 feet to 30 feet south of Grove Street (extends existing red zone to 30 feet, removes meter #542-00230)



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327

FOR PUBLIC HEARING

14(b). ESTABLISH – RED ZONE

Larkin Street, east side, from Fulton Street to 18 feet southerly (removes meter #542-01200) *

14(c). ESTABLISH – RED ZONE

McAllister Street, north side, from 2 feet to 23 feet east of Larkin Street (extends existing red zone to 23 feet, removes space #38 at meter #563-02002)

McAllister Street, south side, from Larkin Street to 12 feet westerly (removes space #1 at meter #563-03001) *

14(d). ESTABLISH – RED ZONE

A. Golden Gate Avenue, north side, from Larkin Street to 20 feet westerly *

B. Golden Gate Avenue, south side, from Larkin Street to 25 feet westerly (extends existing red zone to 25 feet, removes motorcycle spaces #1-6 at meter #442-04010)

C. Larkin Street, east side, from Golden Gate Avenue to 38 feet southerly (removes meters #542-03300 and #542-03280)

14(e). ESTABLISH – METERED MOTORCYCLE PARKING

Golden Gate Avenue, south side, from 60 feet to 84 feet west of Larkin Street (converts one 15-minute green zone at meter #442-04130 to six motorcycle parking spaces)

14(f). ESTABLISH – RED ZONE

A. Larkin Street, east side, from 3 feet to 22 feet south of Turk Street (extends existing red zone to 22 feet, removes meter #542-04300) *

B. Turk Street, south side, from 7 feet to 27 feet east of Dodge Alley (extends existing red zone to 27 feet, removes 30-minute green zone meter #686-04350) *

C. Turk Street, south side, from 7 feet to 29 feet east of Larkin Street (extends existing red zone to 29 feet, removes meter #686-04450)

14(g). ESTABLISH – 30-MINUTE METER, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

Turk Street, south side, from 5 feet to 27 feet west of Dodge Alley (converts one general metered parking space at meter #686-04430) *

14(h). ESTABLISH – RED ZONE

A. Eddy Street, north side, from 14 feet to 35 feet east of Larkin Street (extends existing red zone to 35 feet, removes meter #400-05440)

B. Eddy Street, south side, from Larkin Street to 20 feet westerly (extends existing red zone to 20 feet) *

C. Larkin Street, west side, from 5 feet to 25 feet south of Eddy Street (extends existing red zone to 25 feet, removes meter #542-05290) *



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327

FOR PUBLIC HEARING

- 14(i). **ESTABLISH – RED ZONE**
- A. Ellis Street, north side, from 17 feet to 39 feet east of Larkin Street (extends existing red zone to 39 feet, removes meter #401-06460)
 - B. Larkin Street, east side, from 10 feet to 34 feet south of Ellis Street (extends existing red zone to 34 feet, removes yellow loading zone meter #542-06280)
 - C. Larkin Street, west side, from 5 feet to 25 feet south of Willow Street (extends existing red zone to 25 feet, removes 6-wheel yellow loading zone meter #542-06130) *
- 14(j). **ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY**
- Larkin Street, west side, from 47 feet to 69 feet south of Willow Street (converts one general metered parking space at meter #542-06070) *
- 14(k). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**
- Larkin Street, east side, from 56 feet to 79 feet south of Ellis Street (converts one general metered parking space at meter #542-06240) *
- 14(l). **ESTABLISH – RED ZONE**
- Larkin Street, west side, from 6 feet to 27 feet south of Olive Street (extends existing red zone to 27 feet, removes yellow loading zone meter #542-07110)
- Olive Street, south side, from 7 feet to 25 feet west of Larkin Street (extends existing red zone to 25 feet, removes meter #594-00010) *
- 14(m). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**
- Larkin Street, west side, from 27 feet to 48 feet south of Olive Street (converts one general metered parking space at meter #542-07090) *
- 14(n). **ESTABLISH – RED ZONE**
- A. Geary Street, south side, from 2 feet to 20 feet east of Larkin Street (extends existing red zone to 20 feet, removes meter #440-08430) *
 - B. Larkin Street, east side, from 10 feet to 33 feet south of Geary Street (extends existing red zone to 33 feet, removes meter #542-08260)
 - C. Larkin Street, west side, from 17 feet to 36 feet south of Geary Street (extends existing red zone to 36 feet, removes yellow loading zone meter #542-08270)
 - D. Myrtle Street, south side, from 3 feet to 23 feet west of Larkin Street (extends existing red zone to 23 feet, removes meter #573-00010) *
- 14(o). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**
- Larkin Street, west side, from 36 feet to 58 feet south of Geary Street (converts one general metered parking space at meter #542-08250)



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327
FOR PUBLIC HEARING

14(p). ESTABLISH – RED ZONE

- A. Cedar Street, south side, from Larkin Street to 18 feet westerly (removes meter #353-00010) *
- B. Larkin Street, east side, from Post Street to 20 feet southerly (extends existing red zone to 20 feet) *
- C. Larkin Street, west side, from 4 feet to 27 feet south of Cedar Street (extends existing red zone to 27 feet, removes 30-minute green zone meter #542-09110)
- D. Post Street, north side, from Larkin Street to 21 feet westerly (removes yellow loading zone meter #614-10020)
- E. Post Street, south side, from 4 feet to 26 feet west of Larkin Street (extends existing red zone to 26 feet, removes meter #614-10010) *

14(q). ESTABLISH – 15-MINUTE METER, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Post Street, north side, from 65 feet to 85 feet west of Larkin Street (converts one general metered space at meter #614-10080) *

14(r). ESTABLISH – YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

Post Street, north side, from 43 feet to 65 feet west of Larkin Street (converts one 15-minute green zone at meter #614-10060)

14(s). ESTABLISH – RED ZONE

- A. Larkin Street, east side, from 9 feet to 34 feet south of Sutter Street (extends existing red zone to 34 feet, removes yellow loading zone meter #542-10320)
- B. Larkin Street, west side, from 8 feet to 22 feet south of Sutter Street *
- C. Larkin Street, west side, from Hemlock Street to 25 feet southerly (removes 30-minute green zone meter #542-10110)
- D. Sutter Street, north side, from Larkin Street to 20 feet easterly *
- E. Sutter Street, south side, from Larkin Street to 20 feet easterly *

14(t). ESTABLISH – YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Larkin Street, east side, from 80 feet to 101 feet south of Sutter Street (converts one general metered parking space at meter #542-10220)

14(u). ESTABLISH – RED ZONE

- A. Bush Street, north side, from 11 feet to 31 feet west of Larkin Street (extends existing red zone to 31 feet, removes meter #336-13020) *
- B. Bush Street, south side, from 5 feet to 20 feet west of Larkin Street (extends existing red zone to 20 feet) *
- C. Fern Street, south side, from 10 feet to 28 feet west of Larkin Street (extends existing red zone to 28 feet, removes meter #412-00010) *



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327

FOR PUBLIC HEARING

- D. Larkin Street, east side, from 13 feet to 33 feet south of Bush Street (extends existing red zone to 33 feet, removes meter #542-11300) *
- E. Larkin Street, west side, from 2 feet to 20 feet south of Bush Street (extends existing red zone to 20 feet, removes meter #542-11290) *
- F. Larkin Street, west side, from 5 feet to 23 feet south of Fern Street (extends existing red zone to 23 feet, removes meter #542-11110) *

14(v). ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 6 PM, DAILY

Bush Street, south side, from 20 feet to 123 feet west of Larkin Street (103-foot zone, shifts existing passenger loading zone 20 feet westerly, removes meter #336-13130) *

14(w). ESTABLISH – RED ZONE

- A. Larkin Street, west side, from Pine Street to 20 feet southerly *
- B. Pine Street, north side, from Larkin Street to 20 feet easterly *
- C. Pine Street, south side, from Larkin Street to 20 feet easterly *

14(x). ESTABLISH – RED ZONE

Pine Street, north side, from Hyde Street to 20 feet easterly *
Pine Street, south side, from Hyde Street to 20 feet easterly *

14(y). ESTABLISH – GREEN ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY

Pine Street, north side, from 20 feet to 42 feet east of Hyde Street (22-foot zone, shifts existing green zone 20 feet easterly)

14(z). ESTABLISH – RED ZONE

- A. Bush Street, north side, from 2 feet to 20 feet west of Hyde Street (extends existing red zone to 20 feet, removes meter #336-12020) *
- B. Hyde Street, east side, from 5 feet to 30 feet north of Bush Street (shortens existing passenger loading zone to 80 feet)
- C. Hyde Street, west side, from 5 feet to 33 feet north of Bush Street (removes yellow loading zone meter #472-09010)

14(aa). ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

Bush Street, south side, from Hyde Street to 58 feet westerly (removes meters #336-12050 and #336-12010)

14(bb). ESTABLISH – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

Bush Street, north side, from 20 feet to 38 feet west of Hyde Street (converts one general metered parking space at meter #336-12040) *

14(cc). ESTABLISH – RED ZONE

- A. Hyde Street, west side, from Sutter Street to 35 feet northerly (extends existing red zone to 35 feet, removes meter #472-08010)



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327

FOR PUBLIC HEARING

- B. Sutter Street, north side, from Hyde Street to 20 feet easterly (extends existing red zone to 20 feet) *
- C. Sutter Street, south side, from Hyde Street to 20 feet easterly *

14(dd). ESTABLISH – RED ZONE

- A. Hyde Street, east side, from Post Street to 25 feet northerly
- B. Hyde Street, west side, from Post Street to 20 feet northerly *
- C. Post Street, north side, from 5 feet to 23 feet west of Hyde Street (extends existing red zone to 23 feet, removes meter #614-09020) *
- D. Post Street, south side, from 16 feet to 34 feet west of Hyde Street (extends existing red zone to 34 feet, removes meter #614-09030) *

14(ee). ESTABLISH – YELLOW LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

Hyde Street, west side, from 20 feet to 42 feet north of Post Street (relocates existing yellow loading zone 20 feet northerly) *

14(ff). ESTABLISH – RED ZONE

Geary Street, north side, from 4 feet to 25 feet east of Hyde Street (extends existing red zone, removes yellow 6-wheel commercial loading zone meter #440-07420)
Hyde Street, east side, from 12 feet to 32 feet north of Geary Street (extends existing red zone to 32 feet, removes meter #472-06040) *

14(gg). ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH FRIDAY

Geary Street, north side, from 46 feet to 66 feet east of Hyde Street (converts one yellow metered loading zone at meter #440-07380) *

14(hh). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH FRIDAY

Geary Street, north side, from 86 feet to 106 feet east of Hyde Street (converts one general metered parking space at meter #440-07340) *

14(ii). ESTABLISH – RED ZONE

- A. Hyde Street, east side, from 10 feet to 30 feet north of O'Farrell Street (extends existing red zone to 30 feet, removes meter #472-05020) *
- B. Hyde Street, west side, from 10 feet to 30 feet north of O'Farrell Street (extends existing red zone to 30 feet, removes meter #472-05010) *
- C. O'Farrell Street, north side, from Hyde Street to 18 feet westerly (removes meter #593-07020) *
- D. O'Farrell Street, north side, from 4 feet to 22 feet west of Ada Court (extends existing red zone to 22 feet, removes meter #593-06320) *



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327

FOR PUBLIC HEARING

14(jj). ESTABLISH – RED ZONE

- A. Ellis Street, north side, from 11 feet to 29 feet east of Hyde Street (extends existing red zone to 29 feet, removes meter #401-05400) *
- B. Hyde Street, east side, from 5 feet to 27 feet north of Ellis Street (extends existing red zone to 27 feet, removes passenger loading zone)
- C. Hyde Street, west side, from 9 feet to 27 feet north of Ellis Street (extends existing red zone to 27 feet, removes meter #472-04010) *

14(kk). ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY

Hyde Street, east side, from 27 feet to 48 feet north of Ellis Street (21-foot zone, relocates existing passenger loading zone northerly, removes meter #472-04040)

14(ll). ESTABLISH – RED ZONE

- A. Eddy Street, north side, from 14 feet to 32 feet east of Hyde Street (extends existing red zone to 32 feet, removes meter #400-04460) *
- B. Eddy Street, south side, from 15 feet to 33 feet west of Hyde Street (extends existing red zone to 33 feet, removes meter #400-05030) *
- C. Hyde Street, east side, from 3 feet to 21 feet north of Eddy Street (extends existing red zone to 21 feet, removes meter #472-03020) *
- D. Hyde Street, west side, from 9 feet to 27 feet north of Eddy Street (extends existing red zone to 27 feet, removes meter #472-03010) *

14(mm). ESTABLISH – RED ZONE

Turk Street, south side, from 10 feet to 32 feet east of Hyde Street (extends existing red zone to 32 feet, removes meter #686-03430)

14(nn). ESTABLISH – RED ZONE

- A. Golden Gate Avenue, north side, from Hyde Street to 21 feet westerly (removes 30-minute green zone meter #442-03020)
- B. Hyde Street, east side, from 7 feet to 25 feet north of Golden Gate Avenue (extends existing red zone to 25 feet, removes meter #472-01040) *
- C. Hyde Street, west side, from 3 feet to 25 feet north of Golden Gate Avenue (extends existing red zone to 25 feet, removes meter #472-01010)

14(oo). ESTABLISH – RED ZONE

Hyde Street, east side, from 11 feet to 25 feet north of McAllister Street (extends existing red zone to 25 feet, removes motorcycle parking spaces #2-5 at meter #472-00520) *

McAllister Street, north side, from 10 feet to 32 feet east of Hyde Street (extends existing red zone to 32 feet, removes meter #563-01420) *

14(pp). ESTABLISH – RED ZONE

Hyde Street, west side, from Fulton Street to 19 feet northerly (removes meter #472-00270) *



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327

FOR PUBLIC HEARING

14(qq). ESTABLISH – RED ZONE

Hyde Street, west side, from 7 feet to 29 feet north of Grove Street (extends existing red zone to 29 feet, removes meter #472-00010)

14(rr). ESTABLISH – RED ZONE

- A. Golden Gate Avenue, south side, from 7 feet to 25 feet west of Dale Place (extends existing red zone to 25 feet, removes meter #442-02250) *
- B. Golden Gate Avenue, south side, from 6 feet to 24 feet west of Leavenworth Street (extends existing red zone to 24 feet, removes meter #442-02010) *
- C. Leavenworth Street, east side, from 10 feet to 28 feet south of Golden Gate Avenue (extends existing red zone, removes yellow loading zone meter #546-00800) *

14(ss). ESTABLISH – RED ZONE

- A. Leavenworth Street, east side, from 2 feet to 20 feet south of Turk Street (extends existing red zone to 20 feet, removes meter #546-01260) *
- B. Turk Street, north side, from 4 feet to 24 feet east of Leavenworth Street (extends existing red zone to 24 feet, removes meter #686-02460) *
- C. Turk Street, south side, from 13 feet to 31 feet east of Leavenworth Street (extends existing red zone to 31 feet, removes meter #686-02450) *

14(tt). ESTABLISH – RED ZONE

Eddy Street, south side, from 7 feet to 29 feet west of Leavenworth Street (extends existing red zone to 29 feet, removes yellow loading zone meter #400-04010)
Leavenworth Street, east side, from 12 feet to 34 feet south of Eddy Street (extends existing red zone to 34 feet, removes yellow loading zone meter #546-02240)

14(uu). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

Eddy Street, south side, from 51 feet to 71 feet west of Leavenworth Street (converts one general metered parking space at meter #400-04050) *
Leavenworth Street, east side, from 34 feet to 56 feet south of Eddy Street (converts on general metered parking space at meter #546-02220) *

14(vv). ESTABLISH – RED ZONE

Ellis Street, north side, from 9 feet to 30 feet east of Leavenworth Street (extends existing red zone to 30 feet, removes yellow loading zone meter #401-04360)
Leavenworth Street, west side, from 9 feet to 27 feet south of Ellis Street (extends existing red zone to 27 feet, removes meter #546-03230) *

14(ww). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Ellis Street, north side, from 30 feet to 52 feet east of Leavenworth Street (converts one general metered parking space at meter #401-04340) *



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- 14(xx). **ESTABLISH – RED ZONE**
O'Farrell Street, south side, from 8 feet to 26 feet west of Leavenworth Street (extends existing red zone to 26 feet, removes meter #593-06010) *
- 14(yy). **ESTABLISH – RED ZONE**
Geary Street, south side, from Leavenworth Street to 20 feet easterly (removes yellow 6-wheel commercial loading zone meter #440-06430) *
Leavenworth Street, west side, from 19 feet to 37 feet south of Geary Street (extends existing red zone to 37 feet, removes meter #546-05250) *
- 14(zz). **ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH FRIDAY**
Geary Street, south side, from 40 feet to 60 feet east of Leavenworth Street (converts one yellow metered loading zone at meter #440-06390) *
- 14(aaa). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH FRIDAY**
Geary Street, south side, from 60 feet to 82 feet east of Leavenworth Street (converts one general metered parking space at meter #440-06370)
- 14(bbb). **ESTABLISH – RED ZONE**
A. Leavenworth Street, west side, from Post Street to 20 feet southerly (extends existing red zone to 20 feet) *
B. Post Street, north side, from 6 feet to 24 feet west of Leavenworth Street (extends existing red zone to 24 feet, removes 30-minute green zone meter #614-08000) *
C. Post Street, south side, from 12 feet to 31 feet west of Leavenworth Street (extends existing red zone to 31 feet, removes meter #614-08010) *
- 14(ccc). **ESTABLISH – RED ZONE**
A. Leavenworth Street, west side, from Sutter Street to 40 feet southerly
B. Sutter Street, north side, from 10 feet to 32 feet east of Leavenworth Street (extends existing red zone, removes yellow loading zone meter #666-08400)
C. Sutter Street, south side, from 10 feet to 30 feet east of Leavenworth Street (extends existing red zone to 30 feet, removes meter #666-08390) *
- 14(ddd). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH FRIDAY; 7 AM TO 6 PM SATURDAY**
Sutter Street, north side, from 32 feet to 52 feet east of Leavenworth Street (converts one general metered parking space at meter #666-08380) *



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- 14(eee). **ESTABLISH – RED ZONE**
Bush Street, north side, from Leavenworth Street to 35 feet westerly (removes two motorcycle parking spaces at meters #336-11020 and 336-11040, removes one general metered parking space at meter #336-11060)
Leavenworth Street, west side, from Bush Street to 20 feet southerly *
- 14(fff). **ESTABLISH – METERED MOTORCYCLE PARKING**
Bush Street, north side, from 35 feet to 51 feet west of Leavenworth Street (converts one general metered space at meter #336-11080 to four motorcycle parking spaces) *
- 14(ggg). **ESTABLISH – RED ZONE**
A. Leavenworth Street, west side, from Pine Street to 40 feet southerly
B. Pine Street, north side, from Leavenworth Street to 20 feet easterly *
C. Pine Street, south side, from Leavenworth Street to 10 feet easterly (shortens existing yellow loading zone by 10 feet) *
- 14(hhh). **ESTABLISH – RED ZONE**
Pine Street, north side, from Jones Street to 20 feet easterly *
Pine Street, south side, from Jones Street to 20 feet easterly *
- 14(iii). **ESTABLISH – RED ZONE**
A. Bush Street, north side, from Jones Street to 20 feet westerly *
B. Jones Street, east side, from Bush Street to 20 feet northerly *
C. Jones Street, west side, from Bush Street to 20 feet northerly *
- 14(jjj). **ESTABLISH – YELLOW SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**
Bush Street, north side, from 20 feet to 60 feet west of Jones Street (40-foot zone, lengthens and relocates existing yellow six-wheel commercial vehicle loading zone westerly)
- 14(kkk). **ESTABLISH – RED ZONE**
Sutter Street, north side, from 10 feet to 28 feet east of Jones Street (extends existing red zone to 28 feet, removes meter #666-07460) *
- 14(III). **ESTABLISH – RED ZONE**
A. Jones Street, east side, from 4 feet to 22 feet north of Cosmo Place (extends existing red zone to 22 feet, removes meter #502-07120) *
B. Jones Street, east side, from 15 feet to 35 feet north of Post Street (extends existing red zone to 35 feet, removes meter #502-07020) *
C. Post Street, north side, from Jones Street to 18 feet westerly (removes meter #614-07020) *
D. Post Street, south side, from 11 feet to 31 feet west of Jones Street *



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- 14(mmm). **ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES**
Post Street, south side, from 31 feet to 81 feet west of Jones Street (50-foot zone, relocates existing passenger loading zone 20 feet westerly, removes meter #614-07050) *
- 14(nnn). **ESTABLISH – RED ZONE**
A. Geary Street, north side, from Jones Street to 20 feet easterly *
B. Geary Street, north side, from Shannon Street to 20 feet easterly (extends existing red zone to 20 feet, removes 3 motorcycle meters #440-05220, #440-05200, and #440-05180) *
C. Geary Street, south side, from Shannon Street to 18 feet easterly (removes meter #440-05190) *
- 14(ooo). **ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES**
Geary Street, north side, from 20 feet to 81 feet east of Jones Street (61-foot zone, relocates existing passenger loading zone 20 feet easterly, removes yellow loading zone meter #440-05920) *
- 14(ppp). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH SATURDAY**
Geary Street, south side, from 49 feet to 71 feet west of Shannon Street (converts one general metered parking space at meter #440-05870) *
- 14(qqq). **ESTABLISH – RED ZONE**
Jones Street, east side, from O'Farrell Street to 20 feet northerly (removes 30-minute green zone meter #502-05020) *
O'Farrell Street, north side, from Jones Street to 18 feet westerly (removes meter #593-05020) *
- 14(rrr). **ESTABLISH – 30-MINUTE METER, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**
Jones Street, east side, from 20 feet to 37 feet north of O'Farrell Street (converts one general metered parking space at meter #502-05040) *
- 14(sss). **ESTABLISH – RED ZONE**
A. Ellis Street, north side, from 9 feet to 43 feet east of Jones Street (extends existing red zone to 43 feet, removes yellow loading zone at meter #401-03460)
B. Ellis Street, south side, from 18 feet to 40 feet east of Jones Street (extends existing red zone to 40 feet, removes meter #401-03430)
C. Jones Street, east side, from 10 feet to 30 feet north of Ellis Street (extends existing red zone to 30 feet, removes meter #502-04020) *
D. Jones Street, west side, from 8 feet to 30 feet north of Ellis Street (extends existing red zone to 30 feet, removes yellow loading zone meter #502-04010)



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- 14(ttt). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**
Ellis Street, north side, from 43 feet to 83 feet east of Jones Street (converts two general metered parking spaces to two yellow metered loading zones at meters #401-03420 and #401-03400) *
Jones Street, west side, from 30 feet to 52 feet north of Ellis Street (converts one general metered parking space at meter #502-04030) *
- 14(uuu). **ESTABLISH – RED ZONE**
Eddy Street, south side, from 10 feet to 28 feet west of Jones Street (extends existing red zone to 28 feet, removes one Police Vehicles Only space)
- 14(vvv). **ESTABLISH – TOW-AWAY NO PARKING ANYTIME, EXCEPT MARKED POLICE VEHICLES**
Eddy Street, south side, from 140 feet to 185 feet west of Jones Street (removes two yellow loading zone meters #400-03170 and #400-03190)
- 14(www). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**
Eddy Street, south side, from 185 feet to 227 feet west of Jones Street (converts two general metered parking spaces to two yellow loading zones at meters #400-03210 and #400-03230) *
- 14(xxx). **ESTABLISH – RED ZONE**
A. Jones Street, west side, from 7 feet to 27 feet north of Turk Street (extends existing red zone to 27 feet, removes yellow loading zone meter #502-02010) *
B. Turk Street, north side, from 3 feet to 21 feet east of Jones Street (extends existing red zone to 21 feet, removes meter #686-01460) *
C. Turk Street, south side, from 4 feet to 20 feet east of Jones Street (extends existing red zone to 20 feet) *
- 14(yyy). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**
Jones Street, west side, from 69 feet to 91 feet north of Turk Street (converts one general metered space at meter #502-02090) *
- 14(zzz). **ESTABLISH – RED ZONE**
Golden Gate Avenue, south side, from 10 feet to 32 feet west of Jones Street (extends existing red zone to 32 feet, removes meter #442-01030)
Jones Street, west side, from Golden Gate Avenue to 22 feet northerly (removes meter #502-01010)



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- 14(aaaa). **ESTABLISH – RED ZONE**
Jones Street, east side, from 4 feet to 25 feet north of McAllister Street (extends existing red zone to 25 feet, removes meter #502-00020)
Jones Street, west side, from McAllister Street to 22 feet northerly (removes meter #502-00010)
- 14(bbbb). **ESTABLISH – RED ZONE**
Taylor Street, west side, from 4 feet to 22 feet south of Turk Street (removes yellow loading zone meter #681-00290) *
- 14(cccc). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**
Taylor Street, west side, from 82 feet to 104 feet south of Turk Street (converts one general metered parking space at meter #681-00210) *
- 14(dddd). **ESTABLISH – RED ZONE**
Eddy Street, south side, from 6 feet to 25 feet west of Taylor Street (extends existing red zone to 25 feet, removes meter #400-02010) *
Eddy Street, north side, from Taylor Street to 20 feet easterly (removes five metered motorcycle spaces at meter 400-01440) *
- 14(eeee). **ESTABLISH – METERED MOTORCYCLE PARKING**
Eddy Street, north side, from 20 feet to 40 feet east of Taylor Street (converts one general metered parking space at meter 400-01340 space #6 to five motorcycle spaces) *
- 14(ffff). **ESTABLISH – RED ZONE**
A. Ellis Street, north side, from 4 feet to 26 feet east of Taylor Street (extends existing red zone to 26 feet, removes yellow 6-wheel commercial loading zone meter #401-02440)
B. Ellis Street, south side, from Taylor Street to 23 feet easterly (removes yellow 6-wheel commercial loading zone meter #401-02450)
C. Ellis Street, south side, from Taylor Street to 22 feet westerly
- 14(gggg). **ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES**
Ellis Street, south side, from 22 feet to 66 west of Taylor Street (shifts existing passenger loading zone 22 feet westerly)
- 14(hhhh). **ESTABLISH – RED ZONE**
A. O'Farrell Street, north side, from 6 feet to 24 feet west of Shannon Street (removes space #1 at meter #593-04300) *
B. O'Farrell Street, south side, from 5 feet to 29 feet west of Taylor Street (extends existing red zone to 29 feet, removes yellow 6-wheel commercial loading zone meter #593-04010)



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- C. Taylor Street, east side, from 14 feet to 30 feet south of O'Farrell Street (extends existing red zone to 30 feet, shortens existing taxi zone by 16 feet)
- D. Taylor Street, west side, from 8 feet to 28 feet south of O'Farrell Street (extends existing red zone to 28 feet, removes yellow 6-wheel commercial loading zone meter #681-03290) *

14(iiii). **ESTABLISH – PASSENGER LOADING ZONE, DURING POSTED SERVICES**
O'Farrell Street, north side, from 24 feet to 64 feet west of Shannon Street (40-foot zone, shifts existing passenger loading zone 18 feet westerly, converts space #3 at meter #593-04300)

14(jjjj). **ESTABLISH – YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY**
O'Farrell Street, south side, from 29 feet to 53 feet west of Taylor Street (converts one yellow 6-wheel commercial loading zone at meter #593-04030)

14(kkkk). **ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY**
O'Farrell Street, south side, from 138 feet to 179 feet west of Taylor Street (converts two general metered parking spaces to two yellow 6-wheel commercial loading zone spaces at meters #593-04130 and #593-04150)

14(IIII). **ESTABLISH – RED ZONE**
A. Geary Street, north side, from Taylor Street to 20 feet easterly *
B. Geary Street, south side, from Taylor Street to 20 feet easterly *
C. Taylor Street, east side, from 13 feet to 35 feet south of Geary Street (extends existing red zone to 35 feet, removes yellow loading zone meter #681-04280)
D. Taylor Street, west side, from 13 feet to 33 feet south of Geary Street

14(mmmm). **ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES**
A. Geary Street, north side, from 20 feet to 78 feet east of Taylor Street (58-foot zone, shifts existing passenger loading zone 20 feet easterly, removes yellow loading zone meter #440-04340)
B. Geary Street, south side, from 20 feet to 135 feet east of Taylor Street (115-foot zone, shifts existing passenger loading zone 20 feet easterly, removes taxi loading zone)
C. Taylor Street, west side, from 33 feet to 93 feet south of Geary Street (60-foot zone, shifts existing passenger loading zone 20 feet southerly, removes yellow loading zone meter #681-04210)

14(nnnn). **ESTABLISH – TAXI ZONE, AT ALL TIMES**
Geary Street, south side, from 135 feet to 157 feet east of Taylor Street (22-foot zone, shifts existing taxi zone 22 feet easterly, removes yellow loading zone meter #440-04270) *



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- 14(oooo). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH SATURDAY**
Geary Street, north side, from 128 feet to 169 feet east of Taylor Street (converts two general metered parking spaces to two yellow loading zone metered spaces at meters #440-04280 and #440-04260) *
- 14(pppp). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**
Taylor Street, east side, from 143 feet to 186 feet south of Geary Street (converts two general metered parking spaces to two yellow loading zone metered spaces at meters #681-04140 and #681-04120) *
- 14(qqqq). **ESTABLISH – RED ZONE**
- A. Post Street, north side, from Taylor Street to 40 feet westerly (removes two yellow 6-wheel commercial loading zone meters #614-06000 and #614-06020)
 - B. Post Street, north side, from 3 feet to 21 feet west of Trader Vic Alley (extends existing red zone to 21 feet, removes meter #614-06180) *
 - C. Post Street, south side, from 2 feet to 20 feet west of Taylor Street (extends existing red zone to 20 feet, removes meter #614-06010) *
 - D. Taylor Street, east side, from 15 feet to 33 feet south of Post Street (extends existing red zone to 33 feet, removes passenger loading zone) *
 - E. Taylor Street, west side, from 12 feet to 30 feet south of Post Street (extends existing red zone to 30 feet, removes yellow 6-wheel commercial loading zone meter #681-05290) *
 - F. Taylor Street, west side, from 3 feet to 25 feet south of Isadora Duncan Lane (extends existing red zone to 25 feet, removes meter #681-05170)
 - G. Taylor Street, west side, from 5 feet to 25 feet south of Cosmo Place (extends existing red zone to 25 feet, removes meter #681-06050) *
- 14(rrrr). **ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES**
Taylor Street, east side, from 33 feet to 55 feet south of Post Street (22-foot zone, shifts existing passenger loading zone 18 feet southerly, removes yellow loading zone meter #681-05280)
- 14(ssss). **ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY**
Post Street, north side, from 40 feet to 80 feet west of Taylor Street (converts two yellow loading zone meters to two six-wheel commercial vehicle loading zones at meters #614-06040 and #614-06060)
- 14(tttt). **ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**
Taylor Street, west side, from 52 feet to 70 feet south of Post Street (converts one general metered parking space at meter #681-05250) *



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14(uuuu). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Post Street, south side, from 20 feet to 64 feet west of Taylor Street (converts two general metered parking spaces to two yellow loading zones at meters #614-06030 and #614-06050)

Taylor Street, east side, from 55 feet to 73 feet south of Post Street (converts one general metered parking space at meter #681-05240) *

14(vvvv). ESTABLISH – RED ZONE

A. Sutter Street, north side, from 9 feet to 28 feet east of Taylor Street (extends existing red zone to 28 feet, removes yellow loading zone meter #666-06400) *

B. Sutter Street, south side, from Taylor Street to 23 feet easterly (removes yellow loading zone meter #666-06410)

C. Taylor Street, west side, from 17 feet to 36 feet south of Sutter Street (extends existing red zone to 36 feet, removes meter #681-06290) *

14(wwww). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Taylor Street, east side, from 17 feet to 35 feet south of Sutter Street (converts one general metered parking space at meter #681-06300) *

Taylor Street, east side, from 39 feet to 59 feet north of Sutter Street (converts one general metered parking space at meter #681-07060) *

14(xxxx). ESTABLISH – RED ZONE

Bush Street, north side, from Taylor Street to 20 feet westerly *

Taylor Street, east side, from 10 feet to 28 feet south of Bush Street (extends existing red zone, removes meter #681-07300) *

14(yyyy). ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY

Bush Street, north side, from 80 feet to 122 feet west of Taylor Street (44-foot zone, shifts existing passenger loading zone 20 feet westerly) *

14(zzzz). ESTABLISH – YELLOW LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY

Bush Street, north side, from 20 feet to 80 feet west of Taylor Street (60-foot zone, shifts existing yellow loading zone 20 feet westerly) *

14(aaaaa). ESTABLISH – RED ZONE

Pine Street, north side, from Taylor Street to 20 feet easterly (extends existing red zone to 20 feet) *



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14(bbbbb). ESTABLISH – YELLOW LOADING ZONE, 7 AM TO 3 PM, MONDAY THROUGH FRIDAY

Pine Street, north side, from 20 feet to 42 feet east of Taylor Street (22-foot zone, shifts existing yellow loading zone 3 feet easterly) *

14(ccccc). ESTABLISH – RED ZONE

Pine Street, north side, from Mason Street to 20 feet easterly *

Pine Street, south side, from Mason Street to 20 feet easterly *

14(ddddd). ESTABLISH – RED ZONE

Bush Street, north side, from 11 feet to 31 feet west of Mason Street (extends existing red zone to 31 feet, removes yellow loading zone meter #336-08020) *

Mason Street, east side, from Bush Street to 20 feet northerly *

14(eeeee). ESTABLISH – YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY

Bush Street, north side, from 140 feet to 162 feet west of Mason Street (converts one general metered parking space at meter #336-08180)

14(fffff). ESTABLISH – RED ZONE

A. Mason Street, east side, from 4 feet to 24 feet north of Sutter Street (extends existing red zone to 24 feet, removes meter #562-06020) *

B. Mason Street, west side, from 5 feet to 24 feet north of Sutter Street (extends existing red zone to 24 feet, removes yellow loading zone meter #562-06010) *

C. Sutter Street, north side, from 9 feet to 31 feet east of Mason Street (extends existing red zone to 31 feet, removes meter #666-05400)

14(ggggg). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Mason Street, west side, from 24 feet to 46 feet north of Sutter Street (converts one general metered parking space at meter #562-06030) *

14(hhhhh). ESTABLISH – RED ZONE

A. Mason Street, east side, from Post Street to 28 feet northerly (removes yellow loading zone meter #562-05020)

B. Mason Street, west side, from 8 feet to 16 feet northerly (extends existing red zone to 16 feet, shortens existing passenger loading zone to 20 feet) *

C. Post Street, north side, from 4 feet to 24 feet west of Mason Street (extends existing red zone to 24 feet, removes meter #614-05020) *



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14(iiiii). **ESTABLISH – RED ZONE**

Geary Street, north side, from 14 feet to 35 feet east of Mason Street (extends existing red zone to 35 feet, removes yellow loading zone meter #440-03420)
Mason Street, east side, from 2 feet to 20 feet north of Geary Street (extends existing red zone to 20 feet, removes yellow loading zone meter #562-04040) *

14(jjjj). **ESTABLISH – RED ZONE**

- A. Mason Street, east side, from O'Farrell Street to 27 feet northerly (removes yellow 6-wheel commercial loading zone meter #562-03020)
- B. Mason Street, west side, from 5 feet to 26 feet north of O'Farrell Street (extends existing red zone to 31 feet, removes 15-minute green zone meter #562-03010)
- C. O'Farrell Street, north side, from 43 feet to 61 feet east of Elwood Street (extends existing red zone to 38 feet, removes yellow loading zone meter #593-02340) *

14(kkkkk). **ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**

Mason Street, east side, from 27 feet to 49 feet north of O'Farrell Street (converts yellow 6-wheel commercial loading zone meter #562-03040) *

14(lllll). **ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY**

Mason Street, east side, from 73 feet to 117 feet north of O'Farrell Street (converts two yellow loading zone meters to two yellow 6-wheel commercial loading zone meters at meters #562-03100 and #562-03120) *

14(mmmmm). **ESTABLISH – RED ZONE**

- A. Mason Street, east side, from Ellis Street to 20 feet northerly (removes meter #562-02020) *
- B. Mason Street, west side, from 8 feet to 20 feet northerly (extends existing red zone to 20 feet, shortens existing passenger loading zone by 12 feet) *
- C. Ellis Street, south side, from Mason Street to 22 feet westerly (removes yellow 6-wheel commercial loading zone meter #401-02010)

14(nnnnn). **ESTABLISH – RED ZONE**

Eddy Street, north side, from Mason Street to 19 feet westerly (removes space #1 at meter #400-01020) *
Mason Street, east side, from Eddy Street to 20 feet northerly (removes 4 motorcycle parking spaces at meter #562-01020) *

14(ooooo). **ESTABLISH – METERED MOTORCYCLE PARKING**

Mason Street, east side, from 157 feet to 177 feet north of Eddy Street (converts one general metered space at meter #562-0120 to five motorcycle spaces) *



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14(ppppp). ESTABLISH – RED ZONE

Mason Street, east side, from 10 feet to 30 feet north of Turk Street (extends existing red zone to 30 feet, removes yellow loading zone meter #562-00040) *

Mason Street, west side, from 15 feet to 33 feet north of Turk Street (extends existing red zone to 33 feet, removes yellow loading zone meter #562-00010) *

14(qqqqq). ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Mason Street, east side, from 72 feet to 92 feet north of Turk Street (converts one general metered parking space at meter #562-00100) *

Mason Street, west side, from 33 feet to 55 feet north of Turk Street (converts one general metered parking space at meter #562-00030)

14(rrrrr). ESTABLISH – RED ZONE

Cyril Magnin Street, west side, from Ellis Street to 20 feet southerly (removes non-compliant blue zone) *

Cyril Magnin Street, west side, from 3 feet to 23 feet north of Ellis Street (extends existing red zone to 23 feet, removes yellow 6-wheel commercial loading meter #368-01010) *

14(sssss). ESTABLISH – BLUE ZONE

Ellis Street, north side, from 9 feet to 31 feet west of Cyril Magnin Street (removes yellow loading zone meter #401-01280)

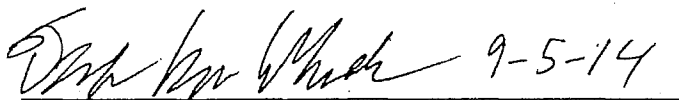
14(ttttt). ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Cyril Magnin Street, west side, from 44 feet to 65 feet north of Ellis Street (converts one general metered parking space at meter #368-01050) *

15. ESTABLISH – RED ZONE

Harrison Street, north side, from 13th Street to 18 feet easterly *

Categorically exempt from Environmental Review: Class 1(c) (9) changes in the traffic and parking regulations where such changes do not establish a higher speed limit or result in more than a negligible increase in the use of the street.

 9-5-14

Frank Kenya Wheeler, SFMTA Date



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The following items are pending environmental clearance:

16. ESTABLISH – SIDEWALK WIDENING

Valencia Street, west side, from 175 feet to 275 feet south of Cesar Chavez Street
(widens sidewalk from 10 feet to 16 feet)

17. ESTABLISH – NO PARKING ANY TIME

- A. 6th Street, east side from Howard Street to 28 feet northerly (for painted bulb-out)
- B. Howard Street, north side, from 6th Street to 18 feet easterly (for painted bulb-out)
- C. Howard Street, south side, from 6th Street to 28 feet easterly (for painted bulb-out)
- D. Howard Street, south side, from 6th Street to 5 feet westerly (for painted bulb-out)

18(a). EXTEND – BUS ZONE

Valencia Street, west side, from 60 feet south of 24th Street to 80 feet southerly (farside bus zone; removes one parking space)

18(b). ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM - 10 AM, MONDAY THROUGH FRIDAY

- A. Castro Street, west side, from 18th Street to 100 feet northerly (nearside bus zone)
- B. Church Street, west side, from 15th Street to 100 feet northerly (nearside bus zone)
- C. Van Ness Avenue, west side, from Sacramento Street to 89 feet southerly (farside bus zone)

18(c). ESTABLISH – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 4 PM - 8 PM, MONDAY THROUGH FRIDAY

Castro Street, east side, from Market Street to 90 feet northerly (farside bus zone)
24th Street, north side, from Castro Street to 100 feet easterly (nearside zone)

The following items have been environmentally cleared by the Planning Department on January 9, 2014, case 2013.1591E:

19. ESTABLISH – ABILITY OF PERMITTED COMMUTER SHUTTLE BUS TO USE MUNI BUS ZONE

- A. 24th Street, south side, 100 feet west of Noe Street (nearside bus zone) *
- B. Bryant Street, west side, 85 feet north of 18th Street (nearside bus zone) *
- C. Bryant Street, east side, 100 feet south of 18th Street (nearside bus zone) *
- D. Bryant Street, west side, 75 feet south of 22nd Street (farside bus zone) *
- E. Bryant Street, east side, 85 feet south of 23rd Street (farside bus zone) *
- F. 30th Street, south side, from Church Street to east side pedestrian crosswalk (farside bus zone) *
- G. 30th Street, north side, from Sanchez Street to 80 feet easterly (nearside bus zone) *



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327
FOR PUBLIC HEARING

20. RESCIND – ABILITY OF PERMITTED COMMUTER SHUTTLE BUSES TO USE MUNI ZONE

Hayes Street, north side, from Clayton Street to 100 feet easterly (100-foot bus zone)*
Hayes Street, south side, from Clayton Street to 100 feet westerly (100-foot bus zone)*

The following item has been environmentally cleared by the Planning Department on May 5, 2005, Case 2000.1081E:

21. ESTABLISH – MID-BLOCK BULB-OUTS

Main Street, west side, mid-block between Folsom and Harrison Streets
Beale Street, west side, mid-block between Folsom and Harrison Streets

The following items have been environmentally cleared by the Planning Department on June 25, 2009, case 2007.0347E:

22. ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES

South Van Ness Ave, west side, from 31 feet to 50 feet north of 22nd Street (19-foot zone) *

23. ESTABLISH – NO PARKING ANYTIME EXCEPT BICYCLES

- A. 3rd Street, west side, from 56 feet to 76 feet north of Newcomb Avenue (20-foot zone removes car parking meter space #4616) *
- B. 24th Street, north side, from 57 feet to 75 feet west of Hampshire Street (18-foot zone removes car parking meter space #2756) *
- C. Chenery Street, north side, from 80 feet to 102 feet east of Diamond Street (22-foot zone removes car parking meter space #688) *
- D. Innes Avenue, north side, from 262 feet to 280 feet east of Arelious Walker (18-foot zone) *
- E. Mission Street, west side, from 2 feet to 23 feet south of Kingston Street (21-foot zone removes car parking meter space #3424) *
- F. Natoma Street, south side, from 2 feet to 24 feet west of Mary Street (22-foot zone) *
- G. ~~Ritch Street, west side, from 213 feet to 236 feet north of Townsend Street (23-foot zone removes car parking meter space #336)~~
- H. Townsend Street, north side, from 4 feet to 22 feet west of Clyde Street (18-foot zone removes compact car parking meter space #232) *
- I. Kearny Street, west side, from 2 feet to 21 feet north of Columbus Avenue/Pacific Avenue (19-foot zone removes car parking meter space #1001-Green, 30-Minutes) *

**24. RESCIND – TOW-AWAY NO STOPPING ANYTIME
ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, EXCEPT BICYCLES**

Market Street, north side, from Noe Street to 108 feet east *

** Items denoted with an asterisk (*) can be given final approval at the public hearing. Otherwise, the SFMTA Board will make the final approval at a later date based on the outcome at the public hearing.*



CITY and COUNTY of SAN FRANCISCO

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

Order # 5327

FOR PUBLIC HEARING

California Environmental Quality Act (CEQA) Appeal Rights under Chapter 31 of the San Francisco Administrative Code: For Approval Actions, the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at <http://www.sf-planning.org/index.aspx?page=1570>. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Approved for Public Hearing by:

A handwritten signature in black ink, appearing to read "Ricardo Olea", written over a horizontal line.

Ricardo Olea
City Traffic Engineer
Sustainable Streets Division

cc: Debbie Borthne, SFMTA Parking and Enforcement
James Lee, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:TF:jm
ISSUE DATE: 9/5/14

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

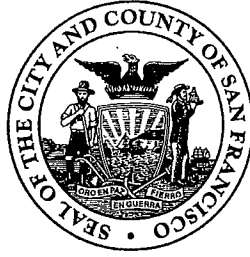
FURTHER RESOLVED, That in accordance with any such delegation by the Board of Supervisors, the SFMTA Board authorizes the SFMTA to accept and expend the grant funds for the SFMTA work should the City be awarded the grant(s) and execute and deliver any documents that are necessary or advisable to complete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

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. 160671

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 the Tenderloin Neighborhood Development Corporation for the project at 480 Eddy 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:

160671 - Apply for Grant - Delegation of San Francisco Municipal Transportation Agency as Co-Applicant for Grant - Assumption of Liability - Affordable Housing and Sustainable Communities Program - 480 Eddy 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 the Tenderloin Neighborhood Development Corporation for the project at 480 Eddy 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: *for* Mayor Edwin M. Lee *NE*
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 the Tenderloin Neighborhood Development Corporation for the project at 480 Eddy 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.

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2016 JUN -7 PM 2:20
BY *jl*