#### FILE NO. 160700

Petitions and Communications received from June 6, 2016, through June 13, 2016, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on June 21, 2016.

Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information will not be redacted.

From Office of the Mayor, designating Supervisor Mark Farrell as Acting-Mayor from Wednesday, June 8, 2016, at 2:45 p.m. until Thursday, June 9, 2016 at 11:05 p.m. Copy: Each Supervisor. (1)

From Office of the Mayor, pursuant to Charter Section 3.100(18) submitting Notice of Appointment to the following Board: War Memorial Board of Trustees. (2)

James Michael Myatt, term ending January 2, 2019

Wallace Levin, term ending January 2, 2017

From Office of the Controller's City Services Auditor Division, regarding a memorandum issued on the Field Follow-up of the 2015 Assessment of the City Attorney's claims and Judgements Settlement Payments. (3)

From Planning Department, submitting 2015 Housing Inventory report. Copy: Each Supervisor. (4)

From Mary Miles, regarding proposed legislation for SFMTA and the Mission Bay Component. File Nos. 160464 and 160465. Copy: Each Supervisor. (5)

From Bay Area Rapid Transit, regarding approval of general obligation bond measure to improve safety, increase train reliability and reduce traffic. Copy: Each Supervisor. (6)

From Moe Jamil, for Middle Polk Neighborhood Association, regarding local density bonus alternative programs. File No. 160668. Coy: Each Supervisor. (7)

From concerned citizens, regarding proposed legislation to prohibit the sale of polystyrene food service ware and other specified products. File No. 160383. 3 letters. Copy: Each Supervisor. (8)

From Sally Stephens, for Golden Gate Heights Neighborhood Association, regarding support for Lee Hsu's appointment to the MTA Board of Directors. File No. 160575. Copy: Each Supervisor. (9)

From Ethel Konopka, regarding SFMTA Charter Amendment on the November ballot. File No. 160589. Copy: Each Supervisor. (10)

From Aaron Goodman, regarding public comment for the Board of Supervisors meeting on June 7, 2016. File Nos. 160293 and 160559. Copy: Each Supervisor. (11)

From Diana Scott, regarding various items on the Board of Supervisors meeting on June 7, 2016. File Nos. 160464, 160465, 160466, and 160559. Copy: Each Supervisor. (12)

From concerned citizens, regarding various items on the Board of Supervisors meeting on June 7, 2016. File Nos. 160464 and 160466. 8 letters. Copy: Each Supervisor. (13)

From Future Bars Group, regarding Public Convenience and Necessity request for a Type 48 license at 29 Third Street. File No. 160680. (14)

From the SF Building and Construction Trades Council, regarding support for endorsement for Term Sheet between the SF Port and TZK Broadway. Copy: Each Supervisor. (15)

From Art Rodriguez & Associates, regarding a Type-21 ABC license for 10 4<sup>th</sup> Avenue. File No. 160681. (16)

From Coalition for San Francisco Neighborhoods, regarding a request to place SFMTA funds on reserve. (17)

From Matthew Pancia, regarding support for Open Source Voting System project. (18)

From Keith Slenkovich for Wilmerhale, regarding homeless sweeps. Copy: Each Supervisor. (19)

From Charles Boone, regarding the Blue Angels. Copy: Each Supervisor. (20)

From Richard Brandi, regarding the Dorchester Way median. Copy: Each Supervisor. (21)

From Carlo Pellegrini, submitting signature for petition entitled, 'Turn the Beast on Bryant into a Beauty on Brant.' 192<sup>nd</sup> signer. Copy: Each Supervisor. (22)

From Antonio White, submitting signature for petition entitled, 'Stop SFMTA.' 4,275<sup>th</sup> signer. Copy: Each Supervisor. (23)

From Lloyd Schloegel, regarding the Planning Commission's 1979 Mission Street - Mixed Use project. (24)

# Office of the Mayor san francisco



BOS-11, COB, LEEDLY
OF DEPCITY Atty, MAYOR

MAYOR

June 7, 2016

Ms. Angela Calvillo San Francisco Board of Supervisors 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102

Dear Ms. Calvillo,

Pursuant to Charter Section 3.100, I hereby designate Supervisor Mark Farrell as Acting-Mayor from the time I leave the State of California on Wednesday, June 8, at 2:45 p.m., until I return on Thursday, June 9, at 11:05 p.m.

In the event I am delayed, I designate Supervisor Mark Farrell to continue to be the Acting-Mayor until my return to California.

Sincerely.

Edwin M. L

Mayor

cc: Mr. Dennis Herrera, City Attorney

(1)

# OFFICE OF THE MAYOR SAN FRANCISCO



C: COB, Les Dep. Dep. chy.
EDWIN M. LEE CPAGE
MAYOR QC. FILL

# **Notice of Appointment**

June 7, 2016

San Francisco Board of Supervisors City Hall, Room 244 1 Carlton B. Goodlett Place San Francisco, California 94102

Honorable Board of Supervisors:

Pursuant to Section 3.100 (18) of the Charter of the City and County of San Francisco, I hereby make the following appointments:

James Michael Myatt, to the War Memorial Board of Trustees, for a term ending January 2, 2019

Wallace Levin to the War Memorial Board of Trustees, assuming the seat formerly held by Wilkes Bashford, for a term ending January 2, 2017

I am confident that Mr. Myatt and Mr. Levin, electors of the City & County of San Francisco, will serve our community well. Attached herein for your reference are their qualifications to serve.

Should you have any questions related to these appointments, please contact my Director of Legislative & Government Affairs, Nicole Elliott at (415) 554-7940.

Sincerely,

Edwin M. Lee

Mayor



June 7, 2016

Angela Calvillo Clerk of the Board, Board of Supervisors San Francisco City Hall 1 Carlton B. Goodlett Place San Francisco, CA 94102

Dear Ms. Calvillo,

Pursuant to Section 3.100 (18) of the Charter of the City and County of San Francisco, I hereby make the following appointments:

James Michael Myatt, to the War Memorial Board of Trustees, for a term ending January 2, 2019

Wallace Levin to the War Memorial Board of Trustees, assuming the seat formerly held by Wilkes Bashford, for a term ending January 2, 2017

I am confident that Mr. Myatt and Mr. Levin, electors of the City & County of San Francisco, will serve our community well. Attached herein for your reference are their qualifications to serve.

Should you have any questions related to these appointments, please contact my Director of Legislative & Government Affairs, Nicole Elliott at (415) 554-7940.

Sincerely

Edwin M. Lee

Mayor

## MAJOR GENERAL JAMES M. ('Mike') MYATT, USMC (Ret)

Major General Myatt was born in San Francisco, California. Educated in Houston, Texas, he enlisted in the Marine Corps Reserve and was commissioned a Marine Corps second lieutenant after graduating with a Bachelor of Science degree in Physics from Sam Houston State University in Huntsville, Texas. He holds a Masters Degree in Engineering Electronics from the Naval Post Graduate School.

General Myatt served 33 years of active duty in the Marine Corps, including two combat tours in the Republic of Vietnam. His first tour was as an infantry platoon and company commander with the 1<sup>st</sup> Bn, 4<sup>th</sup> Marines. During his second tour, he was assigned as infantry battalion advisor to the 5<sup>th</sup> Battalion, Vietnamese Marine Corps. He commanded the 1st Marine Division during Operation Desert Shield and Desert Storm in 1990-91. His Division defeated seven Iraqi Army divisions in zone, seized Kuwait International Airport and liberated Kuwait City.

General Myatt retired from the U.S. Marine Corps in 1995 to work for Bechtel Corporation. While working for Bechtel, he managed the \$22 billion construction project to build the Korean High Speed Rail from Seoul to Pusan.

In September 2001, General Myatt was selected to be President and CEO of the Marines' Memorial Association. He assumed that posting on 10 September, 2001.

Since leaving active military service, General Myatt has continued to serve in a variety of public positions. He was appointed by San Francisco Mayor Willie Brown to be a Commissioner in the Telecommunications Commission in April 2002, serving as President of that Commission in 2003 and 2004. He was responsible for a Mayoral Conference on Public Security and Safety in July 2003, held in San Francisco, with over 25 Mayors and their offices of emergency services in attendance. He sponsored a Table Top Exercise with DOD Office of Homeland Defense and the City and County of San Francisco in August 2003. He piloted a conference on Biometric Technologies for Homeland Security with the US Naval Institute in October 2004. He was appointed by Governor Arnold Schwarzenegger to the Base Closure and Relocation Commission Council in October 2004, completing the report in April 2005. In January 2007, he organized and sponsored a conference on Communications Interoperability for the greater Bay Area. In May 2007, he was appointed as a Trustee to the San Francisco War Memorial Board of Trustees. Mayor Gavin Newsom asked him to become the Chairman of the San Francisco Fleet Week Committee which he assumed in January 2010.

#### Wallace Levin Biography

A third generation San Franciscan, Wallace Levin enlisted into the US Army during the Korean War after graduating from College of the Pacific. During the Korean War, Mr. Levin served 3 years in the Top Secret Army Security Agency, including 19 months overseas. He served 17 years in the California National Guard Reserve and retired as a Lt. Colonel in 1997 with 20 years of Federal and State service.

Mr. Levin is a licensed private investigator and served as a San Francisco Reserve Police Officer for 25 years. He was a member of the Delinquency Prevention Commission for 10 years, during which he served as Vice President and Secretary. In 2001, Mayor Willie Brown and the Board of Supervisors confirmed his appointment as the San Francisco County Veterans Service Office and City Attorney Louise Renne appointed him a City Attorney Investigator.

Mr. Levin has been in a leadership position for the Presidio Memorial Day Ceremony and the Veterans Day Parade for 3 decades. He retired from the San Francisco Veterans Affairs Commission in 2013 after 30+ years of service, during which he served as President 5 times and Secretary 15 times. In 2014, assembly member Phil Ting appointed him 19<sup>th</sup> Assembly District Veteran of the year.

From:

Reports, Controller (CON)

Sent:

Thursday, June 09, 2016 1:16 PM

To:

Calvillo, Angela (BOS); Gosiengfiao, Rachel (BOS); BOS-Supervisors; Kawa, Steve (MYR); Howard, Kate (MYR); Falvey, Christine (MYR); Tsang, Francis; Elliott, Jason (MYR); Steeves, Asja (CON); Campbell, Severin (BUD); Newman, Debra (BUD); Rose, Harvey (BUD); SF

\* Docs (LIB); CON-EVERYONE; gmetcalf@spur.org; bob@sfchamber.com;

jballesteros@sanfrancisco.travel; Feitelberg, Brittany (CAT); Okai, Dora (CAT); Rothschild,

Matthew (CAT)

Subject:

Issued: Field Follow-up of 2015 Assessment of the City Attorney's Claims and Judgments

Settlement Payments

The Office of the Controller's City Services Auditor Division (CSA) today issued a memorandum on its assessment of corrective actions that the Office of the City Attorney (City Attorney) has taken in response to CSA's 2015 assessment on the City Attorney's cash disbursement procedures. The assessment found that all recommendations have been fully implemented and are considered closed.

To view the full memorandum, please visit our website at: <a href="http://openbook.sfgov.org/webreports/details3.aspx?id=2309">http://openbook.sfgov.org/webreports/details3.aspx?id=2309</a>

This is a send-only e-mail address. For questions about the memorandum, please contact Director of City Audits Tonia Lediju at tonia.lediju@sfgov.org or 415-554-5393 or the CSA Audits Unit at 415-554-7469.

Follow us on Twitter @ SFController



Ben Rosenfield Controller

Todd Rydstrom Deputy Controller

### FIELD FOLLOW-UP MEMORANDUM

TO:

Dennis Herrera, City Attorney

Office of the City Attorney

FROM:

Tonia Lediju, Director of City Audits

City Services Auditor Division

DATE:

June 9, 2016

SUBJECT:

Field Follow-up of 2015 Assessment of the City Attorney's Cash Disbursements

#### **EXECUTIVE SUMMARY**

The City Services Auditor Division (CSA) of the Office of the Controller (Controller) issued a memorandum in April 2015, Controls Over Claims and Judgments Settlement Payments at the City Attorney Need Improvement. CSA has completed a field follow-up to determine the corrective actions that the Office of the City Attorney (City Attorney) has taken in response to the memorandum. The memorandum contains five recommendations all of which have been fully implemented.

#### **BACKGROUND, OBJECTIVE & METHODOLOGY**

#### **Background**

In accordance with its fiscal year 2013-14 work plan, CSA assessed the cash disbursements process for claims and judgments settlements at the City Attorney. This assessment was part of a series of planned cash disbursements assessments of various departments across the City and County of San Francisco (City). The purpose of this program was to evaluate the adequacy of the internal control structures related to cash disbursements and to determine whether cash disbursements were made in accordance with governing policies and procedures while adequately safeguarding the City's resources. CSA analyzed all city cash disbursements made in fiscal year 2012-13 without prior encumbrances and selected payment types and departments to include in the 2015 assessment.

The City Attorney provides legal services to the City, including representation in legal proceedings, providing advice or written opinions to offices, department heads, boards and commissions, making recommendations on legal proceedings, and investigating and

Field Follow-up Memorandum: 2015 Assessment of City Attorney's Cash Disbursements June 9, 2016

recommending dispositions of all claims made against the City. The assessment performed by CSA in 2015 was limited to the cash disbursement procedures of the Bureau of Claims Investigation and Administration (Claims Bureau) in the Office of the City Attorney.

#### Objective

The objective of this field follow-up was to determine whether the City Attorney has taken the corrective actions recommended in CSA's April 16, 2015, memorandum on cash disbursement procedures. Consistent with Government Auditing Standards, Section 7.05, promulgated by the U.S. Government Accountability Office, the purposes of audit reports include facilitating follow-up to determine whether appropriate corrective actions have been taken.

This field follow-up is a nonaudit service. Government Auditing Standards do not cover nonaudit services, which are defined as professional services other than audits or attestation engagements. Therefore, the City Attorney is responsible for the substantive outcomes of the work performed during this field follow-up and is responsible to be in a position, in fact and appearance, to make an informed judgment on the results of the nonaudit service.

#### Methodology

To conduct the field follow-up, CSA:

- Obtained documentary evidence from the City Attorney.
- Spoke with the deputy city attorney who directs the Claims Bureau and the chief financial officer of the City Attorney's Office to understand and verify the status and nature of the corrective actions taken.
- Verified the status of the recommendations that the City Attorney had reported as implemented.
- Documented the results of the fieldwork.

#### RESULTS

The City Attorney has fulfilled all of the recommendations made in CSA's April 2015 report on cash disbursement procedures. All five recommendations have been fully implemented and are considered closed.

The following table presents the status of each recommendation, by its number in the report. CSA considers the five recommendations listed closed and implemented.

#### **CLOSED AND IMPLEMENTED RECOMMENDATIONS**

Re	commendation	Field Follow-up Results
1.	Create and implement detailed written policies and procedures that instruct Claims Bureau staff on how all unlitigated claims settlements are to be processed with regard to settlement amounts exceeding \$25,000 and communications with different departments.	The City Attorney has created and implemented written policies and procedures that include instructions on how all unlitigated claim settlements exceeding \$25,000 are to be processed and on communications with other departments. The policies and procedures manual was implemented in October 2015.
2.	Include language in its settlement release form or in a cover letter to be attached to all settlement documents stating that settlement amounts exceeding \$25,000 are contingent on the approval of the City Attorney, department, and Board of Supervisors.	The settlement release cover letter, which is attached to all settlement documents processed by the City Attorney, states that settlement amounts exceeding \$25,000 are contingent on the approval of the City Attorney, the department involved, and the Board of Supervisors. The City Attorney began using the current version of the settlement release cover letter in October 2015.
3.	Ensure that adjusters, investigators, and attorneys are trained that language stating that settlement amounts exceeding \$25,000 are contingent on the approval of the City Attorney, department, and Board of Supervisors is compulsory, and advise claimants accordingly.	All training regarding updates to City Attorney policies and procedures occur during weekly Claims Bureau meetings. Adjusters, investigators, and attorneys were trained on the language in the settlement release form during a Claims Bureau meeting held in February 2015.
4.	Ensure that all signed release agreements are noted with the receipt date and receiver name upon receipt.	The City Attorney stamps all signed release agreements with the receipt date and receiver name. This procedure was adopted in April 2015.
5.	Provide a monthly report of litigated settlements of \$25,000 or less to each city department, commission, and the Board of Supervisors. If that is not feasible, coordinate with each city department, commission, and the Board of Supervisors to determine a reasonable regular reporting schedule for litigated settlements of \$25,000 or less.	The City Attorney now provides quarterly reports of litigated settlements of \$25,000 or less to city departments, commissions, and the Board of Supervisors.

Page 4 of 4 Field Follow-up Memorandum: 2015 Assessment of City Attorney's Cash Disbursements June 9, 2016

CSA extends its appreciation to you and your staff who assisted with this review. If you have any questions or concerns, please call me at (415) 554-5393 or e-mail me at tonia.lediju@sfgov.org.

cc: <u>City Attorney</u>
Dennis Herrera
Matthew Rothschild
Dora Okai

Controller
Ben Rosenfield
Todd Rydstrom
Mark Tipton
Amanda Kelley

Board of Supervisors
Budget Analyst
Citizens Audit Review Board
City Attorney
Civil Grand Jury
Mayor
Public Library

# ATTACHMENT: DEPARTMENT RESPONSE

CITY AND COUNTY OF SAN FRANCISCO

OFFICE OF THE CITY ATTORNEY



DENNIS J. HERRERA City Attorney

> Direct Dial: Email:

(415) 554-4748

brittony,teitelberg@stgov.org

June 1, 2016

Ms. Tonia Lediju Director of City Audits City Hall, Room 476 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102

Re: Follow-up of 2015 Assessment of City Attorney's Office of Cash Disbursement

Dear Ms. Lediju:

Thank you for providing us the opportunity to respond to your field follow-up audit of your report, the Follow-up of 2015 Assessment of City Attorney's Office Cash Disbursement.

We acknowledge that five recommendations are now closed. We appreciate the time spent by your staff to review our policies.

If you have any questions or need additional information, please do not hesitate to contact me at (415)554-4700.

Very truly yours,

DENNISJ. HERRERA

City Attorney

cc: Amanda Kelley, Staff Auditor, Office of the Controller
Mark Tipton, Audit Manager, Office of the Controller
Cheryl Adams, Chief Trial Deputy, Office of the City Attorney
Matthew Rothschild, Chief of Claims Division, Office of the City Attorney
Dora Okai, Chief Financial Officer, Office of the City Attorney

# **REFERRALS TO COMMISSIONS**

Appropriate items of legislation are forwarded to the following commissions for a recommendation prior to consideration by the Board of Supervisors:

Youth Commission (Charter Section 4.124)
Building Inspection Commission (Charter Section D3.750-5)
Small Business Commission (Board of Supervisors Motion 01-33)
Ethics Commission (Campaign & Governmental Code 1.103)

In February 2006 a review of this referral process was done and the following measures have been put in place to ensure that legislation is referred to the appropriate departments listed above:

- New Introduction forms were created so Supervisors could indicate which Department legislation should be referred.
- Legislation Introduced is being sent electronically sent to the 4 Departments listed above
- Deputy Clerk meets on Thursdays with Committee Clerks to review Legislation Introduced and determines where legislation should be referred

<sup>\*\*</sup>Samples of referrals letters, new introduction form and memorandum are found in the appendix of this Chapter.)



# SAN FRANCISCO PLANNING

# DEPARTMENT

MEMO

DATE:

June 9, 2016

TO:

Angela Calvillo, Clerk Board of Supervisors

City Hall, Room 244

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

FROM:

**Audrey Harris** 

Planning Department

1560 Mission Street, 4th Floor San Francisco, CA 94103

RE:

Transmittal of 2015 Housing Inventory

Dear Ms. Calvillo,

We are pleased to send you the recently published 2015 Housing Inventory. This report is the 46th in the series and describes changes to San Francisco's housing stock.

Housing Inventory data account for new housing construction, demolitions, and alterations in a consistent format for analysis of housing production trends. Net housing unit gains are reported citywide, by zoning classification, and by planning district. Other areas of interest covered in the report include affordable housing, condominium conversions, and residential hotel stock. In addition, the report lists major projects completed, authorized for construction, approved or are under review by Planning.

Key findings discussed in the 2015 Housing Inventory include:

- New housing production in 2015 totaled 3,095 units. This includes 2,472 units in new construction
  and 623 new units added through expansion of existing structures or conversions of nonresidential. Most of new housing development occurred in the South of Market Planning District.
- A net total of 2,954 units were added to the San Francisco housing stock in 2015, a 16% decrease from 2014. This net addition is the result of 141 units lost through demolition (25), unit mergers (12), removal of illegal units (100), conversions (3) and a correction to official records (1).
- Affordable housing units made up 17% of new units added to the City's housing stock. Moreover, the number of new affordable housing units built in 2015 529 units is about a 30% decrease from the previous year's production. Inclusionary housing accounted for 286 or about 54% of these affordable units. About half of the new affordable units are rentals affordable to very-low and low-income households.
- Projects proposing 2,982 new units were authorized for construction in 2015. In addition, the Planning Department approved and fully entitled 23 projects with a total of 2,718 units.
- New condominium recorded 2,099 increased by 6% from 2014 and condominium conversions decreased by 9% to 661 units.

Copies of the 2015 Housing Inventory are available to the public for \$10 at the San Francisco Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA 94103. It is also available for

Memo

San Francisco, CA 94103-2479 Reception:

415.558.6378

Fax:

415.558.6409

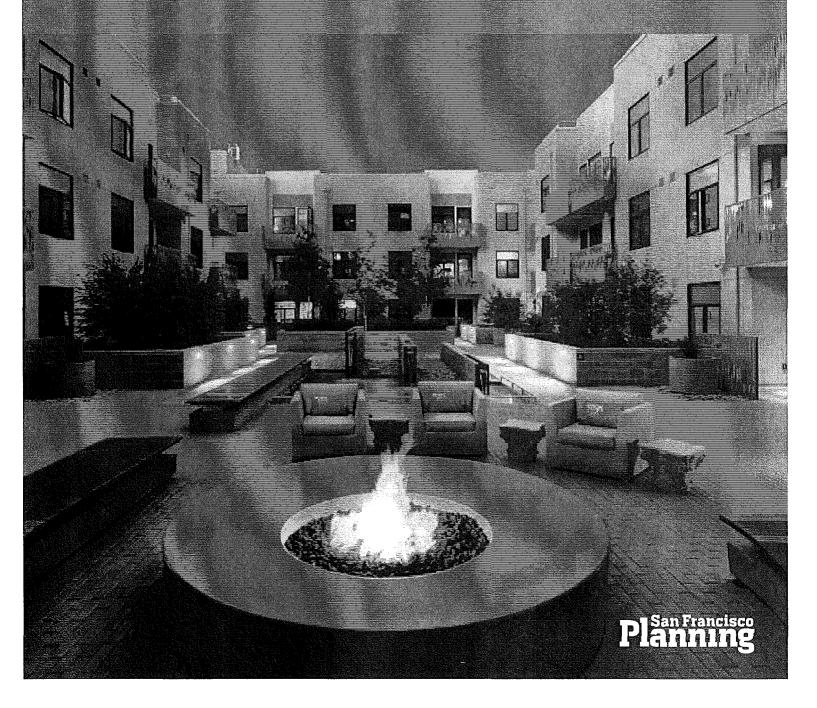
Planning Information: 415.558.6377 review at the San Francisco Main Public Library, Science and Government Documents Department. The 2015 Housing Inventory can also be downloaded from:

http://sf-planning.org/index.aspx?page=1663#housing inventory

Please contact Audrey Harris at 415.575.9136, or e-mail audrey.harris@sfgov.org, if you have any questions.

Attachment (one copy): 2015 Housing Inventory

# 2015 SAN FRANCISCO HOUSING INVENTORY





# 2015 SAN FRANCISCO HOUSING INVENTORY

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# INTRODUCTION: ABOUT THE 2015 HOUSING INVENTORY

The Housing Inventory is the Planning Department's annual survey of housing production trends in San Francisco. It has reported changes in the City's housing stock, including housing construction, demolition, and alterations, since 1967. This report is 46th in the series and presents housing production activity during the year 2015.

By monitoring changes in San Francisco's housing stock, the Housing Inventory provides a basis for evaluating the housing production goals and policies of the Housing Element of the San Francisco General Plan. Housing policy implications that may arise from data in this report, however, are not discussed here.

The *Housing Inventory* reports housing production, which begins when a building permit application for a project is filed with the City. The application is first reviewed by the Planning Department for compliance with the Planning Code, zoning, and other applicable policies. If the Planning Department approves the project, the Department of Building Inspection (DBI) reviews the application for compliance with the Building Code. If DBI approves the application, it issues a permit authorizing construction. The next step is for the project sponsor to begin construction on the project. Once construction has been completed and passed all required inspections, DBI issues a Certificate of Final Completion (CFC) for the project.

The Housing Inventory also reports the annual net gain in housing units citywide by general Zoning Districts and by Planning Districts. Net gain is the number of newly constructed units with CFCs issued, adjusted for alterations - which can add or subtract units - and demolitions. Affordable housing, condominiums, and changes in the residential hotel stock are other areas of interest covered by the Housing Inventory. In addition, the report provides a regional perspective by examining housing construction activity and home prices for the nine-county Bay Area region. Finally, major projects completed, authorized, under review, or in the pipeline are listed in Appendix A. The Housing Inventory also summarizes housing production trends in the Better Neighborhoods and Eastern Neighborhoods plan areas in Appendix B. These plan areas have separate five-year monitoring reports that detail housing production trends.

This report was prepared from information received from a number of different sources including the Department of Building Inspection, the Department of Public Works and Planning Department records. The Mayor's Office of Housing, the San Francisco Housing Authority and the Office of Community Investment and Infrastructure (Successor Agency to the San Francisco Redevelopment Agency) provided information on affordable housing projects. The California Homebuilding Foundation/Construction Industry Research Board provided Bay Area building permit data. The California Association of Realtors provided housing costs. Project sponsors also contributed data.

Copies of this report can be downloaded from the Publications & Reports link at the Planning Department's web site at http://www.sfplanning. org.

A limited number of copies are available for purchase from the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Copies may also be reviewed at the Government Information Center on the fifth floor of the San Francisco Main Library.

Department Staff Contact for this report is Audrey Harris, (415) 575-9136, audrey.harris@sfgov.org.

### **Housing Production Process**

The *Housing Inventory* describes net changes in the housing stock and details units that have been certified complete, units that were authorized for construction, and units that are under review by the Planning Department.

The housing production process begins with a project review by the Planning Department and ends with the issuance of a Certificate of Final Completion (CFC) by the Department of Building Inspection (DBI). Figure 1 outlines the main stages of the housing production process.

# Units Reviewed by Planning Department and DBI

For most major projects, review by the Planning Department is the first step in the process. Proposals are reviewed by the Planning Department for compliance with the Planning Code, the General Plan, environmental requirements, and other regulations and policies. Generally, only major projects require special Planning Department approvals, such as a conditional use permit or variance. The number and type of projects undergoing Planning Department review are indicators of current building interest and production expectation within the next two to five years. Following Planning Department approval and entitlements, the Department of Building Inspection (DBI) reviews the project for compliance with the Building Code.

#### Units Authorized for Construction

If DBI approves the project following its own review, it issues building permits authorizing construction. Projects with approved building permits generally start construction within 90

days from the date the permit is issued. Start of construction, however, may be delayed for up to a year. If the permit is not picked up or acted on within 90 days, the permit expires. The number of units authorized for construction is a key indicator of future housing construction.

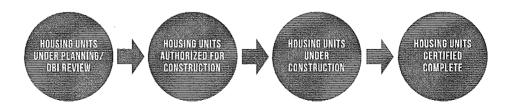
#### **Units Certified Complete**

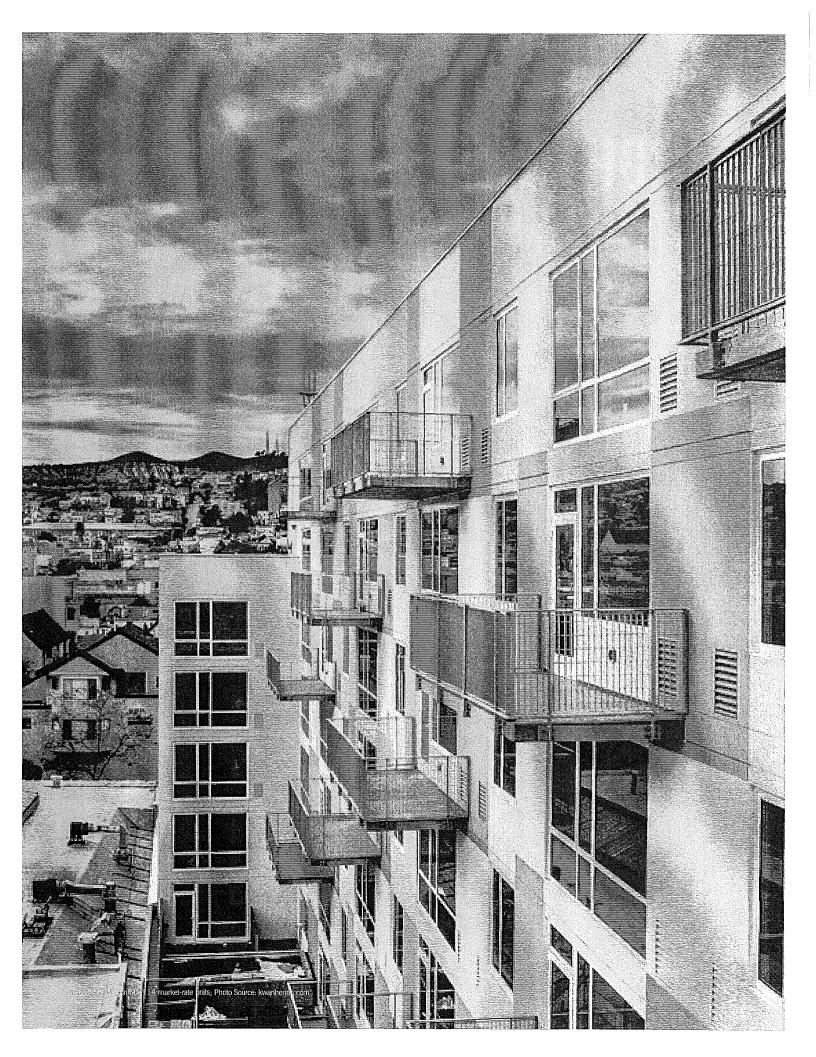
Projects are inspected by DBI at various stages throughout the construction process. However, inspectors only issue Certificates of Final Completions (CFCs) for projects that are deemed 100% complete. Units certified complete are an indicator of changes to the City's housing supply and include units gained or lost from new construction, alterations, and demolitions.

For the purposes of this report, however, units that have received Temporary Certificates of Occupancy (TCOs) or "Final Inspection Approval" from the Department of Building Inspection are also considered and counted as completed units.

Housing production is measured in terms of units rather than projects because the number of units in a project varies. Not all projects reviewed or approved are built. A project's building permit application may be withdrawn, disapproved, or revised; its permit may also expire if, for example, a project is not financed. Housing production is also affected by changes in market conditions and the economy. However, once building construction starts, a project is usually completed within one to two years, depending on the size of the project.







# HIGHLIGHTS: 2015 SNAPSHOT

# 

The production of new housing in 2015 totaled 3,095 units, a 15% decrease from 2014. This includes 2,472 units in new construction and 623 new units added through conversion of non-residential uses or expansion of existing structures. Some 141 units were lost through demolition (25), unit mergers (12), removal of illegal units (100), conversions (3), and a correction to official records (1). This figure is just one unit more than that lost in 2014. The city experienced a 74% decrease in demolitions and a four-fold increase in illegal units removed in 2015.

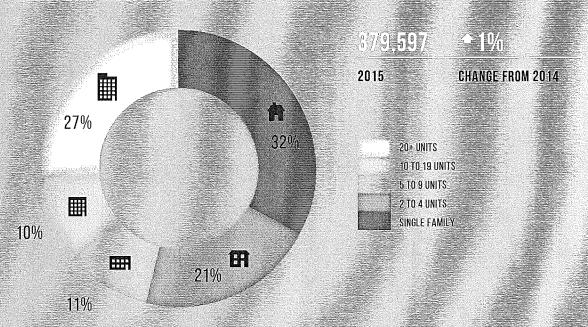
There was a net addition of 2,954 units to the City's housing stock in 2015, a 16% decrease from 2014's net addition. This however, is higher than the 10-year average of 2,244 and represents a slowed but continuing upward trend in net unit production from the lowest production point of 2011. By the end of 2015, there were approximately 382,551 dwelling units in the city.

In 2015, affordable housing production dropped down to 529 from the 757 built in 2014, representing a 30% decrease. These new affordable units made up 17% of new units added to the City's housing stock. This count includes 286 inclusionary units. About half of the new affordable units are rentals affordable to very-low and low-income households.

In 2015, 2,982 units were authorized for construction. This represents a 22% decrease from 2014. New housing authorized for construction over the past five years continues to be overwhelmingly (87%) in buildings with 20 or more units. The Planning Department approved and fully entitled 23 projects in 2015. These projects propose a total of 2,718 units.

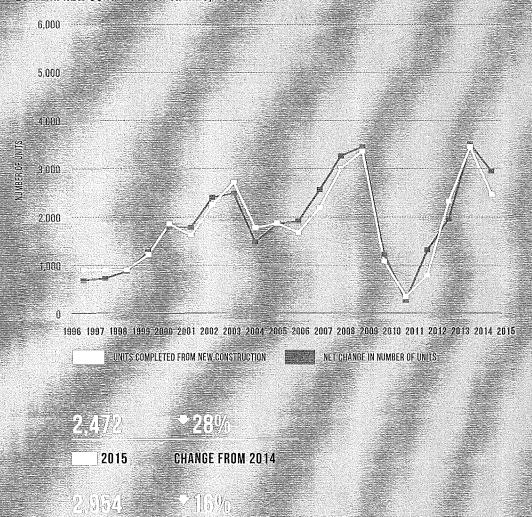
# HINGMESTIC!

#### HOUSING STOCK BY BUILDING TYPE



# NEW CONSTRUCTION TRENDS

# 20-YEAR NEW CONSTRUCTION TRENDS, 1996-2015

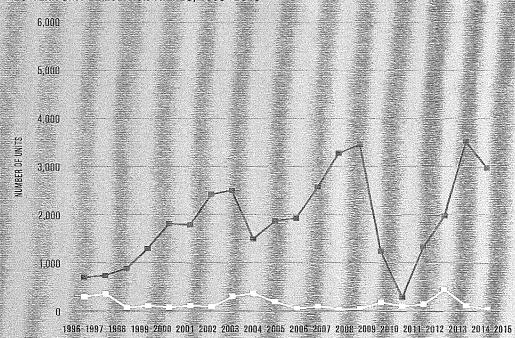


CHANGE FROM 2014

2015

# UNIT DISMOLITION TRENDS

# 20-YEAR UNIT DEMOLITION TRENDS, 1996-2015



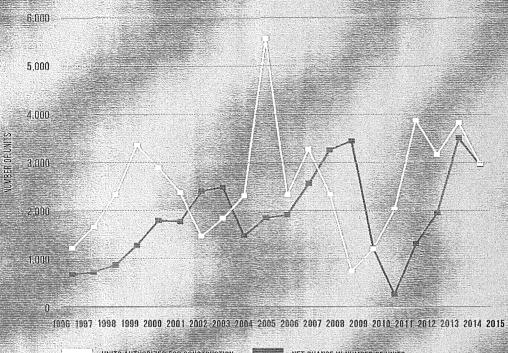


25 \*74%

2015 CHANGE FROM 2014

# UNIT AUTHORIZATION FOR CONSTRUCTION TRENDS

# 20-YEAR UNIT AUTHORIZATION FOR CONSTRUCTION TRENDS, 1996-2015



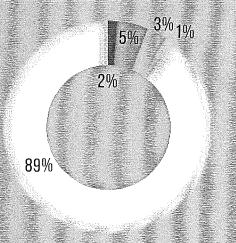
UNITS AUTHORIZED FOR CONSTRUCTION NET CHANGE IN NUMBER OF UNITS

**2,982** 722/%

2015 CHANGE FROM 2014

# 2015 HOUSING UNIT TRENDS

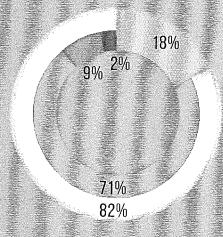
# UNITS ADDED BY BUILDING TYPE, 2015





3 TO 9 UNIT BUILDINGS 2 UNIT BUILDINGS SINGLE FAMILY BUILDINGS

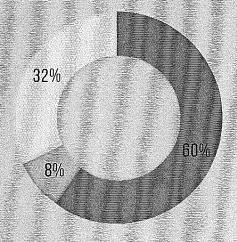
# UNITS LOST THROUGH ALTERATIONS AND DEMOLITIONS BY TYPE OF LOSS, 2015





DEMOLITIONS ALTERATIONS ILLEGAL UNITS REMOVED UNITS MERGED INTO LARGER UNITS CORRECTION TO DEFICIAL RECORDS UNITS CONVERTED

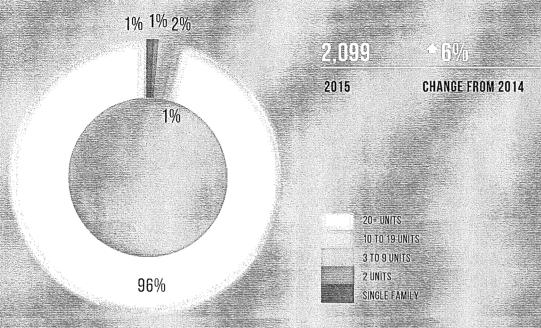
# UNITS DEMOLISHED BY BUILDING TYPE, 2015



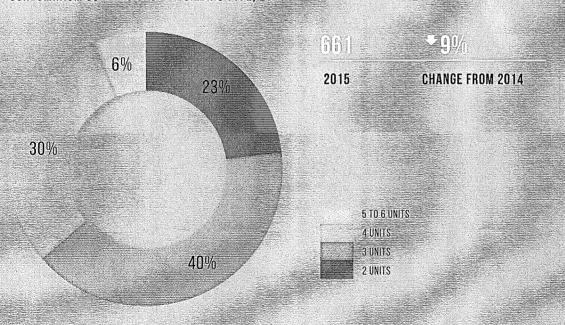


# RONDOMINIUMS IN 2015

# NEW CONDOMINIUMS RECORDED BY BUILDING TYPE, 2015

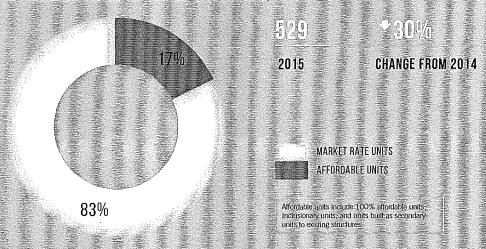


# CONDOMINIUM CONVERSIONS BY BUILDING TYPE, 2015

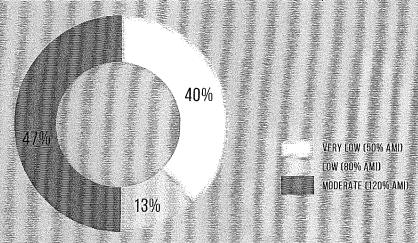


# AFFORDABLE HOUSING IN 2015

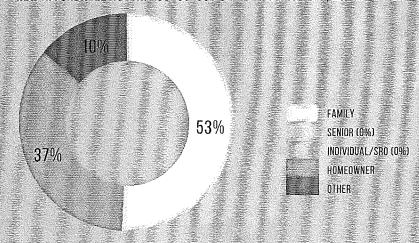
# AFFORDABLE HOUSING AND MARKET-RATE HOUSING, 2015



# NEW AFFORDABLE HOUSING CONSTRUCTION BY INCOME LEVEL, 2015



#### NEW AFFORDABLE HOUSING CONSTRUCTION BY HOUSING TYPE, 2015

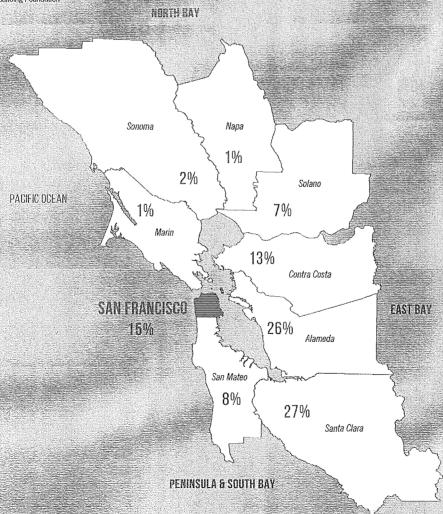


# HOUSING THENDS BY GEOGRAPHY

#### Units Authorized for Construction for San Francisco and the Bay Area Counties, 2015

Gounty	Single-Family Units	Multi-Family Units	Total Units	Percent of Total
Alameda	1,672	3,274	4,946	26%
Contra Costa	1,885	629	2,514	13%
Marin	121	20.	141	1%
-Napa	141	148	289	1%
San Francisco	39	2,943	2,982	15%
San Mateo	428	1,104	1,532	8%
Santa Clara	1,675	3,477	5,152	27%
Solano	1,037	331	1,368	7%
Sonoma	236	206	442	2%
TOTAL	7,234	12,132	19,366	=== 100%

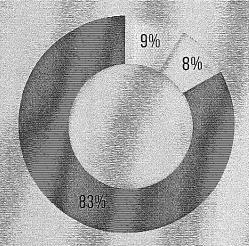
Source: California Homebuilding Foundation



# REGIONAL HOUSING NEEDS ALLOCATION, PLANNING PERIOD 2015—2022

Household Affordability	Housing Goals 2015–2022	Actual Production 2015	% of Production Target Achieved	Production Deficit as of 2015
Above Moderate (> 120% AMI)	12,536	2,566	20%	9,970
Moderate Income (80–120% AMI)	5,460	250	5%	5,210
Low Income (< 80% AMI)	10,873	279	3%	10,594
TOTALS	28,869	3,095	11%	25,774

# ACTUAL PRODUCTION, 2007-2014



The State Department of Housing and Community Development, along with the Association of Bay Area Governments set the regional housing needs allocation or RHNA targets for housing production in every county in the Bay Area. Sixty percent of RHNA targets are required to be affordable to households with varying incomes. Between 2015 and 2022, over 20,000 net new housing units had been produced in San Francisco, as shown in the pie chart.

LOW INCOME (<80% AMI)

MODERATE INCOME (80−120% AMI)

ABOVE MODERATE (>120% AMI)

# FINDINGS: HOUSING IN SANFRANCISCO

### **Housing Stock**

The number of units in San Francisco's housing stock is derived by taking the total units from the decennial census count as baseline, then adding net unit change each subsequent year until the next census. Because the 2010 Census did not collect detailed housing characteristics, this 2015 Housing Inventory uses data from the 2010 Five Year American Community Survey (2010 ACS5). Annual net unit change – the sum of units completed from new construction and alterations minus units lost from demolition and alterations will be added to this 2010 ACS5 baseline count.

According to the 2010 ACS5 and new production over the last couple of years, housing units in San Francisco totaled 382,551, distributed between single family units (32%), moderate density buildings (two to nine units – 21%), and higher density structures (10 or more units – 47%). This distribution has been the same for

the last five years and will likely change in the next few years as the trend has been moving towards increasingly larger buildings, as presented in Table 9.

In 2015, there was a net gain of 2,954 units in the City's housing stock. As of December 2015. units in buildings with 20 or more units comprised 26% of the City's total housing. Of all units added since the 2010 ACS5, over 90% have been in buildings with 20 units or more.

Table 1 provides a profile of San Francisco's housing stock by building type from 2010 through 2015. Figure 2 illustrates San Francisco's housing stock by building type for 2015.

TABLE 1. San Francisco Housing Stock by Building Type, 2010-2015

Building Type	Single Family	2 to 4 Units	5 to 9 Units	10 to 19 Units	20 + Units	Total
2010 ACS5	123,951	79,744	37,088	37,656	93,496	372,560
Net Added 2011–2015	90	225	91	364	9,221	9,991
TOTAL	124,041	79,969	37,179	38,020	102,717	382,551

Source: U.S. Census Bureau; Planning Department

This total includes other "housing" types that the Census Bureau counts, such as mobile homes, RVs, vans, and houseboats,

### **Housing Production Trends**

### **New Housing Construction**

- » New construction unit totals for 2015 2,472 – is a 28% decrease from 2014. New construction in 2015 is 19% over the 10-year average of 2,074 new construction units.
- Conversion of non-residential uses resulted in 623 units added through conversion or expansion of existing structures. However, 116 units were lost due to removal of illegal units, mergers, conversion to non-residential use and to corrections to administrative records.

This means a net of 507 units were added to the housing stock through "alterations" of existing units or buildings. This represents a three-fold increase from the 155 units added in 2014 as a result of alterations.

- » Twenty-five units were demolished in 2015.
- » In 2015, net addition to the City's housing stock decreased by 16% from 2014. This 2015 net new unit count of 2,954 is higher than the 10-year average of 2,244 units.
- » Affordable units made up 17% of new units built in 2015.
- » In 2015, the Department of Building Inspection (DBI) authorized 2,982 units for construction. This represents a 22% decrease in units authorized in 2014 (3,834).

Table 2 and Figures 3 and 4 show housing production trends over the past 20 years. The table and figures account for net new units gained – which is the number of units newly constructed and adjusted for alterations, which can add or subtract units, and demolitions. Figure 5 illustrates five-year housing production activity from 2011–2015.

Two of the larger projects over 300 units completed in 2015 include: 100 Van Ness (437 market-rate units and 52 affordable inclusionary units) and Jasper at 45 Lansing Street (320 market rate units). The 190 unit 1400 Mission (100% affordable, including 23 middle income units) and Broadway Sansome Apartments located at 255 Broadway (100% affordable 74 units and one manager's unit) are two major affordable housing projects completed in 2015.

A list of all market rate projects with 10 units or more completed in 2015 is included in Appendix A-1. Appendix A-2 includes all major affordable housing projects completed in 2015.

TABLE 2. San Francisco Housing Trends, 1996–2015

Year	Units Authorized for Construction	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change In Number of Units
1996	1,228	909	278	52	683
1997	1,666	906	344	163	725
1998	2,336	909	54	19	874
1999	3,360	1,225	98	158	1,285
2000	2,897	1,859	61	(1)	1,797
2001	2,380	1,619	99	259	1,779
2002	1,478	2,260	73	221	2,408
2003	1,845	2,730	286	52	2,496
2004	2,318	1,780	355	62	1,487
2005	5,571	1,872	174	157	1,855
2006	2,332	- 1,675	41	280	1,914
2007	3,281	2,197	81	451	2,567
2008	2,346	3,019	29	273	3,263
2009	752	3,366	29	117	3,454
2010	1,209	1,082	170	318	1,230
2011	2,033	348	84	5	269
2012	3,888	794	127	650	1,317
2013	3,168	2,330	429	59	1,960
2014	3,834	3,454	95	155	3,514
2015	2,982	2,472	25	507	2,954
TOTAL	50,904	36,806	2,932	3,957	37,831

Source: Planning Department Note: Net Change equals Units Completed less Units Demolished plus Units Gained or (Lost) from Alterations,

# Projects Approved and Under Review by Planning

Depending on the type of project, there are various approvals by the Planning Department that a project needs to be fully entitled. Full entitlement of a project means that the project sponsor can proceed with the next step in the development process: securing approval and issuance of a building permit.

» In 2015, 702 projects with about 2,200 units were filed with the Planning Department. This number is only 28% of the count in 2014 and is about two-thirds that of the five-year average of almost 3,726 units.

TABLE 3.

Projects and Units Filed at Planning Department for Review, 2011–2015

Year	Projects Filed	Units Filed
2011	52	1,020
2012	182	2,548
2013	288	4,840
2014	269	8,028
2015	60	2,194
TOTAL	851	18,630

The Planning Department approved and fully entitled 23 projects in 2015. These projects propose a total of 2,718 units.

Table 3 shows the number of housing projects filed with the Planning Department over the last five years. It is important to note that Planning may not approve all projects under review or may not approve projects at the unit levels requested. Project sponsors may also change or withdraw the project proposals. Some projects listed in Table 3 as undergoing Planning Department review may have reached their approval stage, been authorized for construction, or may have been completed. Lastly, many of the housing projects under development by the Office of Community Investment and Infrastructure (OCII) do not show up in Table 3 because the OCII is responsible for the review of those projects.

Appendix A-3 records major projects (10 units or more) that received Planning entitlements in 2015. Appendix A-4 contains a list of the major projects (10 or more units) filed at the Planning Department for review during 2015.

Source: Planning Department

TABLE 4.
Units and Projects Authorized for Construction by DBI by Building Type, 2010–2015

		Un	Units by Building Type				
Year	sincle handle	2 Units	3 to 4 Upits	5 fo 19 Dalis.	200 Units	Total	Projects
2011	24	77	66	121	1,710	1,998	152
2012	22	66	33	107	3,660	3,888	124
2013	36	76	35	42	2,979	3,168	135
2014	49	144	70	75	3,496	3,834	240
2015	39	142	68	127	2,606	2,982	276
TOTAL	170	505	272	472	14,451	15,870	927

Source: Planning Department

### Units Authorized for Construction

- » In 2015, DBI authorized 2,982 units for construction, 22% less than 2014. This number is nevertheless 15% higher than the five-year average (2,583). Since units authorized for construction is one of the indicators of future housing construction, the number of new units completed is expected to increase over the next few years.
- There were more projects authorized in 2015: 276 compared to 240 projects in 2014. In 2015 the average project size was 11 units, below the average project size for the five years between 2011 and 2015 (17).

Table 4 summarizes the number of projects and units by building type authorized for construction by the Department of Building Inspection (DBI).

- » Majority of the units authorized for construction in 2015 (88%) are in projects with 20 units or more.
- Major projects authorized for construction during the reporting year include: 245 1st Street (546 units); 80 Indiana Street (326 units); and 1201 Tennessee Street (259 units).

Appendix A-5 lists all projects with five or more units authorized for construction in 2015.

### **Demolitions**

- » A total of 25 units were demolished in 2015. This is a decrease in the number of units demolished from 2014 (74%).
- » The demolition of the 25 units in 2015 is 84% below the five-year demolition average of 181 units.

Table 5 shows the units demolished between 2011 and 2015 by building type and Table 6 shows the demolitions in 2015 by Zoning District.

It should be noted that city policies require a minimum of one to one replacement of demolished housing.

### Alterations and Conversions

The majority of building permits issued by DBI are for residential alterations. These alteration permits are for improvements within existing buildings or dwelling units. Some alterations expand the building envelope without increasing the number of units in the building. The Housing Inventory is primarily concerned with alterations which result in a net loss or gain in the total number of units in the housing stock.

Dwelling units are gained by additions to existing housing structures, conversions to residential use, and legalization of illegal units. Dwelling units are lost by merging separate units into larger units, by conversion to commercial use, or by the removal of illegal units.

The net gain of 507 units from alterations in 2015 is comprised of 623 units added and 116 units eliminated.

- » Net units gained through alterations tripled from net units gained the previous year - 507 units in 2015 compared to 155 units in 2014.
- Of the 116 units lost through alteration in 2015, 100 were illegal units removed, 12 units were lost due to mergers, three conversions, and one unit was a correction to official records. This represents about a three-fold increase in units lost through alterations from 2014 (45).

Table 7 shows the number of units added or eliminated through alteration permits from 2011 to 2015. Table 8 profiles the type of alterations and demolitions that caused the loss of units during the same period.

» The net total of 141 units lost in 2015 due to demolition or alteration is one unit more than that in 2014.

TABLE 5.
Units Demolished by Building Type, 2011–2015

	Veer Pullings		Units by Building Type				
ieal	- Dununigs	Stepato	2 Hans 2.	Size Charic	5+ Umis	Total	
2011	17	. 12	6	-	66	84	
2012	23	-	10	32	85	127	
2013	. 11	11	-		418	429	
2014	33	18	6	32	39	95	
2015	17	15	2	0	8	25	
TOTAL	101	56	24	64	616	760	

TABLE 6. Units Demolished by Zoning District, 2015

Zoning District	Buildings	Ur Single Family	iits Mulii-Lamily	Total	Percent of Total
RC-4	1	0	8	8	32%
RH-1	4	4	0	4	16%
RH-2	7	7	0	7	28%
RH-3	1	1	0	1	4%
RM-1	2	2	0	2	8%
RM-4	1	1	0	1	4%
SPD	1.	0	2	2	8%
TOTAL	17	15	10	25	100%

Source: Planning Department

TABLE 7. Units Added or Lost Through Alteration Permits, 2011–2015

Year	Units Added	Units Eliminated	Net Change
2011	70	65	5
2012	677	27	650
2013	169	110	59
2014	200	45	155
2015	623	116	507
TOTAL	1,739	363	1,376

Source: Planning Department

TABLE 8. Units Lost Through Alterations and Demolitions, 2011-2015

		. 賽電	Alterations				Total Units
Year	illegal Units Removed	Units Merged into Larger Units	Correction to Official Records	Units Converted	Kollafi Aftersøljene	Units Demolished	
2011	39	22	1	3	65	84	149
2012	2	23	1	1	27	127	154
2013	70	38	2		110	429	539
2014	24	20	1		45	95	140
2015	100	12	1	3	116	25	141
TOTAL	235	115	6	7	363	760	1,123

### **New Housing Unit Trends**

New construction and residential conversions are the primary engine behind changes to the housing stock. This section examines units added to the housing stock over the past five years by looking at the types of buildings and the Zoning Districts where they occurred. For 2015, this section examines all units added to the housing stock, not just those added through new construction.

### Types of Buildings

- » New housing units added over the past five years continues to be overwhelmingly (89%) in buildings with 20 or more units.
- » Forty-eight single-family units were added in 2015, 45% more than the previous year's addition. However, single-family building construction made up a very small proportion of new construction in 2015 (2%).
- New units were added in the "2 Units," "3-9 Units" and in "10-19 Units" categories (149 units, 90 units and 45 units, respectively).

» The share of units added in high-density buildings (20 or more units) - 89%- is just about the same as the five-year average of 88%.

Table 9 shows new construction from 2011 through 2015 by building type. Figure 6 shows the share of new construction by building type for 2015.

### New Housing Units Added by **Zoning District**

Just over 40% of new units built in 2015 were in Commercial Districts. Redevelopment Agency Districts and Downtown Residential Districts followed with 23% and 10%, respectively.

Table 10 summarizes new construction in 2015 by generalized Zoning Districts. Table 11 lists the number of units constructed in various Zoning Districts in the City. A complete list of San Francisco's Zoning Districts is included in Appendix C.

TABLE 9. Housing Units Built by Building Type, 2011–2015

Year	Single Family	2 Units	3 to 9 Units	10 to 19 Units	20+ Units	Total
2011	20	60	69	48	221	418
2012	24	40	82	98	1,227	1,471
2013	24	0	131	122	2,222	2,499
2014	33	64	80	164	3,313	3,654
2015	48	149	90	45	2,763	3,095
TOTAL	149	313	452	477	9,746	11,137
"Share of Total Units Added, 2011-2014"	1%	3%	4%	4%	88%	100%

TABLE 10. Housing Units Added by Generalized Zoning, 2015

General Zoning Districts	Units	Percent of Total	Rank
Commercial (RC, C-3-G)	1,274	41%	1
Redevelopment Agency (MB)	698	23%	2
Downtown Residential (DTR)	320	10%	3
Residential, House and Mixed (RH, RM)	282	9%	4
Neighborhood Commercial Transit (NCT)	235	8%	5
Eastern Neighborhoods Mixed Use (MUR, UMU)	121	4%	6
"Neighborhood Commercial Transit (NCT)	-60	2%	7
Residential, Transit Oriented (RTO)	51	2%	8
South of Market Mixed Use (RED, SLI, SLR)	31	1%	9
Neighborhood Commercial (NC, NCD)	21	1%	10
Production, Distribution, Repair (PDR)	2	0%	11
TOTAL	3,095	100%	

Source: Planning Department

TABLE 11. Housing Units Added by Zoning District, 2015

Zoning Districts	Units F	ercent of Total	Rank
MB-RA	673	22% .	1
C-3-G	650	21%	2
RC-4	387	13%	3

CONTINUED >

Zoning Districts	Units	Percent of Total	Rank
RH DTR	320	10%	4
C-3-S	160	5%	5
RM-1	159	5%	6
MISSION ST NCT	156	5%	7
C-2	77	2%	8
OCEAN AVE NCT	71	2%	9
TB DTR	70	2%	10
RH-2	48	2%	11
RTO	44	1%	12
RH-1	40	1%	13
NCT-3	34	1%	14
SLR	27	1%	15
RSD	26	1%	16
HP-RA	25	1%	17
RH-3	25	1%	18
UMU	22	1%	19
VALENCIA ST NCT	18	1%	20
NCT-2	8	0.3%	21
NC-2	7	0.2%	22
RTO-MISSION	7	0.2%	23
HAYES NCT	6	0.2%	24
24TH-NOE NCD	4	0.1%	25
FILLMORE	4	0.1%	26
RM-2	4	0.1%	27
RH-1(D)	3	0.1%	28
RM-3	3	0.1%	29
HAYES NCT/RTO	2	0.06%	30
MUG	2	0.06%	31
NC-1	2	0.06%	32
NC-3	2	0.06%	33
RED	2	0.06%	34
SPD	2	0.06%	35
CASTRO	1	0.03%	36
INNER SUNSET NCD	1	0.03%	37
MUR	1	0.03%	38
PDR-1-G	1	0.03%	39
PDR-2	l	0.03%	40

### **Condominiums**

All condominium developments, whether new construction or conversions, are recorded with the Department of Public Works's (DPW) Bureau of Street-Use and Mapping (BSM). Annual condominium totals recorded by DPW do not directly correlate with annual units completed and counted as part of the *Housing Inventory* because DPW's records may be for projects not yet completed or from projects completed in a previous year. Large multi-unit developments also file for condominium subdivision when they are first built even though the units may initially be offered for rent. Condominium construction, like all real estate, is subject to market forces and varies from year to year.

**New Condominium Construction** 

- » New condominium construction in 2015 increased to 2,099 units from 1,977 units in 2014 (a increase by 6%).
- » Approximately 96% of the condominiums recorded were in buildings with 20 or more units (2,009units or a 8% increase from 2014).

Table 12 shows construction of new condominiums recorded by DPW over the past ten years and Table 13 shows new condominium construction by building type over the past five years.

TABLE 12.

New Condominiums Recorded by DPW, 2006–2015

Year	Unitis	% Change from Previous Year
2006	2,466	57%
2007	3,395	29%
2008	1,897	-44%
2009	835	-56%
2010	734	-56%
2011	1,625	121%
2012	976	-40%
2013	2,586	165%
2014	1,977	-24%
2015	2,099	6%
TOTAL	18,590	

Source: Department of Public Works, Bureau of Street-Use and Mapping

TABLE 13.

New Condominiums Recorded by the DPW by Building Type, 2011–2015

Year	2 Units	3 to 4 Units	5 to 9 Units	10 to 19 Units	20+ Units	Total
2011	28	52	37	58	1,450	1,625
2012	34	51	22	76	793	976
2013	18	24	33	130	2,381	2,586
2014	20	30	34	26	1,867	1,977
2015	18	16	40	16	2,009	2,099
TOTAL	118	173	166	306	8,500	9,263

Source: Department of Public Works, Bureau of Street-Use and Mapping

### Condominium Conversions

The San Francisco Subdivision Code regulates condominium conversions. Since 1983, conversions of units from rental to condominium have been limited to 200 units per year and to buildings with six or fewer units. More than 200 units may be recorded in a given year because units approved in a previous year may be recorded in a subsequent year. The 200-unit cap on conversions can also be bypassed for two-unit buildings with owners occupying both units.

- » Condominium conversions decreased by 9% in 2015 (661 from 730 conversions in 2014). This number is only 3% higher than the 10-year average of 642 units
- » About 23% of units converted in 2015 occurred in two-unit buildings, only a 2 unit decrease from 2014.
- » Sixty-four percent of the condominium conversions in 2015 (421) were in buildings with two or three units, a trend repeated from 2014.

Table 14 shows the number of conversions recorded by DPW from 2006-2015. Table 15 shows condominium conversions by building type over the past five years.

TABLE 14. Condominium Conversions Recorded by DPW, 2006-2015

Year	Units	% Change from Previous Year
2006	727	1%
2007	784	138%
2008	845	8%
2009	803	-5%
2010	537	-33%
2011	472	-12%
2012	488	3%
2013	369	-24%
2014	730	98%
2015	661	-9%
TOTAL	6,416	

Source: Department of Public Works, Bureau of Street-Use and Mapping

TABLE 15. Condominium Conversions Recorded by DPW by Building Type, 2010-2015

Year	2 Units	St Units	4 Units	5 to 6 Units	Total
2011	302	87	72	11	472
2012	290	96	80	1983	488
2013	198	81	68	22	369
2014	156	312	156	106	730
2015		267	200	40	661
TOTAL	1,100	843	576	201	2,720

Source: Department of Public Works, Bureau of Street-Use and Mapping

### **Residential Hotels**

Residential hotels in San Francisco are regulated by Administrative Code Chapter 41 – the Residential Hotel Conversion and Demolition Ordinance (HCO), enacted in 1981. The Department of Building Inspection (DBI) Housing Inspection Services Division administers the HCO. This ordinance preserves the stock of residential hotels and regulates the conversion and demolition of residential hotel units.

Table 16 reports the number of residential hotel buildings and units for both for-profit and nonprofit residential hotels from 2011 through 2015.

- » As of 2015, 19,166 residential hotel rooms are registered in San Francisco; 72% are residential rooms in for-profit residential hotels and 28% are residential in non-profit hotels.
- » Please note that in 2015, DBI has corrected data in the past five years due to a successful transition to the Accela Software implementation.

TABLE 16. Changes in Residential Hotel Stock, 2011–2015

Year	For	Profit Residential	Hotels	Non-Profit Re	sidential Hotels	Zajana III	otal
Itali	Buildings	Rogal Roganic	Journal Romas	- Buildings	Resid Lines	Buldings	- Wester, Honders
2011	417	13,680	2,805	88	5,230	505	18,910
2012	414	13,680	2,805	88	5,230	502	18,910
2013	414	13,903	2,942	87	5,105	501	19,008
2014	412	13,678	2,901	91	5,434	503	-19,112
2015	412	13,742	2,922	90	5,424	502	19,166

Source: Department of Building Inspection

### **Affordable Housing**

### Standards and Definitions of Affordability

Affordable housing by definition is housing that is either rented or owned at prices affordable to households with low to moderate incomes. The United States Department of Housing and Urban Development (HUD) determines the thresholds by household size for these incomes for the San Francisco HUD Metro Fair Market Rent Area (HMFA). The HMFA includes San Francisco. Marin, and San Mateo counties. The standard definitions for housing affordability by income level are as follows:

Extremely low income: Units affordable to households with incomes at or below 30% of the HUD median income for the San Francisco HFMA;

Very low income: Units affordable to households with incomes at or below 50% of the HUD median income for the San Francisco HFMA;

Lower income: Units affordable to households with incomes at or below 60% of the HUD median income for the San Francisco HFMA:

Low income: Units affordable to households with incomes at or below 80% of the HUD median income for the San Francisco HFMA,

Moderate income: Units affordable to households with incomes at or below 120% of the HUD median income for the San Francisco HFMA; and

Market rate: Units at prevailing prices without any affordability requirements. Market rate units generally exceed rental or ownership affordability levels, although some small market rate units may be priced at levels that are affordable to moderate income households.

Housing affordability for units is calculated as follows:

Affordable rental unit: A unit for which rent equals 30% of the income of a household with an income at or below 80% of the HUD median income for the San Francisco HFMA, utilities included.

Affordable ownership unit: A unit for which the mortgage payments, PMI (principal mortgage insurance), property taxes, homeowners dues, and insurance equal 33% of the gross monthly income of a household earning between 80% and 120% of the San Francisco HFMA median income (assuming a 10% down payment and a 30-year 8% fixed rate loan).

Inclusionary Affordable Housing Program - Ownership Units: These are units for which the mortgage payments, PITI (principal, interest, taxes and insurance), and homeowners association dues equal less than 38% of the gross monthly income of a household earning between 80% and 120% of the San Francisco HFMA median income (assuming a 5% down payment and a 30-year fixed mortgage at the current market interest rate).

Inclusionary Affordable Housing Program - Rental Units: These units are rental units for households earning between 28% and 60% of Area Median Income.

Tables 17 and 18 show the incomes and prices for affordable rental and ownership units based on 2015 HUD income limits.

TABLE 17. 2015 Rental Affordable Housing Guidelines

Income Levels	Household Size	Average Unit Size	Maximum Annual Income	Monthly Ren
Extremely Low Income	1	Studio	\$21,400	\$485
(30% of HUD Median Income)	2	1 Bedroom	\$24,450	\$564
	3	2 Bedroom	\$27,500	\$626
	4	3 Bedroom	\$30,550	\$681
	5	4 Bedroom	\$33,000	\$720
	6	5 Bedroom	\$35,450	\$759
Very Low Income	1	Studio	\$35,700	\$853
(50% of HUD Median Income)	2	1 Bedroom	\$40,750	\$972
	3	2 Bedroom	\$45,850	\$1,084
	4	3 Bedroom	\$50,950	\$1,191
	5	4 Bedroom	\$55,050	\$1,271
	6	5 Bedroom	\$59,100	\$1,351
Lower Income	1	Studio	\$42,800	\$1,030
(60% of HUD Median Income)	2	1 Bedroom	\$47,900	\$1,176
	3	2 Bedroom	\$55,000	\$1,313
	4	3 Bedroom	\$61,150	\$1,446
	5	4 Bedroom	\$66,050	\$1,546
	6	5 Bedroom	\$70,900	\$1,646
Low Income	1	Studio	\$57,100	\$1,298
(80% of HUD Median Income)	2	1 Bedroom	\$65,200	\$1,482
	3	2 Bedroom	\$73,350	\$1,658
	4	3 Bedroom	\$81,500	\$1,828
	5	4 Bedroom	\$88,050	\$1,959
	6	5 Bedroom	\$94,550	\$2,089

Source: U.S. Department of Housing and Urban Development (HUD)

Note: Incomes are based on the 2014 Area Median Income (AMI) limits for the San Francisco HUD Metro FMR Area (HMFA). Rents are calculated based on 30% of gross monthly income. (FMR = Fair Market Rents)

TABLE 18. 2015 Homeownership Affordable Housing Guidelines

Income Levels	Household Size	Average Unit Size	Maximum Annual Income	Monthly Housing Expense	Maximum Purchase Price
Low Income	1	Studio	\$49,950	\$1,374	\$163,207
(70% of HUD Median Income)	2	1 Bedroom	\$57,050	\$1,569	\$189,777
	3	2 Bedroom	\$64,200	\$1,766	\$216,583
	4	3 Bedroom	\$71,350	\$1,962	\$243,388
	5	4 Bedroom	\$77,050	\$2,119	\$263,369
Median Income	1	Studio	\$64,200	\$1,766	\$230,274
(90% of HUD Median Income)	2	1 Bedroom	\$73,350	\$2,017	\$266,493
	3	2 Bedroom	\$82,550	\$2,270	\$302,946
	4	3 Bedroom	\$91,700	\$2,522	\$339,165
	5	4 Bedroom	\$99,050	\$2,724	\$366,911
Moderate Income	1	Studio	\$78,500	\$2,159	\$267,819
(110% of HUD Median Income)	2	1 Bedroom	\$89,650	\$2,465	\$308,887
	3	2 Bedroom	\$100,850	\$2,773	\$350,167
	4	3 Bedroom	\$112,100	\$3,083	\$391,659
	5	4 Bedroom	\$121,050	\$3,329	\$423,408

Source: U.S. Department of Housing and Urban Development (HUD)

Note: Incomes are based on the 2014 Area Median Income (AMI) limits for the San Francisco HUD Metro FMR Area (HMFA). Monthly housing expenses are calculated based on 33% of gross monthly income. (FMR = Fair Market Rents), Maximum purchase price is the affordable price from San Francisco's Inclusionary Housing Program and incorporates monthly fees and taxes into sales price.

### **New Affordable Housing Construction**

- » Some 529 affordable units were completed in 2015, representing 17% of the new housing units added in 2015. Of these, 84 are on-site inclusionary affordable units and 202 are offsite inclusionary affordable units.
- » Low-income units represented 13% of the new affordable units that were constructed in 2015; very low-income units made up 40%, and moderate income units made up about 47%.

Figure 7 shows affordable housing construction compared to market-rate housing construction from 2011 to 2015 by year and as a total.

Table 19 shows the production of affordable housing by levels of affordability and Table 20 shows new affordable housing by type. These numbers do not include affordable units that result from acquiring and rehabilitating residential buildings by nonprofit housing organizations. Those units are covered later in the report.

- » The number of new affordable units (529) produced in 2015 was 30% less than in 2014 (757).
- » A total of 53 units were added to existing residential buildings in 2015. Typically, these are smaller units and are sometimes referred to as secondary or "granny" units. These are also usually affordable to households with moderate incomes, however, these units are not incomerestricted.

Major affordable housing projects completed in 2015 include: 1400 Mission (100% affordable 190 units, including 23 middle income units), Broadway Sansome Apartmentmets located at 255 Broadway (100% affordable 74 units and one manager's unit), 1100 Ocean (100% affordable 71 units and one manager's unit), and 280 Beale (100% affordable 70 units and one manager's unit).

All major (10 or more units) new affordable housing projects completed in 2015 are detailed in Appendix A-2. On-site affordable inclusionary units are listed under major market rate projects. Affordable housing projects under construction, or in pre-construction or preliminary planning with either the Mayor's Office of Housing or the Office of Community Investment and Infrastructure are presented in Appendix A-6.

TABLE 19. New Affordable Housing Construction by Income Level, 2011–2015

Year	Extremely Low (30% AMI)	Very Low (50% AMI)	Lower (60% AMI)		Moderate (120% AMI)	Total Affordable Units	Total All New Units	% of All New Units
2011	127	13		21	57	218	418	52%
2012	250	107		52	104	513	1,471	35%
2013		448		220	44	712	2,499	28%
2014	***	149		477	131	757	3,654	21%
2015		213		66	*250	529	3,095	17%
TOTAL	377	930	0	836	586	2,729	11,137	25%

Source: Planning Department, Mayor's Office of Housing

TABLE 20. New Affordable Housing Construction by Housing Type, 2011–2015

Year	Family	Senior	Individual/SRO	Homeowner	Oilhreir	Total
2011	67		140	11		218
2012	157		269	87		513
2013	432	100	164	16		712
2014	536	90	3	128		757
2015	282			194	53	529
2015 Percent of Total	53%	0%	0%	37%	10%	100%

Source: Planning Department, Mayor's Office of Housing

Note: Family units include projects with a majority of two or more bedroom units. Individual / SRO includes projects with a majority of or one bedroom, residential care facilities, shelters, and transitional housing.

 $<sup>\</sup>cdot * 53$  of these units are considered "secondary units" and are not income-restricted

### Inclusionary Housing

In 1992, the Planning Commission adopted guidelines for applying the City's Inclusionary Affordable Housing Policy. This policy required housing projects with 10 or more units that seek a conditional use (CU) permit or planned unit development (PUD) to set aside a minimum of 10% of their units as affordable units. In 2002, the Board of Supervisors legislated these guidelines into law and expanded the requirement to all projects with 10 or more units. In condominium developments. the inclusionary affordable ownership units would be available to households earning up to 100% of the AMI; below market inclusionary rental units are affordable to households earning 60% or less of the area median income (AMI). If a housing project required a conditional use permit, then 12% of the units would need to be made available at the same levels of affordability.

In August 2006, the inclusionary requirements were increased to 15% if units were constructed on-site, and to 20% if constructed off-site and is applicable to projects of five units or more. In January 2013 the inclusionary housing requirements were changed back to applying to projects with 10 or more units and that the on-site requirement went back down to 12%. These increases will only apply to new projects. All projects in the pipeline at the time these changes were adopted will be exempt from these increases, except for projects that have not yet received Planning Department approval and those that will receive a rezoning that increases the amount of housing that can be constructed on their property. Table 21 shows inclusionary units completed from 2011-2015.

» Two hundred and eighty-six inclusionary units were completed in 2015. Eighty-four units were the result of the on-site affordable housing requirement and 202 were the result of affordable housing made available off-site, or at other locations other than the original housing project. » In 2015, the number of inclusionary units built (286) represented a 7% increase from that provided in 2014 (267). Moreover, the 2015 inclusionary housing units are about 48% higher than the five-year annual average of 182 units.

Appendix A-1 provides a complete list of projects with ten or more units constructed in 2015 and details of inclusionary units for those projects that have them.

In 2015, a total of over \$73.5 million was collected as partial payments of in-lieu fees for projects. Appendix D is a summary of in-lieu fees collected since 2006.

TABLE 21. New Inclusionary Units, 2011–2015

Year	Units
2011	11
2012	125
2013	220
2014	267
2015	286
TOTAL	909

Source: Planning Department, Mayor's Office of Housing

TABLE 22. Housing Price Trends, San Francisco Bay Area, 2006-2015

	Rental (Two Bedr	oom Apartment)	For Sale (Two B	For Sale (Two Bedroom House)	
Year	Same Perpolation	Play Areas	San Francisco 🗓	En Alex	
2006	\$2,400	N/A	\$705,000	\$587,930	
2007	\$2,750	N/A	\$699,000	\$528,020	
2008	\$2,650	\$1,810	\$600,000	\$247,140	
2009	\$2,695	\$1,894	\$660,000	\$346,740	
2010	\$2,737	N/A	\$600,000	\$329,650	
2011	\$2,573	N/A	\$510,000	\$290,480	
2012	\$3,000	\$1,818	\$686,000	\$369,300	
2013	\$3,300	\$1,955	\$738,000	\$473,940	
2014	\$4,580	\$2,215	\$805,000	\$485,510	
2015	\$4,830	\$2,213	\$993,250	\$561,170	

Source: Zumper.com & Priceconomics for apartment rental prices, California Association of Realtors for home sale prices Notes: The California Association of Realtors Bay Area data do not include Napa and Sonoma Counties

### Affordability of Market Rate Housing

The San Francisco Bay Area remains one of the nation's most expensive housing markets, with housing prices remaining high despite drops in average housing costs.

- In 2015, rental prices for a two-bedroom apartment in San Francisco increased by almost 40% to \$4,580 from \$3,300 in 2014.
- » In 2015, the median price for a two-bedroom home in San Francisco went up to \$798,910 or 12% more than 2014 (\$714,840). The 2015 median price for a two-bedroom home in the Bay Area region was \$550,200 or an 8% increase from the price in 2014 (\$508,620).
- » A San Francisco family of three with a combined household income that is 110% of the HUD median income (a household which can afford a maximum sales price of \$366,720 according to Table 18) would fall about \$432,190 short of being able to purchase a median-priced two-bedroom home (\$798,910).

» A three-person household with a combined household income at 80% of the median income could pay a maximum rent of \$1,686 or only about 37% of the median rent (\$4,580).

Table 22 gives rental and sales prices for 2005 through 2015. The high cost of housing continues to prevent families earning less than the median income from being able to purchase or rent a median-priced home in San Francisco.

## Affordable Housing Acquisition and Rehabilitation

Acquisition and rehabilitation involves non-profit housing organizations purchasing existing residential buildings in order to rehabilitate units for lowand very low-income persons. Table 23 shows units that have been rehabilitated through funding by the Mayor's Office of Housing (MOH) and the Office of Community Investment and Infrastructure (OCII). Often it is more economical to purchase and rehabilitate existing run-down units than to build new units. While many of these units are residential hotel (single room occupancy or SRO) units, acquisition and rehabilitation also includes homes for residential care providers, apartments for families, and conversions of commercial or industrial buildings for homeless persons and families.

The *Housing Inventory* reports units in such projects as adding to the housing stock only when new units are created as a result of the rehabilitation. For example, if a 50-unit SRO is rehabilitated and at the end, the SRO still has 50 units, then for the purposes of this report, these units would not be counted as adding to the housing stock.

» In 2015, the 104 unit Franciscan Towers at 217 Eddy St. was rehabilitated.

In addition, the Mayor's Office of Housing implemented the first phase of the Rental Assistance Demonstration (RAD) program. RAD is a voluntary, permanent conversion of public housing to the Section 8 housing program. In November 2015, 1,425 units in 15 public housing properties were transferred to eight owner/developer teams to rehabilitate.

TABLE 23. Units Rehabilitated, 2011–2015

Year	Units Acquired / Rehabilitated
2011	329
2012	•
2013	154
2014	382
2015	104
TOTAL	969

Source: Mayor's Office of Housing, Office of Community Investment and Infrastructure

### **Changes in Housing Stock** by Geography

This section discusses the City's housing stock by geography. Map 1 shows San Francisco's 15 Planning Districts.

Table 24 summarizes newly constructed units completed, altered units, and units demolished in each Planning District. The table also ranks each Planning District by its position for each of the ratings categories.

The South of Market Planning District had the most new construction in 2015 with 1,526 units built or 62% of the total new construction. Moreover, with only three units lost though demolition and additional two net units added through conversion or alteration, it also had the highest net gain with 1,525 net new units or 52% of net new addition Citywide.

The Downtown Planning District had the highest number of units demolished, with eight units lost or 32% of the total 25 units that were demolished in 2015. It also had the highest number of net additions through conversions or alterations (472), representin 93% of the total net new addition from conversions and alterations citywide.

Figure 8 shows total new housing constructed and demolished by San Francisco Planning Districts in 2015.

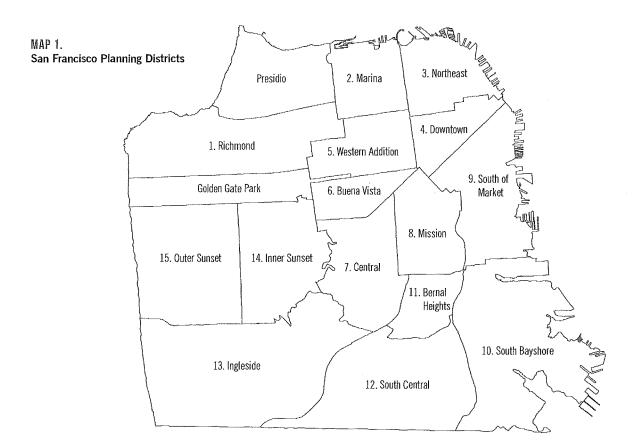
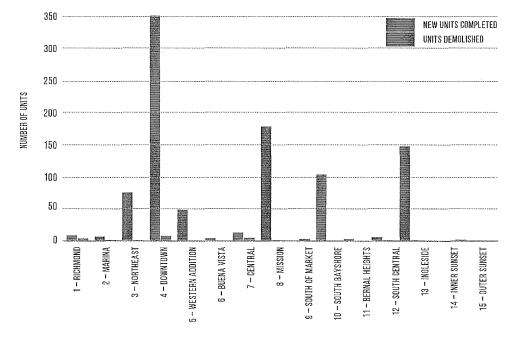


TABLE 24. Housing Units Completed and Demolished by Planning District, 2015

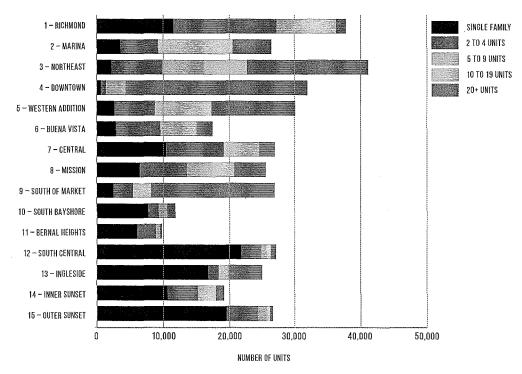
No.	District Name	Units Completed	Rank	Units Demolished	Rank	Units Altered	Rank	Net Gain Housing Units	Rank
1	Richmond	9	9	4	3	3	6	8	10
2	Marina	7	10	1	8	(8)	15	(2)	14
3	Northeast	75	6	1	6	0	9	74	6
4	Downtown	350	2	8	1	472	1	814	2
5	Western Addition	49	7	1	7	8	3	56	7
6	Buena Vista	4	12	0	12	7	4	11	8
7	Central	13	8	5	2	1	8	9	9
8	Mission	178	3	0	10	48	2	226	3
9	South of Market	1,526	1	3.	4	2	7	1,525	1
10	South Bayshore	103	5	0	11	(3)	12	100	5
11	Bernal Heights	3	13	0	14	0	10	3	12
12	South Central	6	11	1	9	(22)	15	(17)	15
13	Ingleside	147	4	1	5	(4)	13	142	4
14	Inner Sunset	0	15	0	13	5	5	5	11
15	Outer Sunset	2	14	0	15	(2)	11	0	13
	TOTAL	2,472		25		507		2,954	

Source: Planning Department Note: The "net gain housing units" calculation accounts for units lost/gained by alterations but those figures are not displayed.

FIGURE 1. **Units Completed** & Demolished by Planning District, 2015







### Housing Stock by Planning District

Figure 9 shows the total overall housing stock by building type for the fifteen San Francisco Planning Districts. Table 25 contains San Francisco housing stock totals by Planning District and shows the net gain since the 2010 Census.

- The Northeast and Richmond Planning Districts continue to have the highest number of overall units, having 40,793 units and 37,454 units respectively. The Northeast District accounts for about 11% of the City's housing stock, while the Richmond Planning District accounts for 10%.
- The South Central, Outer Sunset, and Ingleside Planning Districts remain the areas with the highest number of single-family homes in San Francisco. Together these areas account for almost 46% of all single-family homes.
- The Richmond, Central and Northeast Planning Districts are the areas with the highest numbers of buildings with two to four units, representing 20%, 11% and 10% of those units respectively.

- In the "5 to 9 Units" category, the Northeast, Richmond and Western Addition Planning Districts have the highest numbers of those units with 17%, 14% and 11% respectively.
- The Marina, Northeast, and Western Addition Planning Districts continue to have the highest share of buildings with 10 to 19 units. Fortynine percent of the City's multi-family buildings with 10 to 19 units are in these districts.
- The Downtown Planning District has the largest stock of the city's high-density housing - about 27,374 units. The Northeast Planning District is second with about 18,244 units. Eighty-six percent of all housing in the Downtown Planning District is in buildings with 20 or more units. This district accounts for 27% of all the high-density housing citywide. The Northeast Planning District, with 45% of its units in buildings with 20 units or more, claims 18% of the City's high-density housing.

TABLE 25. San Francisco Housing Stock by Planning District, 2010–2015

Planning District	Single Family	2 to 4 Units	5 to 9 Units	10 to 19 Units	20+ Units	District Total
il de Rijohmond						
2010 ACS5	11,388	15,525	5,126	3,845	1,467	37,383
2011-2014	(3)	51	8	(13)	20	63
2015	(2)	4	6	-	-	8
TOTAL	11,383	15,580	5,140	3,832	1,487	37,454
Percent of Total	30.4%	41.6%	13.7%	10.2%	4.0%	- 9.8%
25 Mailles 15						
2010 ACS5	3,469	5,636	3,824	7,404	5,817	26,165
2011-2014	(1)	9	(7)	(6)	50	45
2015		(2)			-	(2)
TOTAL	3,468	5,643	3,817	7,398	5,867	26,208
Percent of Total	13.2%	21.5%	14.6%	28.2%	22.4%	6.9%
3 - Northrept					遺	4
2010 ACS5	2,080	7,621	6,147	6,585	17,965	40,462
2011-2014	1	31	15	6	204	257
2015	(1)				75	74
TOTAL	2,080	7,652	6,162	6,591	18,244	40,793
Percent of Total	5.1%	18.8%	15.1%	16.2%	44.7%	10.7%
4 Downtown		畫				
2010 ACS5	547	719	494	2,460	24,967	29,348
2011-2014		9	2	13	1,600	1,624
2015	2	2	(7)	10	807	814
TOTAL	549	730	489	2,483	27,374	31,786
Percent of Total	1.7%	2.3%	1.5%	7.8%	86.1%	8.3%
5 - Western Addition						
2010 ACS5	2,535	6,065	4,055	4,381	12,283	29,319
2011-2014	-	17	3	44	346	410
2015		17	6	1	32	56
TOTAL	2,535	6,099	4,064	4,426	12,661	29,785
Percent of Total	8.5%	20.5%	13.6%	14.9%	42.5%	7.8%
a - Boena Vista ≟						
2010 ACS5	2,777	6,633	3,339	2,099	2,062	16,950
2011-2014	(1)	20	1	6	323	349
2015	1	4	6		-	11
TOTAL	2,777	6,657	3,346	2,105	2,385	17,310
Percent of Total	16.0%	38.5%	19.3%	12.2%	13.8%	4.5%

Planning District	Single Family	2 to 4 Units	5 to 9 Units	10 to 19 Units	20+ Units	District Total
7 - Central		26.50				
2010 ACS5	10,219	8,671	2,935	2,398	2,167	26,395
2011-2014	15	31	15	17	169	247
2015	(2)	10	-	1		9
TOTAL	10,232	8,712	2,950	2,416	2,336	26,651
Percent of Total	38.4%	32.7%	11.1%	9.1%	8.8%	6,97%
S - Mission	1.00					
2010 ACS5	6,295	7,026	3,797	3,221	4,205	24,566
2011-2014	3	38	29	95	338	503
2015	3	14	1	18	190	226
TOTAL	6,301	7,078	3,827	3,334	4,733	25,295
Percent of Total	24.9%	28.0%	15.1%	13.2%	18.7%	6.6%
. 9 - Smith of Works —						
2010 ACS5	2,379	2,933	1,207	1,428	14,070	22,061
2011-2014	. 3	23	-	57	3,038	3,121
2015	-	9	9	15	1,492	1,525
TOTAL	2,382	2,965	1,216	1,500	18,600	26,707
Percent of Total	8.9%	11.1%	4.6%	5.6%	69.6%	7.0%
10 - South Bayshore					5.51	
2010 ACS5	7,614	1,614	700	514	890	11,404
2011-2014	(5)	(74)	(15)	93	219	218
2015	3	:	9	-	88	100
TOTAL	7,612	1,540	694	607	1,197	11,722
Percent of Total	64.9%	13.1%	5.9%	5.2%	10.2%	3.1%
III - Bemali Klaignia	1. 2.2					
2010 ACS5	5,926	2,796	537	130	199	9,629
2011-2014	7	7	-	-	-	14
2015	1	2	-		-	3
TOTAL	5,934	2,805	537	130	199	9,646
Percent of Total	61.5%	29.1%	5.6%	1.3%	2.1%	2.5%
T2 - Signath Centhali						
2010 ACS5	21,602	3,005	858	589	800	26,866
2011-2014	(6)	(7)	10	18	-	15
2015	3	(20)	-		-	(17)
TOTAL	21,599	2,978	868	607	800	26,864
Percent of Total	80.4%	11.1%	3.2%	2.3%	3.0%	7.02%
lat digleside						
2010 ACS5	16,497	1,565	606	900	4,832	24,424
2011-2014	14	(2)	_	1	173	186
2015	21	48	_	-	73	142
TOTAL	16,532	1,611	606	901	5,078	24,752
Percent of Total	66.8%	6.5%	2.4%	3.6%	20.5%	6.5%

Planning District	Single Family	2 to 4 Units	5 to 9 Units	10 to 19 Units	20+ Units	District Total
14 - Inner Sunseit						
2010 ACS5	10,450	4,528	1,555	1,226	1,188	18,951
2011-2014	2	9		15	_	26
2015	-	5	-	-	-	5
TOTAL	10,452	4,542	1,555	1,241	1,188	18,982
Percent of Total	55.1%	23.9%	8.2%	6.5%	6.3%	5.0%
15 - Other Striket	7 (April 1997)				<b>WEST</b>	
2010 ACS5	19,321	4,750	1,385	442	495	26,427
2011-2014	(3)	(12)	-	-	-	(15)
2015	2	(2)		-	-	-
TOTAL	19,320	4,736	1,385	442	495	26,412
Percent of Total	73.1%	17.9%	5.2%	1.7%	1.9%	6.9%
- Presidi⊚, Treasure Islan	d and <b>Golden Cale</b> (Fa)	ji. 15				
2010 ACS5	852	687	523	34	89	2,185
2011-2014	-	-	-	-	-	•
2015	i de la companya de			-		•
TOTAL	852	687	523	-34	89	2,185
Percent of Total	39.0%	31.4%	23.9%	1.6%	4.1%	0.6%
consystate.						
2010 ACS5	123,951	79,774	37,088	37,656	93,496	372,535
2011-2014	26	150	61	343	6,480	7,060
2015	31	91	30	45	2,757	2,954
TOTAL	124,008	80,015	37,179	38,044	102,733	382,549
Percent of Total	32.4%	20.9%	9.7%	9.9%	26.9%	100.0%

### Housing Construction in the Bay Area

This section provides a regional context to the City's housing production trends. San Francisco is one of nine counties that make up the Bay Area.

- » In 2015, Bay Area counties authorized 19,366 units for construction, 8% less than the 2014 authorizations of 21,090 units.
- » Santa Clara (27%), Alameda (26%) and San Francisco (15%) counties accounted for almost three-quarters (68%) of the units authorized.
- » In San Francisco, 99% of new housing is in multi-family buildings. San Mateo (72%), Santa Clara (67%) and Alameda (66%) also

have a high percentage of authorized units in multi-family structures. Single-family housing units predominate in Marin (86%), Solano (76%) and Contra Costa (75%).

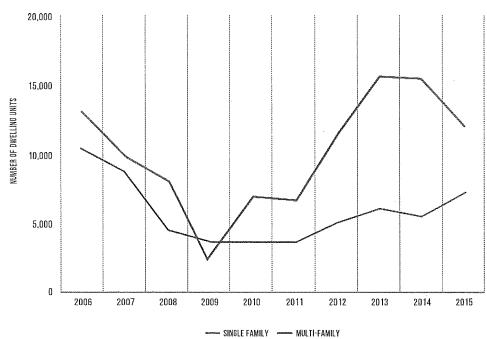
Map 2 shows the nine counties that make up the Greater San Francisco Bay Area. Table 26 shows the total number of units authorized for construction for San Francisco and the rest of the Bay Area for 2015. Figure 10 shows trends in housing construction by building type from 2006 to 2015.

TABLE 26.
Units Authorized for Construction for San Francisco and the Bay Area Counties, 2015

County	Single-Family Units	Multi-Family Units	Total Units	Percent of Total
Alameda	1,672	3,274	4,946	26%
Contra Costa	1,885	629	2,514	13%
Marin	121	20	141	1%
Napa	141	148	289	1%
San Francisco	39	2,943	2,982	15%
San Mateo	428	1,104	1,532	8%
Santa Clara	1,675	3,477	5,152	27%
Solano	1,037	331	1,368	7%
Sonoma	236	206	442	2%
TOTAL	7,234	12,132	19,366	100%

Source: California Homebuilding Foundation

FIGURE 3. Bay Area Housing Construction Trends, 2006–2015



Source: California Housing Foundation, from 2006-2013; Construction Industry Research Board, from 2014-2015

# APPENDICES: A CLOSER LOOK AT HOUSING IN SAN FRANCISCO

### Appendix A: **Project Lists**

This Appendix details major projects in various stages of the planning or construction process: projects under Planning Department review, projects that have been authorized for construction by the Department of Building Inspection, and projects that have been completed. A project's status changes over time. During a reporting period, a project may move from approved to under construction or from under construction to completed. Similarly, a project may change from rental to condominiums, or vice versa, before a project is completed or occupied.

Table A-1 details major market-rate housing projects with ten or more units that were completed in 2015. This list also includes the number of inclusionary units in the project.

**Table A-2** is comprised of major affordable housing projects with ten or more units that were completed in 2015.

Table A-3 provides information for all projects with ten or more units that were fully entitled by the Planning Department in 2015. These projects typically require either a conditional use permit, environmental review, or some other type of review by the Planning Commission or Zoning Administrator, or the Environmental Review Officer.

**Table A-4** provides information for all projects with ten or more units that were filed with the Planning Department in 2015. These projects require a conditional use permit, environmental review, or other types of review by the Planning Commission, Zoning Administrator, or the Environmental Review Officer. This list does not include projects submitted for informal Planning project review and for which no applications have been filed.

Table A-5 contains residential projects with ten or more units authorized for construction by DBI in 2015.

Table A-6 is an accounting of affordable housing projects in the "pipeline"— projects that are under construction, or in pre-construction or preliminary planning with either the Mayor's Office of Housing or the Office of Community Investment and Infrastructure.

Table A-7 details 2015 housing production in Analysis Neighborhoods as defined by San Francisco Indicator Project (DPH).

### Appendix B: Planning Area Annual Monitoring

Tables in **Appendix B** have been added to the Housing Inventory to comply in part with the requirements of Planning Code §341.2 and Administrative Code 10E.2 to track housing development trends in the recently-adopted community area plans. These plan areas also have separate monitoring reports that discusses housing production trends in these areas in greater detail.

**Table B-1** details 2015 housing trends in recently adopted planning areas.

Table B-2 summarizes the units entitled by the Planning Department in 2015 by planning areas.

Table B-3 summarizes units gained from new construction in 2015 by planning areas.

Table B-4 summarizes units demolished in 2015 by planning areas.

Table B-5 summarizes units lost through alterations and demolitions in 2015 by planning areas.

Table B-6 summarizes affordable housing projects for 2015 in planning areas.

Appendix C: San Francisco Zoning Districts

Appendix D: In-Lieu Housing Fees Collected

Appendix E: Glossary

TABLE A-1.
Major Market Rate Housing Projects Completed, 2015

Project Name / Address	Total Units	Affordable Units	Unit Mix	Tenure Type	Initial Sales or Rental Price
100 VAN NESS AV / 100 Van Ness	399	48	Studio: 46 One Bedroom: 202 Two Bedroom: 151	Rental	From \$2,800 From \$3,300 From \$4,500
45 LANSING ST / Jasper	320			Rental	
690 LONG BRIDGE ST / Azure Apartments	273		One Bedroom: 164 Two Bedroom: 109	Rental	From \$4,060 From \$4,625
718 LONG BRIDGE ST / Arden / MB Block 12E	267		One Bedroom: 17 Two Bedroom: 205 Three Bedroom: 45	Ownership	
338 MAIN ST / Lumina	245	<del>-</del>	Studio: One Bedroom: Two Bedroom: Three Bedroom:	Ownership	From \$ 1.35M to \$ 49M
1321 MISSION ST / The Panoramic	160			Rental - Student Housing	Beds from \$1495/month Rooms from \$1995/month Studios from \$2980/month
1200 04TH ST / Essex / 360 MB Phase 2	133			Rental	From \$3,300 - \$4,000 From \$3,600 - \$4,200 From \$4,400 - \$5,000
2558 MISSION ST / Vida	114		One Bedroom: 63 Two Bedroom: 51	Ownership	From \$628K - \$1.2 M
333 BEALE ST / Lumina	80		Studio: One Bedroom: Two Bedroom: Three Bedroom:	Ownership	From \$ 1.35M to \$ 49M
101 DONAHUE ST / Merchant / HPNS 1 Block 51	63	6		Ownership	
527 STEVENSON ST / Stevenson Lofts	60	9	Junior One Bedroom: Studio:	Rental	From \$2,810 From \$2,310
318 MAIN ST/Lumina	59	<del>-</del>	Studio: One Bedroom: Two Bedroom: Three Bedroom:	Ownership	From \$ 1.35M to \$ 49M
1875 MISSION ST / M@1875	39	6	Studio: 10 One Bedroom: 14 Two Bedroom: 15	Ownership	From \$589,000 - \$675,000 From \$745,000 - \$905,000 From \$865,000 - \$1.25M
35 DOLORES ST / Thirty Five Dolores	37	4	One Bedroom: 16 Two Bedroom: 15	Ownership	From \$245,519 to \$ 1.4M
400 GROVE ST / 400 Grove	34	4		Ownership	
870 HARRISON ST / 870 Harrison	26	4		Ownership	

Project Name / Address	Total Units	Affordable Units	Unit Mix	Tenure Type	Initial Sales or Rental Price
201 DONAHUE ST / Olympia / HPNS 1 Block 50	25	3		Ownership	
310 CAROLINA ST / Onyx	21	<u>-</u>		Ownership	
899 VALENCIA ST / V20	18			Ownership	
252 09TH ST / Sapphire	15	-	One Bedroom: 8 Two Bedroom: 7	Ownership	From \$739,000 From \$799,000
140 09TH ST /	10	5		Ownership	

Source: Planning Department, Mayor's Office of Housing; Office of Community Investment and Infrastructure

TABLE A-2. Major Affordable Housing Projects Completed, 2015

Address	Total Units	Affordable Units	Unit Mix	Tenure Type	Price (Rental or Selling)	AMI % Targets	Type of Housing
1400 MISSION ST / 1400 Mission	190	190	Studio: 5 One Bedroom: 65 Two Bedroom: 102 Three Bedroom: 18	Rental & Some Ownership	\$2,664 \$3,043 \$3,414 \$3,870 \$225,749 \$268,976 \$302,659 \$327,577	167 MOD/ 23 MID*	Family
255 BROADWAY * / Broadway Sansome Apts	75	74	Studio: 10 One Bedroom: 36 Two Bedroom: 24 Three Bedroom: 5	Rental	\$577 max \$989 max \$1,104 max	VLI	Family
1100 OCEAN AV / 1100 Ocean	71	70	One Bedroom: 11 Two Bedroom: 21 Three Bedroom:13 (plus 25 transitional aged youth homes and 1 staff unit)	Rental	\$949 max \$1,087 max \$1,191 max	VLI	Family
280 BEALE ST / 280 Beale / Transbay Block 6	70	69	One Bedroom: 56 Two Bedroom: 14	Rental	\$916 max \$1,020 max	VLI	Family

Source: Planning Department, Mayor's Office of Housing; Office of Community Investment and Infrastructure

<sup>\*</sup> Units affordable to middle income households (120% - 150% AMI), not counted towards meeting the City's RHNA goals

TABLE A-3.
Major Housing Projects Reviewed and Entitled by Planning Department, 2015

Planning Case No	Aodress / Project Name	Case Description	No. Units	Approval Date	Action
2013.0973	150 VAN NESS AV	The proposed project is a 13 story, 420 unit residential bldg, on Hayes Street between Van Ness Avenue and Polk Street. The project would contain 512,010 gsf, including 410,760 sf of residential, 90,600 of subsurface parking and 9,000 sf of retail on the Van Ness frontage. Project would require demolition of an existing 13,410 sf surface parking lot, and a vacant office building totalling approximately 149,049 sf.	429	4/13/2015	BP FILED
2013.0256	41 TEHAMA ST	The proposed project at 41 Tehama Street would construct a 360-foot tall, 35 story, 402, 217 square-foot building, with 398 dwelling units. The project site is currently a surface parking lot with a one-story, 400 square-foot structure used as a valet parking office. 7/24/14- Project was revised to a 386,600 sf, 418 dwelling unit project. The remainder of the project would remain 35-story, 382-sf foot tall building.	403	5/14/2015	CONSTRUCTION
2011,1374	800 INDIANA ST	The proposed project includes demolition of the existing two-story industrial warehouse and one-story office (measuring approximately 74,847 square feet) on the subject lot, and new construction of a five-story, residential building (approximately 431,020 gross square feet) with 326 dwelling units, 4 car-share parking spaces, 260 off-street parking spaces, 195 Class 1 bicycle parking spaces, 16 Class 2 bicycle parking spaces, and 147 addition bicycle parking spaces. The project includes a dwelling unit mix consisting of nine three-bedroom units, 121 two-bedroom units, 86 one-bedroom units, and 110 studio units. The proposed project includes common open space (approximately 22,235 square feet), private open space for 73 dwelling units via private decks and balconies, and a publically-accessible plaza (measuring approximately 3,510 sq ft). The project will also incorporate a public dog park underneath the overpass along 20th Street.	326	10/2/2015	BP (SSUED
2012.0493	1201 - 1225 TENNESSEE STREET	The proposed project includes demolition of the existing two-story commercial/warehouse buildings and automotive service station (measuring approximately 65,336 square feet) on the subject lot, and new construction of a six-story, residential building (approximately 249,000 gross square feet) with 259 dwelling units, ground floor corner retail (approximately 2,260 square feet), 2 car-share parking spaces, 147 off-street parking spaces, and 259 Class 1 bicycle parking spaces. The project includes a dwelling unit mix consisting of six three-bedroom units, 105 two-bedroom units, 49 one-bedroom units, and 99 studio units. The proposed project includes common open space (approximately 23,220 square feet), private open space for seventeen dwelling units via private decks, and a publically-accessible mid-block alley (measuring approximately 9,700 sq ft) along the north lot line with 37-ft of frontage along 3rd Street and 65-ft of frontage along Tennessee Street. UPDATE (12/22/15) - Increase in Number of Dwelling Units from 259 to 263	259	12/22/2015	CONSTRUCTION

Planning Case No	Address / Project Name	Case Description	No. Umits	Approval Date	Action
2011:0671	1395 22ND ST	The in-kind proposal is to provide a public easement along the north side of the site for a public stair that would connect 22nd Street in the Dogpatch / Central Waterfront neighborhoods with the Potrero Annex (Hope SF) project and the Potrero Recreation Center park. The area for the stair would include 5,900 square feet.	256	12/3/2015	BP FILED
2013.0159	525 HARRISON ST	The proposed project includes demolition of the existing two-story former industrial building (27,500 gsf), and the new construction of a 23-story residential building (approximately 255,468 gross square feet; up to 250-ft tail) with up to 205 dwelling units, 1,000 square feet of ground floor cafe/retail, 103 off-street parking spaces, 127 Class 1 bicycle parking spaces, and 20 Class 2 bicycle parking spaces. The project includes a dwelling unit mix consisting of 94 two-bedroom units, 69 one-bedroom units, and 42 studio units. The project includes approximately 15,683 square feet of open space via ground floor street improvements, private balconies, a podium level roof deck, and a rooftop terrace. The entrance to the below-grade parking levels via a 22-ft wide entrance off of Harrison Street. The project also includes streetscape improvements, including installation of a signalized pedestrian crosswalk with continental striping along Harrison and Essex Streets, as well as sidewalk widening, new street trees, landscaping and corner bulb outs.	179	9/24/2015	PL APPROVED
2012.0678	19 - 25 MASON ST & 2 - 16 TURK ST	Development of the two adjoining parking lots on either side of The Metropolis Hotel. The Metropolis will stay in place and continue as a hotel. The project would merge the three lots and replace the existing surface parking lot with a new, 12-story-over-basement, 114,118 gsf, mixed-use building, with 155 dwelling units, 68 off-street parking spaces, and approximately 2,825 sq. ft. of ground-floor retail space.	110	8/14/2015	PL APPROVED
2013.0784	2171 03RD ST	The proposal is to demolish the two existing industrial/office buildings on the 29,438-square-foot subject lots and construct one seven-story, 68-foot tall mixed-use residential building over a podium. The proposed new building includes approximately 154,509 gross square feet of space and would include 109 dwelling units, 3,143 square feet of ground-floor retail space, and 91 parking spaces. Parking would be provided at two basement levels with access from 19th Street. The project would include common open space on a podium level above the parking level and on the roof, with pedestrian bridges connecting the two buildings at each level including the roof.	109	12/16/2015	BP FILED
2006.0383	1545 PINE ST	Demolish five existing buildings and construct two buildings, a 12-story building and a six-story building containing a total of 103 dwelling units, 84 parking spaces, and 10,000 sq. ft. of ground floor commercial. The new building would be approximately 128,200 gross sq. ft. at 65 and 130 feet in height. 12/05/09 modified design: 86 residential units (110,130 sf); 5,200sf of retail space; and 93 off-street parking spaces (86 residential & 7 commercial).	107	12/4/2015	BP (SSUED

Planning Case No	Address / Project Name	Case Description	No Units	Approval Date	Action
2011.0586	363 06TH ST	Remove existing 2-story commercial building and construct a new 9-story mixed-use building.	87	11/2/2015	PL APPROVED
2012.1362	2198 MARKET ST	New construction of a 4 to 6 story (40' - 65') tall mixed use building consisting of 87 dwelling units, approximately 5,115 sf of ground floor retail space on Market Street. Parking in a below grade garage for 36 independent stalls which includes 2 car share spaces and 89 Class 1 bicycle parking spaces. The subject lot is currently vacant.	87	10/28/2015	CONSTRUCTION
2012.0086	101 HYDE ST	New construction of a residential building, eight stories and approximately 80 feet in height, containing 85 dwelling units, 4,923 square feet of ground floor retail space, and 15 off-street parking spaces at 101 Hyde Street, northwest of the intersection with Golden Gate Avenue, within the C-3-G (Downtown General Commercial) District and a 80-X Height and Bulk District.	85	8/11/2015	BP FILED
2012.1553	1174 - 1178 FOLSOM ST	The proposed project includes demolition of the two existing industrial buildings (approximately 9,600 gsf) and the new construction of a six-story, 65-ft tall, mixed-use building (approximately 42,675 gsf) with two ground floor commercial spaces (collectively measuring approximately 3,980 gsf), a second floor office space (approximately 5,908 gsf), and 42 single-room occupancy (SRO) units on the third, fourth, fifth and sixth floors. Each of the SRO units are between 290 and 350 square feet in size. The project includes private useable open space for six units and 1,658 square feet of open space via an inner court on the third floor and a common roof deck on the sixth floor for the remaining units. The proposed project also includes 48 Class 1 bicycle parking spaces, 6 Class 2 bicycle parking spaces, and nine off-street parking spaces located within a below-grade garage accessible off of Clementina Street.	42	12/29/2015	BP FILED
2013.1179	1700 MARKET ST	The proposed Project includes the demolition of an existing two-story commercial building and new construction of an 8-story, 31,673 square foot residential building with 42 dwelling units, 1,753 square feet of ground floor commercial space and 42 bicycle parking spaces. The Project Sponsor seeks Conditional Use Authorization pursuant to Planning Code Sections 303 and 207.6 to modify the required 40 percent two-bedroom or greater unit mix by providing six two-bedrooms, fourteen studios, and 22 one-bedroom units. The Project is located on a triangular shaped lot at the corner of Market, Haight and Gough Streets with frontage on all three sides. The Project features basement tenant storage, a residential lobby with access on Market Street through to Haight Street, a bike room fronting on Market Street and a commercial space that wraps the eastern corner with entry on Market Street. Dwelling units consist of a mix of approximately 26 studio and 22 one-bedroom units all of which face onto a public right-of-way. Usable open space is provided via a common roof deck. No off-street parking is provided.	42	7/27/2015	BP FILED

Planning Case No	Address / Project Name	Case Description	No. Units	Approval Date	Астіоп
2013.0321	901 TENNESSEE ST	The proposed project consists of the demolition of the existing one-story warehouse building, and the new construction of a new, four-story (40-ft tall) with basement residential building (approximately 41,200 square feet). The proposed project includes 44 dwelling units, 33 off-street parking spaces, 88 new Class 1 bicycle parking spaces, and 2 Class 2 bicycle parking spaces. The dwelling unit mix includes 3 studios, 23 one-bedroom units, 15 two-bedroom units (including 5 "flexible-occupancy" units), and 3 three-bedroom units. The project incorporates approximately 3,697 square feet of common open space via a roof deck.	39	5/21/2015	PL APPROVED
2012.0673	119 07TH ST	A new 8-story residential development consisting of 39dwelling units, 1 level of below-grade parking with 14 spaces, and 1,974 sf of ground floor retail.	39	1/2/2015	BP ISSUED
2004.0093	SAN FRANCISCO OVERLOOK	The proposed project would involve the construction of 29 dwelling units and 58 off-street parking spaces in four new buildings on an undeveloped site. The residential buildings would three to four stories in height, approximately 10 - 40 feet in height from grade. Total residential gsf would be 62,340. The project would also involve the construction of a new road that would connect to Crestmont Drive.	34	5/14/2015	PL APPROVED
2013.0614	600 SOUTH VAN NESS AV	The proposed project would construct a 5-story mixed use building with residential above retail and private garage. The project would involve demolition of existing an single story auto motive repair structure. The mixed-use building would contain 27 residential units above ground floor retail, with 20 off-street parking spaces.	27	9/18/2015	CONSTRUCTION
2013.0318	233 - 237 SHIPLEY ST	The proposal is to demolish the existing 1,875 square foot industrial building (Lot 095) and construct a 4-story, 45-foot tall residential building. Lot 096, also 1,875 square feet, is currently vacant and used for automobile storage. The proposed new building would include 21 single occupancy dwelling units, approximately 2,200 square feet of common open space split between the rear yard and the roof deck, and bicycle parking. No automobile parking is proposed.	22	5/28/2015	CONSTRUCTION
2013.0341	2293 POWELL ST	The proposed project would remove an existing vacant structure previously containing ground floor restaurant and second floor office and merge 2 lots into single parcel. The project would construct a new 4-story over basement concrete structure with below grade parking, ground floor restaurant less than 5,000 net sq.ft. and 17 dwelling units containing mix of one and two bedroom units. The project would have a garage containing 17 off-street parking spaces and 26 bicylce parking spaces.	17	12/9/2015	PL APPROVED
2014.0428	5 SHIPLEY ST / 935 FOLSOM ST / 77 FALMOUTH ST	Construction of new 4 story, 17-unit mixed-use residential building with two residential/commercial "Flex" space units on the ground floor and mezzanine with approximately 1,800 sf. It proposes 9 on-site, non-tandem parking spaces on mechanical parking lifts which includes one surface HC parking space.	15	6/25/2015	CONSTRUCTION

CONTINUED >

Planning Case No.	Address / Project Name	Case Description	No. Units	Approval Date	Action
2009,1177 C V	2353 LOMBARD ST	Demo of existing 2-story restaurant and construction of a new 4-story mixed use building. New building will consist of underground parking, ground floor commercial w/ parking and 3 stories of residential units.	21	14-Apr-14	Approved
2012.0258 C	1500 PAGE ST	Renovation of building previously used as a residential hotel/SRO to provide up to 17 dwelling units and one manager's unit of affordable housing, community space for residents, bicycle parking and open space. Work includes interior modifications, new e	17	14-Jan-14	Approved
2012.1572 V	3420 18TH STREET	The proposed project would demolish existing one-story commercial building and construct new five-floor building containing 16 residential units on four floors over ground floor garage containing 8 off-street parking spaces.	16	13-Aug-14	Granted w/conditions
2010.0947 C	735 MONTGOMERY ST	Build a 10-unit apartment house over 5,000 sq.ft. of retail space in the Jackson Square Historic District	10	28-Apr-14	Approved

Source: Planning Department

TABLE A-4.
Major Housing Projects Filed at Planning Department, 2015

Planning Case No.	Address / Project Name	Case Description	Net Units
2015- 005848PRJ	1601 - 1637 MARKET ST / 53 COLTON ST	The proposed project is redevelopment of site for a mixed-use, mixed-income project, including a supportive affordable housing building. New units include 107 affordable, supportive housing efficiency units. "Other" use is the Local 38 Plumbers Union hall, collective bargaining space, and Pension Trust Fund offices.	584
2015- 002604PRJ	667 FOLSOM ST, 120 HAWTHORNE ST, 126 HAWTHORNE ST	The proposal entails demolition of 126 Hawthorne Street, a 2 story concrete building and 667 Folsom Street, a 2 story concrete building. The 19,589 square foot project site comprises three adjoining rectangular lots. Following demolition, the proposal entails construction of a 130-foot-tall, 13-story mixed-use building containing 250 dwelling units; 11,179 square foot of commercial retail space.	250
2015- 004109PRJ	333 12TH ST	The proposed project is to demolish both the existing building and the parking lot and redevelop the site, per the State's Density Bonus law (California Government Code Sections 65915-65918), into an "affordable-by-design / workforce" rental housing project. The project sponsor is proposing a "Base Project" and a "Bonus Project". The Base Project describes the maximum density permitted per the San Francisco Planning Code. the Bonus Project describes the maximum density permitted per California Sate Law.	219
2015- 005862PRJ	975 BRYANT ST	The proposed project is to demolish the existing 32,407 square foot Formula Retail building and to construct a new 5-story over basement, 120 unit residential building with basement parking containing 117 parking spaces with a total of 211,000 gross square feet (160,000 sf residential and 51,000 sf for the garage). The existing building on the 51,562 square foot lot was constructed in 1928 and has 50 parking spaces and approximately 25 feet in height. The proposed building will be 48 feet in height and will require approximately 15 feet of excavation for the basement garage.	182
2015- 008058PRJ	555 HOWARD ST	Demolish two existing2-story buildings and construct new mixed-use tower with ~194,000 GSF residential (127 units) and ~167,000 GSF hotel (223 rooms). The project will have 2 levels of below-grade parking (76 spaces).	127
2015- 000453PRJ	88 ARKANSAS ST	Priority Processing application for both Affordable Housing and LEED Platinum. The proposed project at 88 Arkansas Street proposes to demolish two existing single-story buildings on separate lots in order to build a new five story 127-unit Type 1 residential apartment building with two partial levels of below grade parking and storage, The project will also have two street level commercial/retail spaces. The project will have 20% (25 units) on-site affordable dwelling units.	127
2014- 000601PRJ	2675 FOLSOM ST	The proposal is to demolish the existing 22,111 square foot warehouse building and construct a 4-story, 40-foot tall residential building. The proposed new building would include approximately 117 dwelling units with 90 off-street parking spaces at the basement level.	117
2015- 002837PRJ	PARCEL O	The proposed project is to construct a 6 story building with 100% affordable housing development financed by the Mayor's Office of Housing. The project is 112 residential units, 1,200 sf of retail space, 2,028 sf of office space with no vehicle parking.	112

CONTINUED >

Planning Case No.	Address / Project Name	Case Description	Net Units
2014- 001674PRJ	1145 POLK ST	Demolition of existing building; construction of mixed-use building with retail space on first floor and 5 floors above of residential space consisting of 54 units of studio apartments. Modification of existing basement to create subterranean parking lot, with addition of a parking lot entrance on Hemlock Street.	54
2012.0865	1198 VALENCIA ST	Demo gas station structure and construct 42 dwelling units over commercial ground floor.	52
2015- 002600PRJ	915 - 935 MINNA ST	The proposal is to construct a 4 story residential building with 38 dwelling units and 21 off-street parking spaces at the northern portion of the property fronting Minna Street. And construction of a smaller four-story residential building with 6 dwelling units at the southern portion of the property fronting Natoma Street. The entire project would include a total of 44 dwelling units and 21 off-street underground parking spaces.	44
2015- 005329PRJ	719 LARKIN ST	Demolish existing one-story over basement commercial building and construct a new mixed use 8-story building consisting of a basement level storage and residential parking garage, 1,400 SF ground floor retail, and 42 residential units.	42
2015- 004085PRJ	349 08TH ST	Construct a new 5-story mixed-use residential building consisting of 38 residential units with associated private and common open space.	38
2015- 009279PRJ	1433 BUSH ST	The proposed project is to demolish an existing one-story commercial building containing an automotive rental use and new construction of a 117-foot tall, 11 story mixed-use building containing 47 dwelling units, 9 residential parking spaces and 1110 square feet of ground floor commercial retail uses. The project includes 2,314sf of common open space in the form of a roof deck. The Project triggers the requirement under Planning Code section 253 to obtain conditional use authorization for the construction of a structure over 50 feet in height in an RC District.	34
2015- 009459PRJ	3620 CESAR CHAVEZ ST	Demolish Existing 1 story office Building with surface parking. New Construction of a 29,590 sf mixed use Residential Building with 28 units, 940 sf of ground floor retail, 6 off-street parking spaces, and 28 Class I parking spaces.	28
2014- 003157PRJ	1598 BAY ST	To permit the conversion of a former Gas Station that is currently a vacant and underutilized lot into a four story 40' high residential building consisting of 28 units and 42 parking spots.	28

Planning Case No.	Address / Project Name	Case Description	Net Units
2014- 002181PRJ	2670 GEARY BLVD	Construction of a seven story mixed-use building composed of three stories with 21, two-four bedroom residential dwelling units, three stories of office space, one story commercial space and 3 levels of subterranean parking. The proposed building conforms to the maximum floor area allowed for the commercial and office spaces and the residential stories conform to the bulk requirements per NC-3 zoning. Qualifying private open space is included for each residence as well as a common roof top deck. The proposed project will seek a variance to reduce the required parking count to approx. 50% of what is required for mixed use building in NC-3 zoning.	21
2014- 001676PRJ	2224 CLEMENT STREET	New construction of a 16 unit condominium building comprised of a parking garage at 5' below grade and four floors of units on podium at 5' above grade. The site is currently used as a parking lot.	16
2014- 002330PRJ	300 OCTAVIA ST (BP SET 1 OF 2)	The proposed project includes construction of two 5-story, approximately 55-foot-tall building with a combined 24 residential units over ground floor commercial uses with bicycle parking.	16
2014- 002414PRJ	3701 NORIEGA ST	Demolish automotive service station. Construct mixed use building with ground floor retail (grocery) and 14 upper floor dwelling units.	14

Source: Planning Department

TABLE A-5.
Major Projects Authorized for Construction by DBI, 2015

Address	Units	Construction Type	Authorization Date
245 01ST ST	546	New Construction	10-Dec-15
800 INDIANA ST	326	New Construction	9-Oct-15
1201 TENNESSEE ST	259	New Construction	1-Apr-15
706 MISSION ST	169	Alteration	27-Oct-15
360 BERRY ST	129	New Construction	19-Feb-15
2500 ARELIOUS WALKER DR	122	New Construction	9-Nov-15
923 FOLSOM ST	115	New Construction	12-May-15
1140 FOLSOM ST	112	New Construction	30-Dec-15
1527 PINE ST	103	New Construction	27-Oct-15
645 TEXAS ST	94	New Construction	27-Jan-15
255 FREMONT ST	85	New Construction	23-Jun-15
490 SOUTH VAN NESS AV	84	New Construction	1-Jun-15
1036 MISSION ST	83	New Construction	11-Sep-15
346 POTRERO AV	70	New Construction	18-Feb-15
570 JESSIE ST	47	New Construction	20-Feb-15
369 18TH AV	41	Expansion	11-Jun-15
119 07TH \$T	39	New Construction	11-May-15
180 JONES ST	37	New Construction	9-Sep-15
1 FRANKLIN ST	35	New Construction	4-Mar-15
580 HAYES ST	29	New Construction	31-Mar-15
600 SOUTH VAN NESS AV	27	New Construction	2-Nov-15
1450 15TH ST	23	New Construction	29-May-15
233 SHIPLEY ST	21	New Construction	16-Mar-15
1741 POWELL ST	18	New Construction	24-Feb-15
1490 OCEAN AV	15	New Construction	19-Mar-15
1 STANYAN ST	13	New Construction	22-Oct-15
520 09TH ST	12	New Construction	19-Feb-15

Source: Planning Department

TABLE A-6.
Major Affordable Projects in the Pipeline as of December 31, 2015

Address / Project Name	Very Low Income Homeless or Single	Very Low Income Seniors	Very Low Income Families	Very Low Income Disabled	Lawer Income	Homeowner Low to Maderate Income	Homeowner Moderate Income	Total Affordable Units	Total Units	Development Tyr
				ntly Under C	onstruction	11.				
Hunters Point Shipyard Block 49			59	LL JOSE ANNUAL (ON )				59	60	New Construction
5800 3rd Street / Carroll Avenue Senior Housing McCormack Baron Salazar & BHPSS	25	95						120	121	Ņew Construction
1239 Turk St / Rosa Parks II SFHA / TNDC	20	78						98	98	New Construction
200 Sixth St / Bill Sorro Community Mercy Housing CA			52	14				66	67	New Construction
1500 Page St Mercy Housing CA				16				16	17	Rehabilitation
588 Mission Bay Blvd / Mission Bay South Block 7W Related CA & Chinatown CDC					198			198	200	New Construction
800 Presidio/ Booker T Washington & John Stewart Co	24		25					49	50	New Construction
55 Laguna Senior Mercy Housing CA & Openhouse		39						39	40	Rehabilitation
207 Cameron Wy / Alice Griffith Ph 1-2 SFHA / McCormack Baron Salazar / Lennar			182			211		182	184	New Construction
Hunters View HOPE SF Phase II Blks 7 & 11 SFHA / The John Stewart Company			106					106	107	New Construction
Hunters View HOPE SF Phase II Block 10 SFHA / The John Stewart Company			71					71	72	New Construction
SUBTOTALS	69	212	495	30	198	0	0	1,004	1,016	
"Please the property of the second			In Pi	e-Construct	ion Phase	Marian and a				
1036 Mission St TNDC	40		42					82	83	New Construction

Address / Project Name	Very Low Income Homeless	income	Very Low Income Families	Very Low Lower Homeowr Income Low to Mad Disabled Income Income	ier Homeowner Total erate Moderate Affordable	Total Units	Development Type
238 Taylor St / 168-186 Eddy St	er Single 30	Seniors	Families 1123	Disabled <sup>Income</sup> (ncome	Income Units	153	New
TNDC  222 Beale St / Transbay Block 7	- 55		119		119	120	Construction New
Mercy Housing CA.  95 Laguna Senior Mercy Housing CA & Openhouse		69			69:	70	Construction  New Construction
207 Cameron Wy / Alice Griffith Ph 3 SFHA / McCormack Baron Salazar / Lennar			140		140	141	New Construction
250 Fremont St / Transbay Block 8 TNDC			149		149	150	New Construction
270 Spear St /Transbay Block 1 Tishman Speyer				112	112	318	New Construction
1300 4th St / Mission Bay South 6 East TNDC	29		113		142	143	New Construction
705 Natoma / Canon Kip Episcopal Community Services	103				103	104	Rehabilitation
455 Fell St / Central Fwy Parcel O Mercy Housing CA & SFHDC			80		80	80	New Construction
1950 Mission St Mission Housing Development Co & BRIDGE	23		91		114.	115	New Construction
17th & Folsom Chinatown CDC & MEDA	20		80		100	101	New Construction
1296 Shotwell Chinatown CDC & MEDA	20	75			95	96	New Construction
550 Mission Rock St / Mission Bay South Parcel 3 East Chinatown CDC & Swords to Plowshares	50			50	100	101	New Construction
Ping Yuen / RAD Chinatown CDC			234		234	234	Rehabilitation
Ping Yuen North / RAD Chinatown CDC			200		200	200	Rehabilitation
Westside Courts / RAD Related CA			136		136	136	Rehabilitation

Address / Project Name	Very Low Income Homeless or Single	Very Low Income Seniors	Very Low Income Families	Very Low Income Disabled	Lower Income	Homeowner Low to Moderate Income	Homeowner Moderate Income	Total Affordable Units	Total Units	Development Type
1750 McAllister / RAD Community Housing Partnership		97						97	97	Rehabilitation
Rosa Parks / RAD TNDC		198						198	198	Rehabilitation
350 Ellis / RAD TNDC		100						100	100	Rehabilitation
320-330 Clementina / RAD TNDC		276	30,00					276	276	Rehabilitation
Alemany / RAD Bernal / BRIDGE Housing			158					158	158	Rehabilitation
3850 18th St / RAD MEDA / BRIDGE Housing		107						107	107	Rehabilitation
Mission Dolores / RAD MEDA / BRIDGE Housing		92						92	92	Rehabilitation
1760 Bush / RAD Mercy Housing CA / John Stewart Co		108						108	108	Rehabilitation
Kennedy Towers / RAD Mercy Housing CA / John Stewart Co		98						98	98	Rehabilitation
2698 California St / RAD Mercy Housing CA / John Stewart Co		40						40	40	Rehabilitation
Westbrook Apts / RAD Related CA / John Stewart Co			226					226	226	Rehabilitation
SUBTOTALS	315	1,260	1,891	0	50	112	0	3,628	3,845	
The state of the s				n P <sup>r</sup> eliminary	y Planning		on an actions.			
Hunters View HOPE SF Phase III SFHA / The John Stewart Company			62					62	63	New Construction
207 Cameron Wy / Alice Griffith Ph 4 SFHA / McCormack Baron Salazar / Lennar			47	7.975				47	47	New Construction
207 Cameron Wy / Alice Griffith Ph 5 SFHA / McCormack Baron Salazar / Lennar			131					131	132	New Construction
102-104 Octavia Bivd Central Fwy Parcel U	35		g at 6 99.					35	35	New Construction

Address / Project Name	Very Low Income Homeless or Single	Very Law Income Seniors	Very Low Income Families	Very Low Income Disabled	Lewer Income	Homeowner Low to Moderate Income	Homeowner Maderate Income	Total Affordable Units	Total Units	Development Type
1654 Sunnydale Ave, HOPE SF SFHA / Mercy Housing CA & Related CA			625	327/833/24 (2343781)	344			969	1,700	New Construction
1095 Connecticut St / 751 Missouri St Potrero Terrace & Potrero Annex SFHA / BRIDGE Housing			606		152			758	1700	New Construction
3001 24th Street / Casa de la Mission		35						35	35	New Construction
Hunters Point Shipyard Block 54			39					39	40	New Construction
Candlestick Point-03 Block 10a	28		111					139	140	New Construction
Candlestick Point-03 Block 11a	30		119					149	150	New Construction
Transbay Block 4			99					99	100	New Construction
Broadway & Front St / Seawall Lot 322-1 Family	24		65	200000000000000000000000000000000000000		30		119	120	New Construction
Davis & Broadway / Seawall Lot 322-1 Senior	10		27		12			49	50	New Construction
Geneva & San Jose / Balboa Park Upper Yard	18		69					87	88	New Construction
Mission Bay South Block 6 West	21		84					105	106	New Construction
490 South Van Ness	14		57					71	72	New Construction
SUBTOTALS	180	35	2,141	0	508	30	0	2,894	4,578	
									22,5798	
TOTALS	607	2,498	5,252	30	839	172	0	9,398	11,316	

Source: Mayor's Office of Housing

Notes: SFHA = San Francisco Housing Authority; TNDC = Tenderloin Neighborhood Development Corporation; CHP = Catholic Healthcare Partners; BHNC = Bernal Heights Neighborhood Center

TABLE B-1. Housing Trends by Planning Area, 2015

Planning Area	Units Authorized for Construction	Units Completed from New Construction	Units Demolished	Units Gained or Lost from Alterations	Net Change In Number of Units
Balboa Park	16	71	ann shi ga tha tha dha ann air ann ann ann an Air ann an Air ann ann an Air ann ann air an Air ann an Air Air		71
Central Waterfont	586	8			8
East SoMa	187	4	2	1 .	3
Market and Octavia	70	79		406	485
Mission (EN)	226	140		48	188
Showplace Square/ Potrero Hill	128	27	1	2	26
Western SoMa (EN)	123	41		14	55
Rest of City	1,646	2,102	22	38	2,118
San Francisco	2,982	2,472	25	507	2,954

Source: Planning Department Note: Net Change equals Units Completed less Units Demolished plus Units Gained or (Lost) from Alterations.

TABLE B-2. Units Entitled by Planning Area, 2015

Planning Area	No. of Projects	Units Entitled
Central Waterfront	4	298
East SoMa	5	480
Market and Octavia	4	760
Mission (EN)	1	22
Showplace Square/ Potrero Hill	1	107
Western SoMa (EN)	1	27
Rest of City	7	1,024
San Francisco	23	2,718

Source: Planning Department

TABLE B-3. Housing Units Added by Building Type and Planning Area, 2015

Planning Area	Single Family	2 Units	3 to 9 Units	10 to 19 Units	20+ Units	Total
Balboa Park	-		· -	-	71	71
Central Waterfont	-	-	8	-	-	8
East SoMa	1	4	-	-	-	5
Market and Octavia	-	2	12	1	470	485
Mission (EN)	3	7	11	18	153	192
Showplace Square/ Potrero Hill	1	2	3	-	21	27
Western SoMa (EN)	-	-	4	25	26	55
Rest of City	43	134	52	1	2,022	2,252
Total	48	149	90	45	2,763	3,095

Source: Planning Department

TABLE 8-4.
Units Demolished by Building Type and Planning Area, 2015

Planning Area	Buildings	Single	Units (	by Building Type	Security 1	Total
East SoMa	1	· -	2	-	-	2
Showplace Square/ Potrero Hill	1	1	-	_	-	1
Rest of City	15	14	-	-	8	22
San Francisco	17	15	2	.0	8	25

Source: Planning Department

TABLE B-5.
Units Lost Through Alterations and Demolitions by Planning Area, 2015

Planning Area	tion of the decision	-Units Mergad	one allong	B Blanco	inche.	<ul> <li>Units</li> <li>Demolished</li> </ul>	
			Official Regords		We calcula		
Mission (EN)	4	-	-	-	4	-	4
East SoMa	-	~		-	-	2	2
Showplace Square/ Potrero Hill	-	44	-	÷	_	1	1
Rest of City	96	12	1	3	112	22	134

Source: Planning Department

TABLE B-6. New Affordable Housing Constructed in Planning Areas, 2015

Planning Area	Affordable Units	Total Units	AMI Target	Tenure	Funding Source
(Ballona Parily					11572
1100 OCEAN AV	71	70	VLI	Rental	CDLAC/ TCAC
Warket-Orchavia	A Comment of the Comm				
100 VAN NESS AV	48	399	LI	Rental	Inclusionary
35 DOLORES ST	4	37	MOD	Ownership	Inclusionary
400 GROVE ST	4	34	MOD	Ownership	Inclusionary
Mission (EN)					
1875 MISSION ST	6	39	MOD	Ownership	Inclusionary
Western SoMa (EN)					
870 HARRISON ST	4	26	MOD	Ownership	Inclusionary
Rest of City					
1400 MISSION ST	190	190	167 MOD/23 MID	Ownership	Inclusionary
527 STEVENSON ST	9	60	LI	Rental	Inclusionary
101 DONAHUE ST	6	63	LI	Ownership	Inclusionary
201 DONAHUE ST	3	25	LI	Ownership	Inclusionary
280 BEALE ST	69	70	VLI	Rental	CDLAC/ TCAC
255 BROADWAY *	74	75	VLI	Rental	CDLAC/ TCAC
119–141 HABITAT TR	12	12	MOD	Ownership	Inclusionary
San Francisco	500	1,100			

Source: Planning Department

CDLAC – California Debt Allocation TCAC – Tax Credit Allocation Committee

TABLE C. San Francisco Zoning Districts, as of 2015

Zoning	General Descriptions
- Residential, House and Win	ed Districts
RH-1	Residential, House – One Family
RH-1(D)	Residential, House – One Family (Detached Dwellings)
RH-1(S)	Residential, House – One Family with Minor Second Unit
RH-2	Residential, House – Two Family
RH-3	Residential, House – Three Family
RM-1	Residential, Mixed – Low Density
RM-2	Residential, Mixed – Moderate Density
RM-3	Residential, Mixed – Medium Density
RM-4	Residential, Mixed – High Density
Residential Transit-Oriented	EDistrois
RTO	Residential Transit-Oriented
RTO-M	Residential Transit-Oriented, Mission
Residential Commercial Dis	edikis 1935 za
RC-3	Residential-Commercial Medium Density
RC-4	Residential-Commercial – High Density
- Paphie Digital	
P	Public District
lensamma2 beorgedeltgleld	
interfermatinaten eine ein ihren felger if	Districts
NC-1	Districts  Neighborhood Commercial Cluster District
100 CONTRACTOR (100 CONTRACTOR	
NC-1	Neighborhood Commercial Cluster District
NC-1 NC-2	Neighborhood Commercial Cluster District Small-Scale Neighborhood Commercial District
NC-1 NC-2 NC-3	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe NCD-Broadway	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District  Broadway Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe NCD-Broadway NCD-Castro	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District  Broadway Neighborhood Commercial District  Castro Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe NCD-Broadway NCD-Castro NCD-Haight	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District  Broadway Neighborhood Commercial District  Castro Neighborhood Commercial District  Haight Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe NCD-Broadway NCD-Castro NCD-Haight NCD-Inner Clement	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District  Broadway Neighborhood Commercial District  Castro Neighborhood Commercial District  Haight Neighborhood Commercial District  Inner Clement Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe NCD-Broadway NCD-Castro NCD-Haight NCD-Inner Clement NCD-Inner Sunset	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District  Broadway Neighborhood Commercial District  Castro Neighborhood Commercial District  Haight Neighborhood Commercial District  Inner Clement Neighborhood Commercial District  Inner Sunset Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe NCD-Broadway NCD-Castro NCD-Haight NCD-Inner Clement NCD-Inner Sunset NCD-North Beach	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District  Broadway Neighborhood Commercial District  Castro Neighborhood Commercial District  Haight Neighborhood Commercial District  Inner Clement Neighborhood Commercial District  Inner Sunset Neighborhood Commercial District  North Beach Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe NCD-Broadway NCD-Castro NCD-Haight NCD-Inner Clement NCD-Inner Sunset NCD-North Beach NCD-Outer Clement	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District  Broadway Neighborhood Commercial District  Castro Neighborhood Commercial District  Haight Neighborhood Commercial District  Inner Clement Neighborhood Commercial District  Inner Sunset Neighborhood Commercial District  North Beach Neighborhood Commercial District  Outer Clement Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe NCD-Broadway NCD-Castro NCD-Haight NCD-Inner Clement NCD-Inner Sunset NCD-North Beach NCD-Outer Clement NCD-Pacific	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District  Broadway Neighborhood Commercial District  Castro Neighborhood Commercial District  Haight Neighborhood Commercial District  Inner Clement Neighborhood Commercial District  Inner Sunset Neighborhood Commercial District  North Beach Neighborhood Commercial District  Outer Clement Neighborhood Commercial District  Pacific Neighborhood Commercial District
NC-1 NC-2 NC-3 NC-S NCD-24th-Noe NCD-Broadway NCD-Castro NCD-Haight NCD-Inner Clement NCD-Inner Sunset NCD-North Beach NCD-Outer Clement NCD-Pacific NCD-Polk	Neighborhood Commercial Cluster District  Small-Scale Neighborhood Commercial District  Moderate-Scale Neighborhood Commercial District  Neighborhood Commercial Shopping Center District  24th - Noe Valley Neighborhood Commercial District  Broadway Neighborhood Commercial District  Castro Neighborhood Commercial District  Haight Neighborhood Commercial District  Inner Clement Neighborhood Commercial District  Inner Sunset Neighborhood Commercial District  North Beach Neighborhood Commercial District  Outer Clement Neighborhood Commercial District  Pacific Neighborhood Commercial District  Pacific Neighborhood Commercial District  Polk Neighborhood Commercial District

CONTINUED >

Zoning	General Descriptions
NCD-Upper Market	Upper Market Neighborhood Commercial District
NCD-West Portal	West Portal Neighborhood Commercial District
Neighborhood Gammanad	Transil Districts
NCT-1	Neighborhood Commercial Transit Cluster District
NCT-2	Small-Scale Neighborhood Commercial Transit District
NCT-3	Moderate-Scale Neighborhood Commercial Transit District
NCT-24th-Mission	24th - Mission Neighborhood Commercial Transit District
NCT-Hayes-Gough	Hayes - Gough Neighborhood Commercial Transit District
NCT-Mission	Mission Neighborhood Commercial Transit District
NCT-Ocean	Ocean Neighborhood Commercial Transit District
NCT-SoMa	South of Market Neighborhood Commercial Transit District
NCT-Upper Market	Upper Market Neighborhood Commercial Transit District
NCT-Valencia	Valencia Neighborhood Commercial Transit District
Chinatown Mixed Use Distr	ICI.S.
CRNC	Chinatown Residential Neighborhood Commercial District
CVR	Chinatown Visitor Retail District
CCB	Chinatown Community Business District
South of Market Mixed Use	Districts
RED	South of Market Residential Enclave District
RSD	South of Market Residential Service District
SLI	South of Market Service-Light Industrial District
SLR	South of Market Light Industrial-Residential District
SSO	South of Market Service / Secondary Office District
Eastern Wagginbronnmach Wie	edi Use Districts
MUG	Mixed Use - General District
MUO	Mixed Use - Office District
MUR	Mixed Use - Residential District
SPD	South Park Mixed Use District
UMU	Urban Mixed Use District
Downtown Residential Dist	ellets
DTR-RH	Downtown Residential - Rincon Hill District
DTR-SB	Downtown Residential - South Beach District
DTR-TB	Downtown Residential - Transbay District
Commercial Districts	
C-2	Community Business District
Die White was Germanier chal Dis	triots.
C-3-S	Downtown Commercial - Service District
C-3-G	Downtown Commercial - General District
C-3-R	Downtown Commercial - Retail District

CONTINUED >

Zoning	General Descriptions
C-3-0	Downtown Commercial - Office District
C-3-O(SD)	Downtown Commercial - Office (Special Development) District
Industrial Districts	The second secon
M-1	Light Industrial District
M-2	Heavy Industrial District
C-M	Heavy Commercial District
PDR-1-B	Production Distribution and Repair Light Industrial Buffer District
PDR-1-G	Production Distribution and Repair General District
PDR-1-D	Production Distribution and Repair Design District
PDR-2	Core Production Distribution and Repair District
ERedevelopment Agency	Business:
MB-OS	Mission Bay, Open Space
MB-O	Mission Bay, Office
MB-RA	Mission Bay Redevelopment Area Plan District
HP-RA	Bayview Hunters Point Redevelopment Area Plan District

Source: Planning Department

TABLE D. In-Lieu Housing Fees Collected, 2006–2015

Fiscal Year	Amount Collected
2006	\$19,225,864
2007	\$7,514,243
2008	\$43,330,087
2009	\$1,404,079
2010	\$992,866
2011	\$1,173,628
2012	\$1,536,683
2013	\$9,130,671
2014	\$29,911,959
2015	\$73,576,017
TOTAL	\$187,796,097

Source: Planning Department

### Appendix E: Glossary

Affordable Housing Unit: A housing unit – owned or rented - at a price affordable to low- and middle-income households. An affordable rental unit is one for which rent equals 30% of the income of a household with an income at or below 80% of the HUD median income for the San Francisco PMSA, utilities included. An affordable ownership unit is one for which the mortgage payments, PMI, property taxes, homeowners dues, and insurance equal 33% of the gross monthly income of a household earning between 80% and 120% of the San Francisco PMSA median income, assuming a 10% down payment and a 30-year, 8% fixed-rate loan.

**Alterations:** Improvements and enhancements to an existing building. At DBI, building permit applications for alterations use Forms 3 and 8. If vou are not demolishing an existing building (Form 6) or newly constructing a new building (Forms 1 and 2), you are "altering" the building.

Certificate of Final Completion (CFC): A document issued by DBI that attests that a building is safe and sound for human occupancy.

Conditional Use Permit: A permit that is only granted with the consent of the Planning Commission, and not as of right.

Condominium: A building or complex in which units of property, such as apartments, are owned by individuals and common parts of the property. such as the grounds and building structure, are owned jointly by all of the unit owners.

Current dollars: The dollar amount for a given period or year not adjusted for inflation. In the case of income, it is the income amount in the year in which a person or household receives it. For example, the income someone received in 1989 unadjusted for inflation is in current dollars.

General Plan: Collection of Objectives, Policies, and Guidelines to direct guide the orderly and prudent use of land.

HMFA: HUD Metro FMR (Fair Market Rent) Area an urbanized county or set of counties with strong social and economic ties to neighboring communities. PMSAs are identified within areas of one million-plus populations.

Housing Unit: A dwelling unit that can be a single family home, a unit in a multi-unit building or complex, or a unit in a residential hotel.

Inclusionary Housing Units: Housing units made affordable to lower- and moderate-income households as a result of legislation or policy requiring market rate developers to include or set aside a percentage (usually 10% to 20%) of the total housing development to be sold or rented at below market rates (BMR). In San Francisco, this is usually 15%, and it applies to most newly constructed housing developments containing five or more dwelling units.

Median Income: The median divides the household income distribution into two equal parts: one-half of the households falling below the median household income and one-half above the median.

Pipeline: All pending development projects – filed, approved or under construction. Projects are considered to be "in the pipeline" from the day they are submitted for review with the Planning Department, the Redevelopment Agency (SFRA). or the Department of Building Inspections (DBI), until the day the project is issued a Certificate of Final Completion by DBI.

Planning Code: A local law prescribing how and for what purpose each parcel of land in a community may be used.

# Primary Metropolitan Statistical Area (PMSA): A PMSA is an urbanized county or set of counties with strong social and economic ties to neighboring communities. PMSAs are identified within areas of one million-plus populations.

Single Room Occupancy (SRO) Units: Residential hotel rooms, typically occupied by one person. lacking bathroom and/or kitchen facilities.

**Temporary Certificate of Occupancy (TCO):** Like a CFC, a TCO allows occupancy of a building pending final inspection.

# **ACKNOWLEDGMENTS**

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Edwin M. Lee

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2016 JUN -7 AM 11:58

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RE: Items 10 and 20, June 7, 2016 Board of Supervisors Agenda BOS File No's. 160464 (approving an Ordinance appropriating \$207,000,000 to the SFMTA for "transportation projects and equipment in FY2016-2017); and 160465 (Resolution authorizing the sale, issuance, and execution of bonds totaling \$207,000,000, "which includes up to \$45,000,000 for the Mission Bay Component; and up to \$162,000,000 for other projects, such as the light rail vehicle procurement, the Van Ness Transit Improvement Project" [aka Van Ness BRT Project],

DATE: June 6, 2016

BY E-MAIL

#### PUBLIC COMMENT OPPOSING \$207 MILLION MTA BOND

This is public comment on Items 10 and 20 of the June 7, 2016 Agenda of the Board of Supervisors, proposing approving an Ordinance appropriating \$207,000,000 to the San Francisco Municipal Transportation Agency (MTA) for "transportation projects and equipment in FY 2016-2017" (BOS File 160464), and authorizing the sale, issuance, and execution of bonds totaling \$207,000,000 by the MTA (BOS File No. 160465). Please assure that copies of this comment and attachments have been distributed to each Supervisor, and that copies have been placed in the packets and appropriate file numbers of the Board.

The proposed bond has not been approved by voters. Due to legal flaws, failure to provide public information and notice, inconsistencies in material documents, claims that understate expenditures for the proposed projects funded by the bonds, the improper proposed uses of the bond money, the flawed repayment proposal, and the unsupported and legally inadequate "CEQA findings," this Board should reject this proposed bond, and at the least, should reject the portion proposed to be spent on the Van Ness Bus Rapid Transit (VNBRT) Project.

The Board of Supervisors has the power to either reject the bond entirely, or it can veto parts of the bond, such as the VNBRT allocations. (See San Francisco Controller's May 2, 2016 letter, BOS File No's. 160464, 160465.) The Board should continue this matter until it has received all the information necessary for informed consideration of this measure, which it does not have today. The Board should reject this proposed bond, or at least reject the portion proposed to be spent on the Van Ness Bus Rapid Transit (VNBRT) Project.

The bond is a wasteful money grab by the MTA in excess of its already one **billion** dollar annual budget. This Public Comment will also focus on the large amount of the \$207,000,000 to be spent on the VNBRT Project. The proposed bond also includes a windfall to the private Warriors' Arena Project of \$61,898,909, even though City admits that even with sales tax revenue from that project the public will incur a "revenue shortfall" of \$34,508,573 for that *private* project. (5/20/16 Budget and Legislative Analyst Memorandum ["B&LA Memo"], p.14.)

The dubious B&LA Memo drastically understates the public cost of the three named projects receiving allocations from the proposed bond. The B&LA claims the total cost to the public of those projects is \$1.56 billion. (B&LA Memo, page 6.) Nothing supports that gross underestimation. The B&LA Memo incredibly claims that figure includes \$190,000,000 from the proposed bond "and \$1.37 billion in other funds," *not* including interest. (*Id.*) The interest on the proposed bond is estimated at \$178.4 million, claiming the total public debt from the bond alone would be \$385.4 million with an annual debt service "from \$17.8 million to \$26.1 million" for the next 30 years. (*Id.*, page 1.) In fact, the interest is likely to be double the principal of this proposed bond, approaching a half billion dollars. Even that amount does not begin to approach the total cost of the projects it will subsidize. The huge outlay of public money already allocated to the VNBRT Project alone will total more than \$500 million.

The B&LA Memo falsely states that the VNBRT Project has a total cost of \$190 million. (BLA Memo, page 6.) In fact, the costs previously estimated by MTA were \$260 million in 2015, without the cost of the bond measure before interest or cost overruns, are now estimated at more than \$312 million for VNBRT construction alone. This Board must not approve a growing price tag for a Project that will clearly be much more costly than the Budget and Legislative Analyst states. This Board must get these figures right before allowing MTA to incur additional public debt of hundreds of millions more.

Of the proposed bond's \$207,000,000 principal, an unstated amount from \$48,000,000 to \$162,000,000 would be spent to further subsidize the already-exorbitant funding of the VNBRT Project. Like the bond before you, the VNBRT Project has *not* been voter-approved, even though it will drastically alter a major San Francisco street, which is also California and U.S. Highway 101, with significant impacts adversely affecting millions of future travelers. The MTA's failure to place the VNBRT Project and its total cost and funding before the voters of San Francisco *and* California before degrading travel through San Francisco for millions should alone preclude approval of its funding.

The VNBRT Project will remove at least two traffic lanes from the center of Van Ness Avenue/Highway 101 from Lombard to Mission Street to create exclusive bus lanes for two MUNI bus lines (47 and 49). The Project will also remove nearly *all* parking spaces on *both sides* of Van Ness Avenue for the full length of the Project (See EXHIBIT A [9/17/13 Public Comment]; and VNBRT Project Final Environmental Impact Statement/Environmental Impact Report ["EIS/EIR"], p.3-123.). The Project will also remove all left turn lanes and most turning capacity on Van Ness Avenue/Highway 101. While requiring massive traffic diversion to already congested nearby streets, the Project will also obstruct right-turns with turn restrictions

<sup>&</sup>lt;sup>1</sup> See attached EXHIBIT C: 5/10/16 Walsh Construction Company "Guaranteed Maximum Price" ("GMP") estimating GMP of \$312,698,230 for construction costs alone, *twice* the original estimate by Walsh Construction, with no competitive bidding; see also, MTA Board Agenda, July 7, 2015, Staff Report, "Project Budget and Funding Plan" VNBRT [estimating 2015 cost at \$259,898,200].)

and bulbouts at nearly every intersection, each of which will also eliminate another five parking spaces.

The VNBRT Project will also demolish and remove the historic lampposts that have dignified Van Ness Avenue for more than 100 years, giving endearing character, beauty and warmth to the grand Avenue to generations of travelers and residents.

The VNBRT Project will also kill all mature trees and vegetation on the median of Van Ness Avenue and more than 100 mature trees on the sidewalks on each side of Van Ness Avenue to construct the VNBRT in the center of Van Ness Avenue/Highway 101. The far less destructive curbside BRT alternative was rejected by MTA.

The goal of the VNBRT Project is to make the speed of the two bus lines (Muni 47 and 49) "competitive" with vehicle travel by reducing street capacity for vehicles, eliminating turning capacity, and eliminating parking on Van Ness Avenue. However, at an unnoticed "Engineering Hearing" on May 20, 2016, the MTA approved removing half the bus stops on Van Ness Avenue by Saturday, June 4, 2016. Thus, the slight increase in speed on the two bus lines would occur without the Project. The minimal increase in speed for Muni lines 47 and 49 by eliminating bus stops will result in bus stops that will be nearly one-quarter mile apart. Under MTA's VNBRT Project, travelers will also experience permanent traffic congestion and loss of parking on Van Ness Avenue and all surrounding streets. Pedestrians will have to walk farther to bus stops and cross to the middle of Van Ness Avenue instead of the sidewalk stops. Those who are elderly and not able-bodied are left out of MTA's "improvements."

The MTA's documents admit that Muni's total ridership has declined by at least 4% since the 2013-14 Fiscal Year, and reports that MTA's inflated "700,000" daily boardings rhetoric is actually 600,893,150 boardings. (See June 7, 2016 BOS File 160465, Undated Preliminary Official Statement ["POS"], p. 30, Table 2.) Of those boardings, the two Muni lines (47 and 49) on Van Ness carry 16,000 passengers per day, *only 2 percent* of that total. (VNBRT EIS/EIR, p. 1-1, 3-3.) Thus, the proposed exorbitant expenditure for the VNBRT Project cannot be justified by existing ridership or by speculation that the declining ridership on the two lines could increase, particularly after removing half the bus stops on Van Ness Avenue on June 4, 2016.

More importantly, the negative impacts on the vast majority of travelers on Van Ness Avenue (86,000 vehicles per day in 2013) will include congestion from removing roadway capacity, increased congestion and slowing on other nearby streets where traffic is diverted, and loss of historic resources, including the 100-year-old street lamps, and the mature trees on Van Ness Avenue. (See EXHIBITS A and B.) The MTA and SFCTA rejected the side-lane BRT alternatives that would avoid the significant negative impacts on traffic, the tree-killing, and demolishing the historic streetlamps.

Meanwhile, with no public disclosure, the MTA is negotiating with only *one* contractor for the massive VNBRT Project instead of putting out an RFP for the construction work. City has refused to provide requested public information on how much it will give that *one* contractor for the work. (MTA Board Agenda, June 7, 2016, Item 11; and see, *e.g.*, 49 USC §5325 [requiring competitive open bidding to qualify for federal funding].) As noted, that contractor, Walsh

<sup>&</sup>lt;sup>2</sup> Transportation and other significant impacts of the VNBRT Project are addressed in more detail in the attached EXHIBIT A (September 17, 2013 Public Comment to agencies) and EXHIBIT B (May 18, 2016 Public Comment to Historic Preservation Commission).

Construction, which has already received \$800,000, recently submitted a GMP of \$312,698,230 for construction alone, more than twice the original estimate. (EXHIBIT C.)

City's MTA now proposes \$207,000,000 in self-issued bonds, including substantial unstated bond indebtedness to the taxpayers of San Francisco to construct the VNBRT Project. With interest, MTA's proposed bond burdens the public with a 30-year debt of nearly **one-half billion dollars**, while MTA excludes the voters and taxpayers from any say, either on the bond or any of the bond allocations of this public money.

MTA fails to provide accurate information on what portion of the bond is allocated for the VNBRT Project. Will it be \$162,000,000 or will it be more? (SFBOS Budget and Finance Comm. Packet, File No. 160465, p. 1.) Or will it be \$48,000,000? (5/20/16 BLA Memo, p. 6.) From MTA's vague, inconsistent and conflicting information, neither this Board nor the public can know what MTA will actually do with this money. Even though your packet names three project expenditures, this bond money, like the two previous large MTA bonds, could be spent on more bicycle "improvements" and eliminating and obstructing street capacity for the vast majority of travelers in San Francisco. (4/5/16 MTA Board Staff Report, pp. 4-5; POS, p. 11.)

Incredibly, this Board is also being approached with a proposal to *raise* the San Francisco Proposition K sales tax by *another* half-cent to spend additional billions on more of the same. (BOS File No. 160486.)

This Committee and the Board of Supervisors should reject MTA's bond measure, particularly for the exorbitant and destructive VNBRT Project.

## 1. The bond is a waste of public funds with no public benefit.

Taxpayers will shoulder the burden of bonded indebtedness, paying vastly more than the face amount of the bond in annual interest over the 30-year duration of the proposed bonds. MTA has received massive allocations from two other self-issued bonds within the past five years, \$170 million in December, 2011, and another \$175 million in September 2013, a total of \$345,000,000 in principal, saddling taxpayers with more than a half billion dollars with interest on those previous two bonds. (4/5/16 MTA Staff Report, p. 2.) Where did that money go?

With the new 2016 bond of \$207,000,000, the total principal indebtedness for the three MTA bonds would be \$552,000,000, without interest. With interest, the total public debt of the three recent MTA bonds approaches one *billion* dollars over 30 years.

After squandering public money with its two previous bonds, MTA now proposes to allocate *still more* for anti-car, anti-people projects, including "traffic calming" obstructions, traffic humps and traffic circles, bulbouts that impede turning and remove parking, red light photo enforcement equipment, bicycle "improvements," including removing traffic lanes and parking to develop new bicycle lanes, "bicycle parking facilities; bicycle boxes, bicycle boulevards; buffered bicycle lanes, cycle tracks, bicycle signals, and greenwave signal coordination; curb extensions....," and the Van Ness BRT. (4/5/16 MTA Board Staff Report, pages 4-5; POS, page 11.)

As to allocating bond money for the VNBRT Project, the public will receive *no* benefit, since the same Muni performance on lines 47 and 49 would be accomplished without the VNBRT.

### 2. The MTA remains in violation of the San Francisco Charter

With nearly a billion-dollar annual budget, MTA has failed to meet the basic service standards required by the Charter. After hundreds of millions in bonds to MTA, San Francisco

still has notoriously pitted, third-world streets that are among the worst in the United States and the third-worst traffic congestion in the United States. (See, *e.g.*, San Francisco Chronicle, 3/15/16, Bill Disbrow and Daniel DeMay, "Report: San Francisco Has The Third Worst Traffic In The Country.") After voters approved a \$248 million repaving and safety bond in 2011, City's streets today remain rated at "fair" by the Metropolitan Transportation Commission. (San Francisco Examiner, June 2, 2016, p.4, Joe Rodriguez, "Transportation commission gives pavement a 'fair' score.") The money from that 2011 bond has already been spent, but the public will still pay for that bond for another 25 years. Incredibly, Rachel Gordon, spokesperson for City's Department of Public Works complains, "'Roads aren't sexy. You have to fight to get funding for them." (*Id.*)

While MTA again asks this Board to rubber stamp its exercise of unaccountable power to issue bonds without voter approval, MTA ignores that all of its powers granted by Proposition A are conditioned on meeting minimum service standards. MTA has failed to meet those standards since its creation in 2007 by the Proposition A Charter amendment.

The Charter requires "Reliable, safe, timely, frequent, and convenient transit service to all neighborhoods" and "Roads that are not gridlocked with congestion." (Charter, §8A.100(1), (7).) The MTA has failed to meet those requirements. Further, the VNBRT Project is plainly contrary to those Charter provisions, since it will *cause* gridlock not only on Van Ness Avenue, but also on Gough, Franklin, Polk, Larkin, and Hyde Streets, as well as obstructing and congesting traffic on lateral streets from Lombard Street to Mission Street, delaying hundreds of thousands of passengers who take transit on *those* streets. (See attached EXHIBIT A.)

The Charter specifically requires minimum standards, including that "at least 85 percent of [Muni] vehicles must run on-time," meaning "no more than one minute early or four minutes late." (Charter §8A.103(c).) MTA consistently fails to comply with that requirement, with the most recent on-time performance at a miserable 60 percent. (See http://www.sfmta.com/about-sfmta/reports/performance-metrics/percentage-time-performance March, 2016 [viewed May 9, 2016].) That is the public's reward, along with MTA's fantastic expenditures from its billion dollar budget -- red bus lanes, eliminating traffic capacity, installing green raised separated bicycle lanes, obstructing traffic and turning with bulbouts, pitted streets, and removing parking citywide.

Although the Charter requires that the "Board of Directors shall adopt Agency rules setting additional measurable standards for system reliability, system performance, staffing performance, and customer service," those standards are absent after nearly *ten years*. (Charter, §8A.103(d), (e).) In fact, Muni customers remain very dissatisfied with crowding, reliability, vehicle cleanliness, and coverage of neighborhoods. (San Francisco MTA "Ridership Survey 2015," page 6.)

It is not unreasonable for voters to ask this Board: Why should the public reward MTA with another half billion in public bond indebtedness for another 30 years?

# 3. The bond's "pledged revenues" are contrary to funding statutes

The bond POS claims that both principal and interest will be paid from "pledged revenues," including but not limited to "(a) grants or transfers funded pursuant to the Transportation Development Act" (Pub. Util. Code §§99200 et seq.), "AB 1107" (Pub. Util. Code §§29140 et seq.), and parking meter revenue, along with other sources. (POS, pp. 13, 45, 50, Tables 6, 7.) Whether the bond qualifies for "AB 1107" funds is questionable, since Public Utilities Code § 29142.4(b) requires fare revenue of at least 33 percent of operating costs to qualify. MTA's fare revenues were only 21.97% of its billion-dollar operating expenses in

2015. (POS, page 43, table 6 [showing total fares in 2015 at \$214,676,794, and total operating expenses at \$976,863,980].)

MTA's failure to put out an RFP for the proposed construction work on the VNBRT Project, instead negotiating with only one contractor, violates at least one federal funding statute requiring competitive bidding. (e.g., 49 U.S.C §5325.)

Whether MTA may use funds allocated from state sales taxes under Pub. Util. Code §§99200 *et seq.* to repay allocations for the VNBRT Project and other parts of the bond is also problematic. For example, motor vehicle fuel taxes allocated from the state Highway Users Tax Account may not be directly or indirectly used for funding rapid transit projects or for bonds that are *not voter-approved*. (See, Cal. Const. Art. XIX.) As MTA admits, the proposed bond also puts the City at risk of violating Article XIIIC of the California Constitution. (POS, pp.93-94)

In fact, as with many other expenditures, MTA proposes to pay for the half-billion-dollar bond indebtedness largely from *parking revenues*, *i.e.*, meter revenue and fines from parking tickets. (POS, p. 42-44, Tables 6, 7.) Thus, the victims of MTA's anti-car policy manifestos and the VNBRT Project will foot MTA's exorbitant bill so that they can be *further victimized* by the MTA. Although the vast majority of travelers in San Francisco (as well as California and the United States) travel by car, they are completely absent from MTA's plans, which provide no dedicated funds to repair the deteriorated streets in San Francisco.

### **CONCLUSION: VOTE NO ON AGENDA ITEMS 10 AND 20**

The proposed allocation of bond funding to the VNBRT Project is an exorbitant waste of public money that is contrary to the public interest. This Board should carefully scrutinize MTA's proposed huge expenditures of public money and should turn off the money spigot now. The proposed allocation of an unspecified amount of the proposed \$207,000,000 MTA bond for the VNBRT Project underscores MTA's waste of public money on destructive projects that the public has no voice in approving.

The Board should vote NO on Agenda Items 10 and 20 today. Alternatively, at minimum the Board should prohibit all allocations from the proposed bond for the wasteful and destructive VNBRT Project.

Sincerely, Mary Miles

**EXHIBIT A** 

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TO:
Edward Reiskin
Roberta Boomer, Secretary of the MTA Board
and Members of the
Board of the San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
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Van Ness BRT EIS/EIR San Francisco County Transportation Authority 1455 Market Street, 22nd Floor San Francisco, CA 94103 vannessbrt@sfcta.org

Leslie Rogers, Region IX Administrator Federal Transit Administration U.S. Department of Transportation 201 Mission Street, Suite 1650 San Francisco, CA 94105

#### BY E-MAIL

DATE: September 17, 2013

RE: MTA Board Meeting, September 17, 2013, Agenda Item #11

# PUBLIC COMMENT ON FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (FEIS/FEIR), CEQA FINDINGS, AND PROPOSED LEGISLATION ON VAN NESS AVENUE BUS RAPID TRANSIT PROJECT

This is public comment on the Final EIS/EIR ("FEIR"), proposed "CEQA Findings," and proposed legislation on the Van Ness Avenue Bus Rapid Transit Project ("BRT") Project ("the Project"). Please assure that a copy of this comment is distributed to each member of the Board of the San Francisco Municipal Transportation Agency ("MTA") in advance of the MTA Board Meeting of September 17, 2013 (Agenda Item 11), and place a copy of this Comment in all applicable files on the Project. Please consider this Comment before any deliberations on certifying the Project EIR and approving any findings, statement of overriding considerations, or legislation approving the Project or any part of it.

The FEIR and the proposed Project violate the California Environmental Quality Act ("CEQA") (Cal. Pub. Resources Code ["PRC"] §§21000 et seq., CEQA's regulatory Guidelines (14 Cal. Code Regs. §§15000 et seq. ["CEQA Guidelines"]), the National Environmental Policy Act ("NEPA") (42 U.S.C. §§4371 et seq.), its implementing regulations and Executive Orders (e.g., 40 CFR 1500 et seq., etc.), and other statutes and regulations that apply to the review, funding, and approval of the Project (e.g., 49 USC §303; 23 USC 106, 109, 138, 325, 326, 327; 23 CFR 771 et seq., etc.) This commenter has also submitted Comment on the DEIS/DEIR ("DEIR"), which is incorporated by reference in this Comment. FEIR at II: Individuals, pp.106-121 (I-40).

The MTA failed to comply with the Brown Act, which requires posting the Agenda of this meeting at least 72 hours in advance of the meeting in "a location that is freely accessible to members of the public and on the local agency's Internet Web site." Cal. Gov. Code §54954.2(a)(1). The agency did not post the meeting Agenda 72 hours in advance of the meeting in a location that is freely accessible to the public. MTA's office is not "freely accessible to members of the public" and is not accessible at all on weekends. This Board therefore must continue the Item and all actions on it until after legally required public notice has been provided.

The proposed "CEQA Findings" and hundreds of pages of other packet materials were not legally noticed or publicly available before the September 17 meeting. These materials were not noticed, even to those, like this commenter, who have repeatedly requested notice of all proceedings and environmental review of this Project. They were posted as links to the Agenda that were not available until late Friday September 13, 2013, giving the public less than adequate notice and no opportunity to meaningfully comment on the findings and other proposed actions on the Project. Materials referred to in the Findings were not readily accessible on the MTA's web site, and required time consuming Public Records Act Requests that have not been answered at the time of this writing. Although this commenter has asked for public notice and copies of all environmental documents in advance of their approval, none were provided. The documents are hundreds of pages of cross-referenced materials, precluding public access and comment on the proposed actions in violation of NEPA and CEQA. Under these circumstances, there is no requirement of exhausting administrative remedies in the event of litigation, because the materials were not timely available to the public for practical purposes. Any approval by this Board without allowing meaningful opportunity for public input and review is itself evidence of a preordained determination to adopt the Project in a fashion that precludes public input. Further, the actions of the SFCTA Board to approve the Project were made on September 10. 2013, making public comment to this Board futile and meaningless.

Due to the inadequate notice and inadequate public comment period, unavailability of materials referenced in the environmental documents, including supporting studies, unavailability of agency staff, the large volume of paper generated since the close of public comment on the DEIR, the massively revised FEIR, the addition *after* the close of comment on the DEIR of a "Locally Preferred Alternative" ["LPA"] that was *not* included in the DEIR, and thousands of pages of "technical memos," this Comment is necessarily incomplete. However, commenters do not waive further comment on this Project, including issues not addressed in this Comment. Further, where as here public comment is curtailed by inadequate information and is futile, since a foregone conclusion of approval has already been assumed in every document and

in agency actions, the public may not be held to a requirement of exhaustion of administrative remedies in future litigation, because such remedies do not exist for practical purposes.

Since the agencies have provided inadequate time and information, this comment is necessarily incomplete, does not include all issues and violations of NEPA and CEQA in the defective FEIS and the agencies' procedures, and is not organized in order of importance. This commenter, however, does not waive any issue by its absence or due to the inadequate time to fully address it in this Comment.

## 1. Introductory comments

The Van Ness BRT ("the Project") proposes to make existing San Francisco ("Muni") bus traffic "compete" with vehicle traffic on federal and state highway, US 101, which is also an historic major street in San Francisco. The two existing Muni lines on Van Ness Avenue, Routes 47 and 49, carry 16,000 passengers per day, make 14 stops in each direction on the two-mile Project segment, with an average speed of approximately 5.2 miles per hour. FEIR, p.3-21, 24. The Project's stated "purpose and need" are to increase bus speed by slowing other modes of traffic that include 44,500 vehicles per day on the segment and more than 126,000 vehicles in the Project area corridor, which includes Gough, Franklin, Polk, Larkin, and Hyde Streets. FEIR, p.3-44, §3.3.2.2, p.3-3. According to the FEIR, within the Project area "study" corridor, the two Muni lines carry 14% of travelers, while vehicles carry 86%. FEIR, p.3-3. That figure, however, mistakenly assumes that vehicles carry only the driver, when in fact many vehicles carry more than one passenger, including the 11% of San Francisco commuters who carpool, taxis, shuttle and tour buses, and vehicles carrying passengers.

To achieve its "purpose and need" of slowing traffic other than the two Muni lines, each of the "alternatives" for building the Project reduces traffic capacity on Van Ness Avenue by one-third by eliminating two traffic lanes from the existing six lanes that carry 44,500 vehicles per day. FEIR, p.3-44, §3.3.2.2. The FEIR admits that the vehicles now occupying six lanes on US Highway 101/Van Ness Avenue would be diverted to other streets causing significant traffic impacts, but claims without any supporting evidence that many would abandon vehicle travel and ride the two Muni lines or use bicycles. FEIR, p. 3-10.

The Project proposes slowing vehicle (meaning all non-Muni-bus) traffic to make the two Muni lines more "competitive" with other travel modes on US Highway 101/Van Ness Avenue, such as cars, trucks, taxis, and even shuttle buses ("Google" or Bauer buses), which will not be allowed in the BRT lanes. The Project proposes to achieve its combined goal by eliminating two traffic lanes, all left-turn lanes, most parking, and many right-turn lanes on US101/Van Ness Avenue to slow, obstruct, and force diverting vehicle traffic so that it is as slow as existing bus traffic.

The Project also proposes to speed up Muni Lines 47 and 49 by eliminating half of the existing bus stops on Van Ness Avenue, making bus stops 1,150 feet apart (nearly 1/4 mile), instead of the current 700 to 800 feet apart. FEIR, p.3-112. The FEIR observes that not having to stop for passengers would increase the speed of the two bus lines. However, removing bus stops

<sup>&</sup>lt;sup>1</sup> San Francisco County Transportation Authority ("SFCTA"): Countywide Transportation Plan ["CWTP"], p. 41.

to speed up Muni lines does not require removing traffic lanes and parking to create BRT lanes in the middle of US Highway 101/Van Ness Avenue.

Other Project features include: eliminating nearly all of the parking on Van Ness Avenue and hundreds of parking spaces on cross-streets; eliminating all left-turns; eliminating many existing right turns; installing bulbouts at 64 intersections to obstruct right turns by vehicles, trucks and buses (FEIR, p.3-108); removing all existing mature trees and other vegetation in the median to install a paved center-median BRT; removing the existing historic streetlamps and installing generic utility posts with two glaring faux deco street lamps on each; installing freeway-style overhanging signs; installing large, garish bus stop areas in the median; spending millions to install otherwise unnecessary new sewer lines to accommodate the increased weight of buses traveling in the center of the avenue; painting the pavement occupying the central half of the avenue a garish red color (FEIR, pp.4.4-27,29,31); permitting buses to pass one another in the remaining traffic lanes on US Highway 101/Van Ness Avenue FEIR at p.10-5, §10.2.4.1.; and requiring additional bus traffic in the remaining traffic lanes Id. FEIR at p.10-5, §10.2.4.1.

These measures would not in the "near term" accomplish the Project's "purpose" of buses "competing" with other traffic but would slow down other modes of traffic "resulting in a significantly reduced speed gap between modes" on Van Ness Avenue. FEIR at p.3-27-28, §3.2.2.3, Figure 3.2-6. Once past the verbiage, the Project's actual "purpose and needs" are twofold: 1) to obstruct and slow all traffic except Muni buses on routes 47 and 49; and 2) to marginally increase the speed of Muni buses on routes 47 and 49. Without all those stops for passengers and by delaying all other traffic, the two Muni lines will supposedly increase their speed to 7 miles per hour, while other vehicles would be delayed not just on Van Ness Avenue but on cross streets and on parallel streets, particularly Franklin and Gough Streets. Thus, the Project's improper purpose is in fact to deliberately create traffic congestion throughout the area to make the two Muni lines "competitive" with other travel modes.

The FEIR admits that the Project would cause significant impacts measured by level of service ("LOS") in the "near term" and degrade three important intersections from satisfactory to unsatisfactory LOS: Gough/Hayes (existing LOS D 45.9 seconds delay would be degraded to LOS E, 74.6 seconds delay); Franklin/O'Farrell (existing LOS D, 39.3 seconds delay to LOS E, 55.9 seconds delay); and Franklin/Market/Page (existing LOS C, 27.2 seconds delay to LOS F, 103.7 seconds delay); and that LOS at Gough/Green would decline from existing LOS F with 76.5 seconds delay to 108.1 seconds delay with the LPA. FEIR, p.3-60, Table 3.3.9. The projected impacts in 2035 include longer delays on these intersection and delays on several other intersections. FEIR, p.3-67, Table 3.3.14.

The FEIR claims that passengers on Muni routes 47 and 49 would gain up to 1.8 minutes of bus time if they travel the entire 2-mile length of the BRT on Van Ness. The FEIR does not account for added travel time to walk twice as far to get on a bus. There is no commitment to acquire more buses to meet the needs of its claimed 40% increase in passengers. Buses would pass one another presumably occupying one of two traffic lanes remaining in each direction. FEIR at p.10-5, §10.2.4.1.

According to the FEIR, the 44,500 vehicles with an unstated number of passengers who do *not* take the #47 and #49 buses would experience delays in 2015 on US Highway 101/Van Ness Avenue and on Gough, Franklin, Polk, Larkin, and Hyde Streets (combined) of 2.3 miles

per hour southbound, and 1.2 miles per hour northbound. FEIR, p.3-54, Tables 3.3-5, 3.3-6. By 2035, those travelers would be delayed by 6.1 miles per hour southbound, and by 7.4 miles per hour northbound. Vehicles diverted to Franklin Street with an existing average speed of 10.5 miles would lose 4.3 miles per hour and travel at only 6.2 miles per hour.

The net human loss in traveling time in all vehicles except Muni buses would far exceed the minimal "improvement" for most passengers on Muni Lines 47 to 49, which would be less than two minutes if their origins and destinations happened to be on the Project's 2-mile length of Van Ness Avenue. Private buses like "Google" and other "employer shuttle service" or commute buses, tour buses, medical shuttle services, and taxis would not be allowed in the BRT lanes and would continue to occupy remaining traffic lanes on Van Ness Avenue. FEIR at 3-33, §3.2.3; Vol.II: Master Response 3; I-1. The Golden Gate bus lines would continue to travel in the remaining traffic lanes or in the BRT lanes, but all but two of its stops would be eliminated on Van Ness Avenue, leaving only two stops, one at Chestnut Street, and one at Geary. FEIR, p.3-32. Thus, while up to 16,000 existing local Muni bus passengers would allegedly gain up to 1.8 minutes on Van Ness Avenue, that gain would be at the expense of significant time lost by the vast majority of travelers.

Further, much of the time gained by the 16,000 Muni passengers would be attributable to measures that could be implemented without the Project, such as the proposed elimination of half of the Muni bus stops on Van Ness Avenue (FEIR, p.10-31, §10.4.1.1), replacing existing buses with new buses with lower floors, new bus stops that would show real time bus arrivals (many of which have already been installed, more efficient boarding and ticket purchase, and other features unrelated to removing traffic lanes, turning pockets, and parking. However, the FEIR fails to consider and analyze alternatives that would include these features but would not include eliminating lanes, turning, and parking.

After close of public comment, the lead agency created a "locally preferred alternative" ("LPA") that was not in the DEIR. FEIR, p.2-3-2-4, §2.1.4. The LPA was then approved by the lead agency, the San Francisco County Transportation Authority ("SFCTA") and by the implementing agency, the San Francisco Municipal Transportation Agency ("SFMTA"), without receiving any environmental review or public comment.

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The FEIR admits that the Project's reduction of one-third of traffic capacity on Van Ness Avenue would result in vehicles traveling on parallel streets causing significant impacts, but claims with no supporting evidence that many travelers would abandon vehicle travel entirely, would switch to traveling on the two Muni lines, travel on distant corridors, or ride bicycles to reach their destinations. See, e.g., FEIR II:80. That speculation is completely unsupported by evidence, as pointed out in several public comments. See, e.g., FEIR II:78-79, 98-99,115. The FEIR admits that it has "revised" the "text in Section 3.1.2.2" to "include more conditional language: 'up to 50% of the new transit riders could be former drivers." FEIR II:102, emphasis added. There is no coherent analysis or quantified data on origin to destination travel, even though the Project proposes to significantly affect travel on a major US Highway, regional, and City traffic corridor. The FEIR fails to accurately account for the significant delays to the one-third of travelers who now use the two traffic lanes on Van Ness Avenue/US Highway 101 and treats those delays and the Project's significant impacts dismissively with no attempt at mitigation.

The FEIR contains the same defects in its analyses of impacts as the DEIR, including the failure to collect accurate data on existing conditions, selectively choosing only a few intersections for analysis, and omitting accurate baseline descriptions of the five parallel streets that are already congested where it proposes to divert traffic. The FEIR omits any accurate LOS analyses of traffic impacts on cross streets, spillover traffic, and segregates the few impacts it finds from the obvious impacts *those* impacts will in turn cause on other intersections. These

**EXHIBIT A** 

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TO:
Edward Reiskin
Roberta Boomer, Secretary of the MTA Board
and Members of the
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1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Van Ness BRT EIS/EIR San Francisco County Transportation Authority 1455 Market Street, 22nd Floor San Francisco, CA 94103 vannessbrt@sfcta.org

Leslie Rogers, Region IX Administrator Federal Transit Administration U.S. Department of Transportation 201 Mission Street, Suite 1650 San Francisco, CA 94105

#### BY E-MAIL

DATE: September 17, 2013

RE: MTA Board Meeting, September 17, 2013, Agenda Item #11

## PUBLIC COMMENT ON FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT (FEIS/FEIR), CEQA FINDINGS, AND PROPOSED LEGISLATION ON VAN NESS AVENUE BUS RAPID TRANSIT PROJECT

This is public comment on the Final EIS/EIR ("FEIR"), proposed "CEQA Findings," and proposed legislation on the Van Ness Avenue Bus Rapid Transit Project ("BRT") Project ("the Project"). Please assure that a copy of this comment is distributed to each member of the Board of the San Francisco Municipal Transportation Agency ("MTA") in advance of the MTA Board Meeting of September 17, 2013 (Agenda Item 11), and place a copy of this Comment in all applicable files on the Project. Please consider this Comment before any deliberations on certifying the Project EIR and approving any findings, statement of overriding considerations, or legislation approving the Project or any part of it.

The FEIR and the proposed Project violate the California Environmental Quality Act ("CEQA") (Cal. Pub. Resources Code ["PRC"] §§21000 et seq., CEQA's regulatory Guidelines (14 Cal. Code Regs. §§15000 et seq. ["CEQA Guidelines"]), the National Environmental Policy Act ("NEPA") (42 U.S.C. §§4371 et seq.), its implementing regulations and Executive Orders (e.g., 40 CFR 1500 et seq., etc.), and other statutes and regulations that apply to the review, funding, and approval of the Project (e.g., 49 USC §303; 23 USC 106, 109, 138, 325, 326, 327; 23 CFR 771 et seq., etc.) This commenter has also submitted Comment on the DEIS/DEIR ("DEIR"), which is incorporated by reference in this Comment. FEIR at II: Individuals, pp.106-121 (I-40).

The MTA failed to comply with the Brown Act, which requires posting the Agenda of this meeting at least 72 hours in advance of the meeting in "a location that is freely accessible to members of the public and on the local agency's Internet Web site." Cal. Gov. Code §54954.2(a)(1). The agency did not post the meeting Agenda 72 hours in advance of the meeting in a location that is freely accessible to the public. MTA's office is not "freely accessible to members of the public" and is not accessible at all on weekends. This Board therefore must continue the Item and all actions on it until after legally required public notice has been provided.

The proposed "CEQA Findings" and hundreds of pages of other packet materials were not legally noticed or publicly available before the September 17 meeting. These materials were not noticed, even to those, like this commenter, who have repeatedly requested notice of all proceedings and environmental review of this Project. They were posted as links to the Agenda that were not available until late Friday September 13, 2013, giving the public less than adequate notice and no opportunity to meaningfully comment on the findings and other proposed actions on the Project. Materials referred to in the Findings were not readily accessible on the MTA's web site, and required time consuming Public Records Act Requests that have not been answered at the time of this writing. Although this commenter has asked for public notice and copies of all environmental documents in advance of their approval, none were provided. The documents are hundreds of pages of cross-referenced materials, precluding public access and comment on the proposed actions in violation of NEPA and CEQA. Under these circumstances, there is no requirement of exhausting administrative remedies in the event of litigation, because the materials were not timely available to the public for practical purposes. Any approval by this Board without allowing meaningful opportunity for public input and review is itself evidence of a preordained determination to adopt the Project in a fashion that precludes public input. Further, the actions of the SFCTA Board to approve the Project were made on September 10, 2013, making public comment to this Board futile and meaningless.

Due to the inadequate notice and inadequate public comment period, unavailability of materials referenced in the environmental documents, including supporting studies, unavailability of agency staff, the large volume of paper generated since the close of public comment on the DEIR, the massively revised FEIR, the addition *after* the close of comment on the DEIR of a "Locally Preferred Alternative" ["LPA"] that was *not* included in the DEIR, and thousands of pages of "technical memos," this Comment is necessarily incomplete. However, commenters do not waive further comment on this Project, including issues not addressed in this Comment. Further, where as here public comment is curtailed by inadequate information and is futile, since a foregone conclusion of approval has already been assumed in every document and

in agency actions, the public may not be held to a requirement of exhaustion of administrative remedies in future litigation, because such remedies do not exist for practical purposes.

Since the agencies have provided inadequate time and information, this comment is necessarily incomplete, does not include all issues and violations of NEPA and CEQA in the defective FEIS and the agencies' procedures, and is not organized in order of importance. This commenter, however, does not waive any issue by its absence or due to the inadequate time to fully address it in this Comment.

## 1. Introductory comments

The Van Ness BRT ("the Project") proposes to make existing San Francisco ("Muni") bus traffic "compete" with vehicle traffic on federal and state highway, US 101, which is also an historic major street in San Francisco. The two existing Muni lines on Van Ness Avenue, Routes 47 and 49, carry 16,000 passengers per day, make 14 stops in each direction on the two-mile Project segment, with an average speed of approximately 5.2 miles per hour. FEIR, p.3-21, 24. The Project's stated "purpose and need" are to increase bus speed by slowing other modes of traffic that include 44,500 vehicles per day on the segment and more than 126,000 vehicles in the Project area corridor, which includes Gough, Franklin, Polk, Larkin, and Hyde Streets. FEIR, p.3-44, §3.3.2.2, p.3-3. According to the FEIR, within the Project area "study" corridor, the two Muni lines carry 14% of travelers, while vehicles carry 86%. FEIR, p.3-3. That figure, however, mistakenly assumes that vehicles carry only the driver, when in fact many vehicles carry more than one passenger, including the 11% of San Francisco commuters who carpool, taxis, shuttle and tour buses, and vehicles carrying passengers.

To achieve its "purpose and need" of slowing traffic other than the two Muni lines, each of the "alternatives" for building the Project reduces traffic capacity on Van Ness Avenue by one-third by eliminating two traffic lanes from the existing six lanes that carry 44,500 vehicles per day. FEIR, p.3-44, §3.3.2.2. The FEIR admits that the vehicles now occupying six lanes on US Highway 101/Van Ness Avenue would be diverted to other streets causing significant traffic impacts, but claims without any supporting evidence that many would abandon vehicle travel and ride the two Muni lines or use bicycles. FEIR, p. 3-10.

The Project proposes slowing vehicle (meaning all non-Muni-bus) traffic to make the two Muni lines more "competitive" with other travel modes on US Highway 101/Van Ness Avenue, such as cars, trucks, taxis, and even shuttle buses ("Google" or Bauer buses), which will not be allowed in the BRT lanes. The Project proposes to achieve its combined goal by eliminating two traffic lanes, all left-turn lanes, most parking, and many right-turn lanes on US101/Van Ness Avenue to slow, obstruct, and force diverting vehicle traffic so that it is as slow as existing bus traffic.

The Project also proposes to speed up Muni Lines 47 and 49 by eliminating half of the existing bus stops on Van Ness Avenue, making bus stops 1,150 feet apart (nearly 1/4 mile), instead of the current 700 to 800 feet apart. FEIR, p.3-112. The FEIR observes that not having to stop for passengers would increase the speed of the two bus lines. However, removing bus stops

<sup>&</sup>lt;sup>1</sup> San Francisco County Transportation Authority ("SFCTA"): Countywide Transportation Plan ["CWTP"], p. 41.

to speed up Muni lines does not require removing traffic lanes and parking to create BRT lanes in the middle of US Highway 101/Van Ness Avenue.

Other Project features include: eliminating nearly all of the parking on Van Ness Avenue and hundreds of parking spaces on cross-streets; eliminating all left-turns; eliminating many existing right turns; installing bulbouts at 64 intersections to obstruct right turns by vehicles, trucks and buses (FEIR, p.3-108); removing all existing mature trees and other vegetation in the median to install a paved center-median BRT; removing the existing historic streetlamps and installing generic utility posts with two glaring faux deco street lamps on each; installing freeway-style overhanging signs; installing large, garish bus stop areas in the median; spending millions to install otherwise unnecessary new sewer lines to accommodate the increased weight of buses traveling in the center of the avenue; painting the pavement occupying the central half of the avenue a garish red color (FEIR, pp.4.4-27,29,31); permitting buses to pass one another in the remaining traffic lanes on US Highway 101/Van Ness Avenue FEIR at p.10-5, §10.2.4.1.; and requiring additional bus traffic in the remaining traffic lanes Id. FEIR at p.10-5, §10.2.4.1.

These measures would not in the "near term" accomplish the Project's "purpose" of buses "competing" with other traffic but would slow down other modes of traffic "resulting in a significantly reduced speed gap between modes" on Van Ness Avenue. FEIR at p.3-27-28, §3.2.2.3, Figure 3.2-6. Once past the verbiage, the Project's actual "purpose and needs" are twofold: 1) to obstruct and slow all traffic except Muni buses on routes 47 and 49; and 2) to marginally increase the speed of Muni buses on routes 47 and 49. Without all those stops for passengers and by delaying all other traffic, the two Muni lines will supposedly increase their speed to 7 miles per hour, while other vehicles would be delayed not just on Van Ness Avenue but on cross streets and on parallel streets, particularly Franklin and Gough Streets. Thus, the Project's improper purpose is in fact to deliberately create traffic congestion throughout the area to make the two Muni lines "competitive" with other travel modes.

The FEIR admits that the Project would cause significant impacts measured by level of service ("LOS") in the "near term" and degrade three important intersections from satisfactory to unsatisfactory LOS: Gough/Hayes (existing LOS D 45.9 seconds delay would be degraded to LOS E, 74.6 seconds delay); Franklin/O'Farrell (existing LOS D, 39.3 seconds delay to LOS E, 55.9 seconds delay); and Franklin/Market/Page (existing LOS C, 27.2 seconds delay to LOS F, 103.7 seconds delay); and that LOS at Gough/Green would decline from existing LOS F with 76.5 seconds delay to 108.1 seconds delay with the LPA. FEIR, p.3-60, Table 3.3.9. The projected impacts in 2035 include longer delays on these intersection and delays on several other intersections. FEIR, p.3-67, Table 3.3.14.

The FEIR claims that passengers on Muni routes 47 and 49 would gain up to 1.8 minutes of bus time if they travel the entire 2-mile length of the BRT on Van Ness. The FEIR does not account for added travel time to walk twice as far to get on a bus. There is no commitment to acquire more buses to meet the needs of its claimed 40% increase in passengers. Buses would pass one another presumably occupying one of two traffic lanes remaining in each direction. FEIR at p.10-5, §10.2.4.1.

According to the FEIR, the 44,500 vehicles with an unstated number of passengers who do *not* take the #47 and #49 buses would experience delays in 2015 on US Highway 101/Van Ness Avenue and on Gough, Franklin, Polk, Larkin, and Hyde Streets (combined) of 2.3 miles

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Further, much of the time gained by the 16,000 Muni passengers would be attributable to measures that could be implemented without the Project, such as the proposed elimination of half of the Muni bus stops on Van Ness Avenue (FEIR, p.10-31, §10.4.1.1), replacing existing buses with new buses with lower floors, new bus stops that would show real time bus arrivals (many of which have already been installed, more efficient boarding and ticket purchase, and other features unrelated to removing traffic lanes, turning pockets, and parking. However, the FEIR fails to consider and analyze alternatives that would include these features but would not include eliminating lanes, turning, and parking.

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failures to accurately analyze the Project's significant impacts are defects that cannot survive judicial scrutiny under CEQA and NEPA.

The FEIR states that in order to fulfill its "purpose and need" to obstruct vehicle traffic, it "assumes" a "finding of significant and unavoidable impact under CEQA." FEIR, p.7-25. However, that assumption directly violates CEQA.

The FEIR claims that the Project would require up to 58 months (5 years) of construction during which time up to four lanes of traffic and bus service would be obstructed and delayed. FEIR, p. 9-6. Although the FEIR claims that only a few blocks at a time would undergo construction, those obstructions would cumulatively affect the heavy traffic on US Highway 101/Van Ness Avenue and other streets and the existing transit for the entire duration of construction.

This Project proposes eliminating more than one-third of the capacity of a major Federal highway and north-south corridor through San Francisco. Even if it were supported by the local public, and there is no evidence that it is, an allegedly "locally preferred" alternative should not, as proposed, control the analyses and outcome of this Project. NEPA and CEQA require avoiding and mitigating significant impacts, not as here deliberately creating them by slowing traffic to make vehicle travel more difficult, time-consuming, and polluting.

2. Public Comment Has Been Undermined by the Lead Agencies' Failure to Provide Adequate Notice and the Opportunity to Comment on Both the DEIR and the FEIR. The "CEQA Findings" Were Not Publicly Noticed or Available to the Public Before the Board's Hearing.

NEPA requires that "high quality" information, including "[a]ccurate scientific analysis, expert agency comments, and *public scrutiny*" be available "before decisions are made and before actions are taken, and that agencies must "[e]ncourage and facilitate public involvement in decisions which affect the quality of the human environment." 40 CFR 1500.1(b) (emphasis added), 1500.2(d).

The FEIR is dated "July, 2013," but in fact was not released until after a July 11, 2013 emailed announcement that did not contain the FEIR. A two-page "Memorandum" was in the envelope, stating at the end: "How may I comment on it? The Authority Board will consider certification of the Final EIS/EIR and project approval in early September 2013 (the final date is to be determined). The San Francisco Municipal Transportation Agency will consider project approval at their September 17, 2013 Board meeting. Following these actions, the FTA will consider issuance of a Record of Decision (ROD). Compliant with the national Environmental Policy Act, any comments submitted before August 12, 2013 will be considered by the FTA before issuance of the ROD." In short, no dates were provided for submitting comments to the approving agencies, except that the public had to submit a comment for future (undated) FTA consideration by August 12, 2013. This commenter asked the FTA for a 30-day time extension for public comment, receiving a 15-day extension to August 27, 2013. That time is still inadequate and arbitrary, since no date has been specified for issuing the ROD or the approvals that precede it.

The due date for public comment was not in the e-mailed announcement. The documents themselves are impractical for downloading due to their immense size.

Several days after the e-mailed "Update," a CD arrived in the mail claiming to contain the FEIR, though it did not contain any of the newly added or previous studies such as the "Vehicular Traffic Analysis Technical Memorandum (CHS, 2013)" or any other supporting material, none of which were contained in the "Appendices I and J" attached to the FEIS.

The "CEQA Findings" were not publicly available and could not be viewed except by searching and navigating a number of internet links on the MTA web site under the "Agenda" item for the MTA Board meeting of September 17, 2013. The Agenda was not available until Friday, September 13, 2013, giving the public less than one business day to find and assimilate hundreds of pages of findings and other documents that were not previously available. That is not adequate notice and precludes meaningful public comment under CEQA, NEPA, and other statutes providing for open meetings, public notice and the opportunity to be heard.

The "Findings" linked of the Agenda of the Board Meeting of September 17, 2013, falsely states that "paper copies" of the FEIR were "sent to . . .those parties that commented on the Draft EIS/EIR and provided a physical mailing address." "["Findings"], p. 7. This commenter commented on the DEIR/DEIS and was never provided a hard copy of the FEIR or any other document. Instead, this commenter, and presumably all others were required to separately order and pay for a hard copy of the FEIR, and for hard copies of the allegedly supporting studies.

A hard copy of the FEIR had to be separately ordered at a cost of \$97.59, precluding getting a readable document for people who could not afford it and could not visit public facilities to view it during business hours, *i.e.*, most working people. See, *e.g.*, 40 CFR 1506.6(f). A cheaper black and white copy was unavailable within the limited public comment period. A CD of the "Technical Memos," meaning the supporting documents that should have been included in appendices, was only available on request, and the CD provided was defective, requiring more requests, more hassles and wasted review time of the defective documents. Nevertheless, the agencies still did not extend the time for public comment beyond the bare minimum required.

The Findings and other materials were not publicly noticed or available to the public in any form before the September 17, 2013 meeting of this Board. They were only available by searching and finding them on the MTA web site where they were posted late Friday, September 13, 2013.

# 3. THE DEIR MUST BE RECIRCULATED: The FEIR Has Hundreds of Pages of Revisions and A New "Locally Preferred Alternative" That Were Not in the DEIR, Requiring Recirculation Under Both NEPA And CEQA.

After the close of public comment on the DEIR on December 23, 2011, the lead agency, the San Francisco County Transportation Authority ("SFCTA") and a "cooperating" or "responsible" or "implementing" agency, the San Francisco Municipal Transportation Agency ("SFMTA"), significantly changed the Project description, alternatives, and analyses in the DEIR by creating a new "alternative" and approving it as the "locally preferred alternative" ("LPA"). A section is added at §10.3 in the FEIS, claiming that the lead agency SFCTA and City's MTA "proposed an LPA based on the project's purpose and need."

The FEIR claims that those "substantive" changes are "demarcated by a vertical bar in the margin" (FEIR at p.S-1, §S-2), but they are otherwise unexplained, and they occupy nearly every page of the massive FEIR, substantively changing the Project description, alternatives, baseline (existing conditions description), proposed mitigations, and all the analyses of impacts required by NEPA and CEQA.

For example, the FEIR, unlike the DEIR, discloses that the LPA would permanently remove nearly all of the parking on both sides of Van Ness Avenue, including existing passenger loading zones, blue zones, and yellow loading zones -- more than any alternative analyzed in the DEIR. FEIR at pp.4.2-13-17, fn.65, §§4.2.4.2-4, Tables 4.2-8 & 9; 10-31-32, §10.4.1.1. This change in the Project Description requires recirculating an accurate DEIR, not a final environmental document, because the public has been substantially misled by all previous information in the DEIR and other documents. The LPA also removes nearly all trees in the center median strip, and contains more bulbouts, turn prohibitions, and other significantly negative features than the "alternatives" described in the DEIR. The failure to coherently describe the Project requires recirculation, because the public has been misled.

Both laws require recirculation of the DEIR under these circumstances, since the public and decisionmakers have been deprived of a meaningful opportunity to understand and comment on what is actually being proposed as the Project and its significant impacts. NEPA requires that the DEIS "must fulfill and satisfy to the fullest extent possible the requirements established for final statements," and, "If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and circulate a revised *draft* of the appropriate portion. The agency shall make every effort to disclose and discuss at appropriate points in the draft statement all major points of view on the environmental impacts of the alternatives *including the proposed action*." 40 CFR §1502.9(a), emphasis added. Here, the DEIS did not include the proposed action, precluding meaningful analysis and depriving the public of the opportunity to understand what the agency actually intended and to meaningfully participate in the decisionmaking process. "NEPA procedures must insure that environmental information is available to . . . citizens before decisions are made. . The information must be of high quality." 40 CFR §1500.1(b)

NEPA requires the agency to "assess the reasonable alternatives to *proposed actions* that will avoid or minimize adverse effects of these actions upon the quality of the human environment." 40 CFR §1500.2(e), emphasis added. Here, the FEIR proposed alternatives without having a finite, stable "proposed action."

NEPA further requires that, based on the FEIR's description of the affected environment (40 CFR §1502.15), and the statement of environmental consequences (40 CFR §1502.16), the FEIR "should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public." 40 CFR §1502.14, emphasis added. The Alternatives section of the FEIR must "identify the agency's preferred alternative . . . in the draft statement..." 40 CFR §1502.14(e), emphasis added. The DEIR failed to comply, and the agencies must now recirculate the DEIR for a new public comment period and, after considering public comment, issue a new FEIR. *Ibid*.

CEQA also requires recirculation of the DEIR, because it failed to accurately describe the proposed Project, which is the LPA. See, e.g., PRC §21092.2; Guidelines §15088.5 [requiring

recirculation when significant new information is added to the EIR including changes in the project, environmental setting, and additional data or other information, that "deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative"]. That provision clearly applies here, because the public was deprived of even knowing what the actual Project was, and because the FEIR admits throughout that substantive changes were made to the DEIR.

The DEIR misled the public to believe that there were four specifically described alternatives that did *not* include the LPA, and that the public had a voice in the analysis and choice of alternatives.

Even if the agency claims that the LPA resembles other "alternatives" (such as #3 and #4) with a center-median BRT, those alternatives were highly controversial. Indeed, the City's Public Utilities Commission and the Department of Public Works raised serious concerns and repeatedly stated their opposition to the center median BRT. FEIR II: Agency: 28-30, 32-38, 46, 48-50, 54, 56-61, 113-114, 129-132. The Mayor's Office of ADA/Disability Access also raised significant concerns about the center-median BRT and opposed it. FEIR II: Agency: 68-71. Several individuals also voiced opposition to the center-median "build" alternatives in the FEIR. See, e.g., FEIR II: individuals, 11, letter I-4, 24 (I-10), .32 (I-14), 34 (I-15), 36 (I-16). Many substantive comments were opposed to the entire Project and all "build" alternatives. See, e.g., FEIR II: Individuals, p.15 (I-6), 19 (I-8), 22 (I-9),26 (I-11), 34(I-15), 36 (I-16), 45(I-20), 59 (I-25), 71-72 (I-31a), 78-79(I-32), 82 (I-33), 90-91 (I-36), 96 (I-37), 98-100 (I-38),112-121 (I-40).

While the Project's improper goal of slowing traffic by eliminating traffic lanes to create a large paved island for buses in the middle of the historic Van Ness Avenue corridor was proposed as an alternative in the DEIR, it was not proposed as the "preferred alternative" that is now described as the Project. The analysis remains a one-sided promotion instead of an objective analysis and is now focused on an "alternative" that was never presented for public scrutiny and input or properly described as the Project under review. The public was therefore deprived of meaningful participation in the decisionmaking process. 40 CFR §§1500.1(b), 1502.19, 1506.6; Cal. Pub. Res. Code ["PRC"] §21092.1; 14 Cal.Code Regs. ["CEQA Guidelines"] §15088.5(a), (g).

The DEIR here did not include the actual *proposed project*, a violation of CEQA that deprived the public of meaningful participation in the review process. The LPA and the large number of substantive changes (vertical lines appear on nearly every page of the FEIR) require a new DEIR and recirculation to meet CEQA's and NEPA's requirements of informed public involvement in the review and decisionmaking process.

Additionally, and previously undisclosed, the LPA would permanently eliminate most parking on Van Ness Avenue, a new significant impact unaddressed and unmitigated in the DEIR. FEIR at pp.4.2-13-17, fn.65, §§4.2.4.2-4, Tables 4.2-8 & 9; 10-31-32, §10.4.1.1. In fact, the DEIR misinformed the public to believe that center-median "alternatives" would not eliminate parking.

The DEIR's omissions, misleading Project and "alternatives" descriptions and misleading analyses also require recirculating a new DEIR under NEPA, since the DEIR failed to provide

accurate or "high quality" information for public scrutiny. 40 CFR §§1500.1(b), 1500.2(d); 1505.1, 1506.3(b)

The FTA and other lead agencies must recirculate a new DEIS/DEIR with all of the above contents, including an accurate description of the proposed Project and existing conditions, and the other requirements noted above that are absent from the DEIR previously circulated. Only *after* allowing a new comment period for the accurate DEIR, may the agency issue a new FEIR that addresses public comment on the DEIR. Further, the public comment period for the recirculated DEIR must be a minimum of 45 days but should be at least 90 days due to the large amount of paper generated by the agencies, the obfuscatory analyses in the documents, the unavailability of studies and staff, the fact that the public comment period on the original DEIR was improperly shortened, and the need to address at least two different bodies of environmental law.

4. THE REVIEW IS NOT OBJECTIVE. The SFCTA (Project Sponsor And Lead Agency), and the MTA (Implementing Agency), Have Conflicts of Interest Since They Would Receive Substantial Funding From Project Approval; And The FTA Has Provided No Independent Review.

The FEIR claims that it was prepared by the Federal Transit Administration ("FTA") and the San Francisco County Transportation Authority ("SFCTA"). FEIR inside cover page. However, the "Appendix H List of Preparers" includes SFCTA and MTA Agency staff, even though those agencies would receive and have already received part of at least \$87.6 million from the FTA to design and implement the Project (FEIR, p.1-6), and thus have a huge financial interest in the outcome of the Project, which is prohibited by NEPA. 40 CFR §1506.5(c). The SFCTA plans to allocate to itself another \$20.5 million in Proposition K funding. FEIR, p.9-2. The FEIR indicates that the FTA has already approved the Project and its funding, which violates NEPA's and CEQA's fundamental requirements of analyzing and mitigating the Project's impacts before approving it. FEIR, p.9-6.

The FTA's role is unclear in either in preparing the FEIR or about the deliberations on the Project. The Project is, on the one hand, improperly cast as a "local" or "community" Project to make bus service more competitive with vehicle transportation on a segment of Van Ness Avenue/US Highway 101, with local (San Francisco) agencies controlling its design and implementation. On the other hand, the FTA appears willing to be a conduit for the hundreds of millions required to build the Project without taking responsibility for the magnitude of its impacts on City, regional, state, and interstate traffic on US Highway 101. The muddying of agency roles in preparing an FEIR does not excuse the agencies from their responsibilities under CEQA and NEPA. The FTA must not fund this Project without assuring that its significant impacts on traffic, transit, air quality, and transportation have been identified, analyzed, and completely mitigated. The FEIR admits that it has *not* fulfilled that mandatory duty. See, *e.g.*, FEIR, p.7-25 (CITE)

Further, CEQA requires objective decisionmaking that is precluded when a lead agency acts as the Project sponsor, EIR preparer, and unelected decisionmaker. There is no oversight of SFCTA by any elected decisionmaking body, and the SFCTA Board is not elected. There is no way for the public to appeal its decisions at the administrative level. There is no way for the

public to object to its conflicting roles as a relentless booster of the Project and as a decisionmaking body.

The MTA's September 17, 2013 meeting provides no opportunity for meaningful public input, since it is scheduled after the SFCTA Board has already approved the Project. Further, the MTA has failed to act with objectivity, instead relentlessly promoting the Project that will provide the agency with tens of millions of dollars in public funding, has devised in secret without public input a "locally preferred alternative" without publishing it in the DEIR/DEIS, which was improperly approved by MTA as a done deal with *no* environmental review.

5. THE FEIR'S STATED "PURPOSE AND NEED" ARE IMPROPER: The Claimed "Purpose And Need" of Competing with Vehicle Speed by Slowing and Obstructing Vehicle Traffic Are Not Legitimate, Have No Federal Mandate, Are Contrary to the Mandates of CEQA and NEPA, And Unlawfully Constrain the Alternatives Analysis.

The FEIR states that the Projects "need" is to "provide a competitive transit alternative to auto travel" by decreasing the speed of all vehicles other than Muni bus lines #47 and 49. (FEIR, p.1-8, §1.3.2) However, competing with vehicles, the mode choice of the vast majority of travelers, by removing more than one-third of traffic capacity on a major United States Highway is not a legitimate goal, since it significantly and adversely affects local, regional, state, and interstate travel and the greater human environment in violation of NEPA and CEQA.

In response to a public comment on the Project's significant impacts by slowing traffic, the FEIR admits that the Project will have significant impacts that it claims are "unavoidable" on Franklin and Gough Streets, stating, "The proposed project is not intended to increase vehicle traveling rate on Van Ness Avenue," but rather to "balance vehicle circulation with...project objectives." FEIR II: Individuals, p.97.

The Project proposes making buses "competitive" by making car, taxi, and freight traffic on Van Ness Avenue and cross streets much slower, so slow that between now and 2035, buses and private bicycles will overtake vehicles while they sit idling in gridlocked traffic, unable to turn or to efficiently reach a destination. FEIR, p.3-72, Table 3.3-15. However, that goal does not serve the public, and it is contrary to the mandates of NEPA and CEQA to protect the entire environment, not just the environment of a relatively small segment of the public. Under NEPA, agencies must "identify and assess the reasonable alternatives to the proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment," and must "[u]se all practicable means . . . to "restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions." 40 CFR §1500.2(e), (f), emphasis added.

Here, the Project proposes *not* to improve the human environment but to deliberately degrade it for the vast majority of travelers. CEQA requires that an EIR "shall be considered by every public agency prior to its approval or disapproval of a project," and its purpose is to provide agencies and the public with information about a project's possible impacts, and to "list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project." PRC §21061. CEQA's mandate is to maintain a "quality environment" for all the people of California, not just some. PRC §21001(a),(d). CEQA prohibits approving any project where an EIR has identified significant impacts without

proposing effective mitigation or alternatives to the project, and specifically requires such information in EIRs and separately in findings. See, e.g., PRC §21002.1, 21081, 21081.5; CEQA Guidelines §§15091 – 15093; 15120-15130. The FEIR fails to satisfy those requirements.

The FEIR complains that, "Transit speeds are currently not competitive with automobiles on Van Ness Avenue. Buses now travel at half the speed of cars (only 5 miles per hour) in the Project area." FEIR, p.S-3, §S.5.2. The document claims that with the Project buses would increase bus speed to up to 7 miles per hour and substantially decrease vehicle speed on Van Ness Avenue *and* parallel streets from the current 10.5 miles per hour, "resulting in a significantly reduced speed gap between modes" on Van Ness Avenue. FEIR at p.3-27-28, §3.2.2.3, Figure 3.2-6. That alleged gain of 1.8 miles per hour of speed for Muni lines #47 and #49 on the 2-mile Project length, however, comes at the expense of delaying hundreds of thousands of people, while doubling the distance between bus stops. FEIR, p. 3-72, Table 3.3-15.

Although it is not analyzed in the FEIR, much of the Muni gain in speed would be due to removing half the bus stops and other measures unrelated to eliminating traffic lanes and parking. By failing to describe such alternatives, the FEIR falsely implies that the "purpose and need" can only be met by creating the significant impacts and expense of a median-strip BRT. The FEIR further misleads by claiming without evidence that more people would travel by bus, but makes no commitment to acquire new buses to meet even the existing peak hour need, and without accounting for passengers who would give up on bus travel because of the increased (doubling of the) distance between bus stops. See, e.g., Sierra Club v. Bosworth, 199 F.Supp.2d 971, 980-981 (9th Cir.2002) [failure to support purpose and need with scientific evidence and to consider contrary opinion violates NEPA].

The Project's toll on the vast majority travelers is distorted by the FEIR's relentless promotion of the Project and its underlying negative purpose of significantly affecting traffic and parking in central San Francisco. The FEIR says that the segment of U.S. Highway 101/Van Ness Avenue where the Project would eliminate two traffic lanes, all turning lanes, and hundreds of parking spaces, carries a total of 16,000 passengers on the two Muni bus lines #47 and 49. However, the few marginal gains in speed for people who might travel on Muni lines #47 and #49 are disproportionate to the Project's significant adverse impacts on the vast majority of travelers and on the entire human environment.

At the same time, the Project and the LPA require significantly degrading the visual and historic character of Van Ness Avenue by removing the mature trees and vegetation adorning the avenue, and the unique, historic, graceful old streetlamps that line that avenue and contribute to its character. The entire median would be replaced by a huge, asphalt expanse in the center of Van Ness Avenue, with bus stops (euphemistically called "stations"), flashing advertising signs, and the historic streetlamps by higher, ugly, generic light poles with two glaring lights that will significantly alter and degrade the visual and historic character of the entire corridor. There is no alternative that would rehabilitate the historic poles, and the agency has rejected the alternative that would save the median strip.

The FEIR claims that its "purpose and need" is supported by the lead agency's (SFCTA) own 2004 Countywide Transportation Plan ("CWTP"). FEIR, p.1-7, §1.3.1. The FEIR makes

no other claim of federal authority for the "purpose and need" of the Project.<sup>2</sup> Again, the insular multiple roles here of a Project sponsor and booster that is the lead agency, the preparer of the environmental document, and the unelected decisionmaking body, leads to a predictable result and egregious lack of objectivity that fails to accurately inform the public, producing instead a massive document in support of a *fait accompli*.

Since the Project's "purpose and needs" is unreasonable and contrary to the law and will necessarily have significant adverse impacts on the environment that are not effectively mitigated, and since they have no basis in federal authority, they do not satisfy NEPA.

The FEIR's "purpose and needs" also improperly constrain the analysis of alternatives under NEPA by mandating the Project in some form. 40 CFR §1502.2(f) ["Agencies shall not commit resources prejudicing selection of alternatives before making a final decision"], and (g) ["Environmental impact statements shall serve as the means of assessing the environmental impact of proposed agency actions, rather than justifying decisions already made."]; §1502.14, §1502.13; §1502.16(d); and see, e.g., League of Wilderness Defenders-Blue Mountains Biodiversity Project v. U. S. Forest Service 689 F.3d 1060, 1069-1070. For example, no alternatives are discussed (except "no project") that would avoid or minimize the Project's adverse impacts, such as alternatives that might include removing half the bus stops, improved boarding capabilities, real-time displays at existing bus stops, and all the other parts of the Project that do not cause significant impacts on traffic and parking.

The significant effects on traffic that necessarily result from the FEIR's "purpose and needs" are contrary to the mandates of NEPA and CEQA to protect the environment, not to deliberately degrade it. See, e.g., 40 CFR §§1500.1, 1500.2(f) [requiring federal agencies to "Use all practicable means... to enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions upon the quality of the human environment."]; and see, e.g., PRC §§21001 [California policy requires long-term protection of the environment of every Californian]; 21002 [public agencies should not approve projects if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects; §21002.1(a) [purpose of EIR is to identify the Project's significant effects on the environment, and to "indicate the manner in which those significant effects can be mitigated or avoided; CEQA Guidelines §15126.6 [alternatives must avoid or substantially lessen significant impacts, even if these alternatives would impede to some degree the attainment of the Project objectives.]

Deliberately causing traffic congestion throughout the area to "provide a competitive transit alternative to auto travel in major corridors" to gain speed on two Muni lines does not serve these mandates.

The FEIR's "purpose and needs" also misleads the public by masking the Project's significant impacts in feel-good verbiage, such as its claim that the Project's purpose is to "Contribute to the urban design, identity, and livability of the BRT corridors." FEIR, p.1-7, §1.3.1. In fact, as noted by many commenters, the Project will significantly degrade the

<sup>&</sup>lt;sup>2</sup> The FEIR claims that the regional Metropolitan Transportation Commission and/or Caltrans have supported the Project are unsupported. There is no evidence of funding by either, and Caltrans wrote a letter opposing the Project.

environment on Van Ness Avenue by removing all mature median trees and creating a huge asphalt expanse, by removing parking, by removing streetlamps, and by creating traffic congestion in the entire area.

### 6. The FEIR's Claim That Vehicles Will Disappear Or Find Some Other Way to Get Around Is Unsupported Speculation.

The FEIR, like the DEIR, states that the one-third of travelers who formerly occupied those traffic lanes will find some other way to get around, speculating without any evidence that drivers will convert to bus travel, bicycles, or travel on foot. FEIR, p.3-10. One third of the vehicle traffic on Van Ness would be 12,000 to 15,000 vehicles. No evidence is provided for the speculative mode shift, and there is no analysis of the impacts.

The FEIR has no coherent discussion of origin/destination or the *purpose* of vehicle travel, or of the origin/destination of other "modes," such as pedestrian travel and travel by bicycle. If those factors are considered, the FEIR's happy fantasy of vehicle abandonment evaporates. By omitting this critical information and by its false and unsupported speculation, the FEIR is misleading and fails in its informational purpose.

For example, the FEIR claims that "the number of trips made by transit would increase significantly" on Van Ness Avenue but fails to note that vehicle traffic would also increase significantly on parallel streets where there is already a large volume of traffic. FEIR, p.3-12. Similarly, the FEIR disingenuously claims that a higher *proportion* of travelers on US Highway 101/Van Ness Avenue would use transit, but fails to note the forced diversion of other vehicles by eliminating one-third of the highway's capacity. *Id.* The FEIR observes that each bus on would carry more passengers than a car. FEIR, p.3-13.

However, all of those happy numbers are irrelevant, since, even with its many defects and omissions, the FEIR admits that the Project will have significant adverse impacts on traffic on Gough and Franklin Streets that will worsen over time, while failing completely to analyze the Project's impacts on cross traffic and transit. The FEIR fails to propose any effective mitigation measures even for those impacts it identifies, plainly violating both CEQA and NEPA.

The FEIR admits that a large volume of vehicles already travel on parallel streets and that the Project would cause significant adverse impacts on those heavily-traveled corridors, but even that admission is couched in misleading promotional verbiage while the FEIR continues to irresponsibly promote the Project.

<sup>&</sup>lt;sup>3</sup> The FEIR claims without any supporting evidence that "Pedestrian and bicycle trips comprise approximately 25 percent of trips to, from, or within the neighborhoods surrounding Van Ness Avenue." (FEIR,p.3-12, §3.1.3) Thus, of the "55,000" travelers on Van Ness Avenue, the FEIR implausibly claims that 13,750 travel by private bicycle or on foot. (*Id.*) Since a "pedestrian" may be walking 20 feet to a bus or a vehicle, and since the document admits that there are few bicycles traveling on Van Ness Avenue, that claim is misleading and irrelevant to the impacts analysis. At p. 3-91, the FEIR contradicts itself by stating that pedestrian trips are 26% of the total "nonmotorized transportation in the Van Ness Avenue corridor," but admits that "these figures" do *not* account for "walking to reach transit," and "every transit trip begins and ends as a pedestrian trip." FEIR, p.3-91, §3.4.2. The FEIR admits that "there is no accurate accounting" of private bicycle trips in the Project area, but includes it in the merged 25% or 26% of "nonmotorized" trips. FEIR, p.3-100, §3.4.2.2.

For example, the FEIR admits that the Project's decrease of roadway capacity by one-third "would cause motorists to divert from Van Ness Avenue to avoid delays." FEIR, p.3-52. The FEIR explains that "the reduction n overall vehicle capacity, as well as the reduction in left turns on Van Ness Avenue may make the accessibility of parallel streets relatively more attractive for local drivers in comparison [to the BRT], even at similar speeds." FEIR, p.3-10. Incredibly, the FEIR does not attribute that mass diversion of traffic to the *delays* caused by the Project, which are significant adverse impacts under CEQA and NEPA.

Continuing to pretend that parallel streets could accommodate the diversion, the FEIR nevertheless claims that "Less than half of travelers in private vehicles on Van Ness Avenue under existing conditions have an origin or destination in neighborhoods surrounding Van Ness Avenue, meaning many of them could divert to streets throughout San Francisco rather than use Van Ness Avenue or streets immediately parallel." FEIR, p.3-12.

The FEIR says that with the Project, "an average of 19 to 32 percent of traffic on Van Ness Avenue (depending on the location) would change their travel patterns, including driving on other streets, shifting the trip to other times of day, or shifting to other modes such as transit, walking, and bicycling." FEIR, p.3-52. With no supporting evidence, the FEIR claims that those 19 to 32 percent of travelers who now use Van Ness Avenue "would change their tripmaking in a number of different ways," with half either using one of the five parallel streets (Gough, Franklin, Polk, Larkin, or Hyde), and claiming that the other half would use transit, walk or bike, change the time of day of their trip, forego the trip, or to "use a route through another part of the city." FEIR, p.3-10. With no supporting evidence, the FEIR claims that "more than half of all trips that start *and* end in the Van Ness Avenue neighborhoods . . . are walk or bike trips." FEIR, p.3-6.

The FEIR admits that Franklin and Gough Streets already carry 59,000 daily automobile person trips. FEIR, p.3-3. The FEIR finally admits that both "near term" and "long term" impacts would lead to significant traffic impacts on Gough and Franklin Streets. See, e.g., FEIR, p.3-60, Table 3.3-9, p.3-72, Table 3.3-15. The FEIR, however, considers those impacts in a vacuum, without considering how the queuing and back-up will affect other intersections and cross traffic. The FEIR proposes to inflict more impacts on drivers as "mitigation" for those impacts, i.e., to eliminate more parking, and to eliminate more turn pockets. FEIR, p.3-81.

The FEIR claims without evidence that the BRT would increase transit trips to "an average" of 40 to 44 percent, and that at "select locations, transit trips would comprise more than 50 percent of motorized trips," (FEIR, p.3-12) and that "the number of trips made by transit would increase significantly." FEIR, p.3-13. That claim is mistaken, unsupported, and misleading, since vehicles and their passengers would obviously be diverted to other streets causing increased congestion. There is *no* evidence that vehicle passengers would abandon cars to take Muni lines 47 and 49 to their destinations. Like the DEIR, the FEIR fails to accurately state that the Project provides *no* new buses to accommodate the claimed increase in use of transit. <sup>4</sup> The pretense is that Van Ness is a neighborhood street, like Polk Street. But Van Ness

<sup>&</sup>lt;sup>4</sup> The FEIR vaguely speculates that, "Future services investments would increase personthroughput without additional traffic operations impacts" (FEIR, p.3-13), and that MTA might buy one new bus. FEIR, p.3-37.

is a major US Highway carrying through the City, region and state. However, the FEIR admits that "Less than half of travelers in private vehicles on Van Ness Avenue under existing conditions have an origin or destination in neighborhoods surrounding Van Ness Avenue, meaning many of them could divert to streets throughout San Francisco rather than use Van Ness Avenue or streets immediately parallel." FEIR, p.3-12.

The FEIR's lack of objectivity and the failure to support the speculation that thousands of vehicles will simply disappear or switch to buses or bicycles to reach their destinations and its improper promotion of the Project in spite of its significant adverse impacts violate NEPA and CEQA's fundamental requirements to provide accurate, high-quality information and objective analysis. 40 CFR §§1500.1(b), 1500.2(d), 1505.1, 1506.3(b).

Further, since it proposes to obstruct and delay traffic on a major U.S. and California Highway, the Project will clearly affect interstate commerce and travel, implicating constitutional provisions that require equitable allocation of revenues for such funding, not special or local interests. United States Constitution, amendment XIV (1). To the extent that revenues for building, maintenance, and operating costs of the Project are proposed to be taken from state fuel taxes, they must first be specifically approved in an election and must be used "in a manner which gives equal consideration to the transportation needs of all areas of the State and all segments of the population." California Constitution article XIX (1) (3) and (4). The FEIR claims that the funding of Project construction would be partially from FTA "small starts" program, based on a "high" rating, and partially from "Proposition K," revenues. However, the Project provides no funding of new buses.

### 7. PROJECT DESCRIPTION: The FEIR's Project Description Is Not Stable, Finite, and Accurate.

The DEIR described the Project as "three build alternatives," with two "options" for "Build Alternative 3," and a "no Build alternative," (DEIR at pp.S-4 to S-6) instead of an accurate, finite description, and therefore did not comply with CEQA. County of Inyo v. City of Los Angeles (1977) 72 Cal.App.3d 185, 193.

Months after the close of public comment, the SFCTA and SFMTA collaborated on designing and approving a "local preferred alternative" ("LPA") that was *not included in the DEIR*. FEIR, p.2-3-2-4, §2.1.4. The LPA proposes removing the existing median, two traffic lanes, nearly all parking on Van Ness Avenue, removing nearly all of the mature trees and vegetation in the median of Van Ness Avenue, and other features causing significant impacts that were not described or analyzed the DEIR. And see discussion at Item 3, *ante*.

The DEIR was required to include and describe the Project, not only alternatives to it. For example, NEPA requires the agency to "assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment." 40 CFR §1500.2 (e), emphasis added. Here, the FEIR proposed alternatives without having a finite "proposed action." NEPA further requires that, based on the FEIR's description of the affected environment (40 CFR §1502.15), and the statement of environmental consequences (40 CFR §1502.16), the FEIR "should present the environmental impacts of the

proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public." 40 CFR §1502.14, emphasis added. The Alternatives section of the FEIR must "identify the agency's preferred alternative . . . in the draft statement..." 40 CFR §1502.14(e). The DEIR failed to identify the preferred alternative in the DEIR, and the agencies must now recirculate the DEIR for a new public comment period and, after considering public comment, issue a new FEIR. *Ibid.* 

NEPA explicitly requires that the analysis of the Project's impacts should *not* duplicate the discussion of alternatives. 40 CFR §1502.16. By simply discussing alternatives and *not* discussing the Project itself, which is the LPA, both the DEIR and the FEIR fail to comply with NEPA.

Under NEPA, the analysis of alternatives to the Project is clearly distinct from the analysis of the Project's impacts.

CEQA also requires a Project description that is distinct from the analysis of alternatives. CEQA Guidelines §15125, cf. §15126.6. Under CEQA, the failure to include an accurate Project description is an abuse of discretion that makes it impossible to assess the Project's direct, indirect, and cumulative impacts. See, e.g., Communities for a Better Environment v. Richmond, 184 Cal.App.4th 70, 88-89 [holding abuse of discretion where agency did not disclose accurate project description until after close of public comment, as "too little, and certainly too late, to satisfy CEQA's requirements" for informing the public.].

In any event, as noted, recirculation is required because the necessary information was not given to the public in the DEIR as required, and the public was deprived of meaningful participation in the review and decisionmaking process, violating both CEQA and NEPA. See discussion, Item 3, *ante*. The public had no way of knowing what was actually being proposed on Van Ness Avenue from the misleading DEIR, and had no opportunity to comment on the actual Project and its significant impacts.

8. BASELINE DEFECTS: The FEIR'S Description of Existing Conditions Is False, Distorted, and Incomplete, Precluding Accurate Analysis of the Project's Impacts: There Is NO Accurate Description of Existing Traffic Conditions on Van Ness Avenue and on the Parallel and Surrounding Streets.

As discussed previously (FEIR II: Individuals, p.114-121; I-40), but not coherently addressed in agency response, under CEQA an EIR must include an accurate description of the actual existing physical conditions in the Project area. The FEIR here contains no such description.

An analysis of the Project's impacts must begin with an accurate description of the existing conditions in the Project area. 40 CFR §1502.15; CEQA Guidelines §15125. An accurate baseline is necessary for determining the Project's impacts existing conditions.

Under NEPA, baseline data must be accurate, reliable, and based on scientific evidence. Northern Plains Resource Council v. Surface Transportation Board, 668 F.3d 1067, 1083 (9th Cir. 2011). Baseline data must be gathered and analyzed before implementation of a project, because "[O]nce a project begins, the pre-project environment' becomes a thing of the past' and evaluation of the project's effect becomes 'simply impossible." Id. "[W]ithout this data, an agency cannot carefully consider information about significant environmental impacts," resulting

in an arbitrary and capricious decision. *Id.* at 1085. Collecting the necessary data cannot be deferred to a future date, because "the data is not available during the EIS process and is not available to the public for comment. Significantly, in such a situation, the EIS process cannot serve its larger informational role, and the public is deprived of their opportunity to play a role in the decision-making process." *Id.*; and, *e.g.*, 40 CFR §1502.24

CEQA also requires that the baseline must be supported by substantial evidence in the administrative record. See, e.g., Communities for a Better Environment v. South Coast Air Quality Management District, 48 Cal.4th 310, 328 (2010); County of Amador v. El Dorado County Water Agency 76 Cal.App.4th 931, 954 (1999) [inadequate baseline held an abuse of discretion]; Communities for a Better Environment v. Richmond, supra, 184 Cal.App.4th at 89 [omission of baseline information fails CEQA's informational purpose].

Here, as described in our Comment on the DEIR, the traffic baseline is incomplete, inaccurate, and unsupported. FEIR, Appendix I, Individuals, p.114-121 (I-40).

The FEIR, like the DEIR, errs in omitting critical baseline information and by focusing only on intersections already "operating at LOS E and F." FEIR, p.3-41, §3.3.1. The FEIR only conducted actual traffic counts in 2007 at five intersections on Van Ness Avenue, on one intersection of Gough Street, and one intersection on Franklin Street. FEIR, p.3-44. Those counts, however, were not used to analyze traffic impacts. Instead, traffic counts were "developed" by a computer model called "Synchro" (FEIR, p.3-40), based on growth factors from another computer model called "CHAMP," and other data. FEIR p.3-39-41, §3.3.1. The FEIR "uses a Synchro traffic operations model to assess intersection LOS impacts" caused by the Project's "build alternatives" on Van Ness Avenue and the "five parallel north-south streets east and west of Van Ness Avenue." FEIR, p.3-41. The computer model evaluates intersections "based on the approach with the highest delay." FEIR, p.3-41. Although the study area includes 139 intersections, "Due to the large number of intersections in the traffic study area, the discussion of existing and future intersection approach LOS focuses... on intersections... operating at LOS E or F." FEIR, p.3-41.

However, by only analyzing intersections that *already* operate unsatisfactorily, the Project's impacts are necessarily minimized. Significance is assessed by degradation of the Level of Service ("LOS") from level "A," indicating "negligible delays" of less than 10 seconds per vehicle to LOS level "F," indicating delays of more than 80 seconds at signalized intersections "with queuing that may block upstream intersections" and more than 50 seconds for unsignalized approaches. FEIR, p.3-41. LOS "D" indicates delays of 35 to 55 seconds, and LOS "E" indicates delays of 55 to 80 seconds at signalized intersections. *Id.* Therefore, the impacts are much greater if LOS declines from "A" to "F" (losing more than 70 seconds), or from "A" to "D" (losing 25 to 45 seconds), than if it declines from "E" to "F" (losing one to 15 seconds). The omission of baseline information violates NEPA and CEQA. *County of Amador v. El Dorado County Water Agency, supra,* 76 Cal.App.4th at 954; *Communities for a Better Environment v. Richmond, supra,* 184 Cal.App.4th at 89.

Further, the FEIR fails to analyze the queuing that it admits may block upstream traffic when LOS is degraded to "F," and considers the few intersections that it does analyze that operate at LOS E or F in isolation. FEIR, p. 3-60. The FEIR's Synchro output thus projects significant traffic impacts in the "near term," meaning for the year 2015, at only five

intersections, with some experiencing delays of over 100 seconds. FEIR, p.3-60, Table 3.3-9. However, the FEIR fails to analyze how those delays will affect intersections "upstream." There is no LOS analysis of the impacts on cross traffic.

In the year 2035 projection, those significant effects worsen, and ten intersections operate at LOS E or F, some intersections with delays of more than two minutes per vehicle. FEIR, p.3-67, Table 3.3-14. And again, the FEIR fails to analyze the inevitable queuing and backup of traffic at other intersections upstream.

Even if the FEIR's defective baseline could be considered adequate on US Highway 101/Van Ness Avenue, the FEIR contains no accurate baseline description of existing conditions on Gough, Franklin, and other parallel streets where the FEIR says traffic will be diverted, and no analysis of intersecting streets affected by the Project.

a. GOUGH STREET: The FEIR Fails to Describe Existing Conditions on Gough Street, which Cannot Accommodate Any Overflow from US Highway 101/Van Ness Avenue.

Gough Street is a two-way, two-lane street from Lombard Street to Sacramento Street, with unsignalized intersections, many Stop signs, and a steep grade. It is not a major arterial street, and it does not merge into Highway 101 southbound. FEIR, p.3-40. Gough turns into a one-way street south of Sacramento Street. Gough Street does not go through to Highway 101 or any freeway turnoff. FEIR, p.3-40 Figure 3.3-1.

Unstated in the FEIR are the plain facts that Gough Street between Sacramento and Market Streets is backed up for several intersections during peak hours, and can accommodate no more traffic without extreme delays. The FEIR claims that it measured 27,007 cars at Ellis and Gough Streets some time in 2007, but contains *no* actual on-ground measurement of existing traffic at or near the Civic Center and Market Street or at any other intersection from Ellis to Lombard Streets. FEIR, p.3-44. The FEIR admits that *no* trucks will travel on Gough Street. FEIR, p. 3-12 ["it is unlikely that most trucks would divert from Van Ness Avenue to parallel streets due to the increased grade/slope on parallel streets (trucks are currently prohibited on Franklin Street north of California Street and are also prohibited on Gough Street north of Sacramento Street . . . and because they are either traveling regionally on US 101 o making deliveries on Van Ness Avenue."]. However, the FEIR fails to analyze the inevitable delays to those vehicles and other traffic from eliminating a traffic lane on US 101.

In fact, there is *no major arterial street* carrying southbound traffic in the Project area other than US Highway 101/Van Ness Avenue. That critical information is omitted from the FEIR. The FEIR ignores that egregious defect, and only analyzes *one* intersection where existing LOS is already at "F" at Gough/Green. FEIR, p.3-55. The FEIR claims that is the *only* intersection on Gough Street that will be affected by diverting thousands of cars from US Highway 101/Van Ness Avenue in the "near term." FEIR, p.3-55. That conclusion cannot survive judicial scrutiny under CEQA or NEPA, since the omission of accurate baseline conditions makes the impacts analysis impossible. *Northern Plains Resource Council v. Surface Transportation Board, supra*, 668 F.3d 1067 at 1085; *Communities for a Better Environment v. South Coast Air Quality Management District, supra*, 48 Cal.4th at 328; *County of Amador v. El Dorado County Water Agency* 76 Cal.App.4th 931, 954 (1999) [inadequate baseline held an

abuse of discretion]; Communities for a Better Environment v. Richmond, supra, 184 Cal.App.4th at 89 [omission of baseline information fails CEQA's informational purpose].

However, the FEIR contains *no* accurate description of existing conditions on the five parallel streets where the FEIR claims that the vehicle traffic will go after the Project eliminates one-third of the road capacity on US Highway 101/Van Ness Avenue. FEIR, p.3-42-43.

#### b. FRANKLIN STREET

The FEIR claims that SFCTA measured 30,901 vehicles at Franklin and Post Streets in 2007, but there is no accurate statement of existing conditions on Franklin Street. FEIR, p.3-44. Therefore, no evidence supports the FEIR's conclusion that there will be no traffic impacts on Franklin Street from diverting thousands of vehicles from Van Ness Avenue.

#### c. POLK STREET

The FEIR contains *no* measurement of existing traffic, and no accurate description of existing conditions on Polk Street, an often-congested, two-lane, two-way street between Grove Street and Lombard Streets that is not a major arterial. FEIR, p.3-42. Polk Street is a busy neighborhood commercial street. The FEIR also fails to state that City's MTA and the San Francisco Bicycle Coalition have proposed a plan to remove most or all of the parking on Polk Street, to create "parklets," bulbouts, and a wide, separated bicycle lane, and to otherwise obstruct vehicle traffic and turning on Polk Street. These existing conditions make the EIR's speculation that thousands of vehicles from US Highway 101/Van Ness Avenue will be diverted to Polk Street a ludicrous, unsupported, and unrealistic theory, not substantial evidence.

#### d. LARKIN STREET

The FEIR contains *no* actual traffic counts and no accurate statement of existing traffic conditions on Larkin Street, which is described as a "one-way NB street with three lanes from Market to California streets, and a two-way street north of California Street and between McAllister and Grove Streets." FEIR, p.3-42. The FEIR's claim that this street could accommodate *any* diverted traffic from US Highway 101/Van Ness Avenue is entirely unsupported.

#### e. HYDE STREET

The FEIR contains *no* actual traffic counts and no accurate statement of existing traffic conditions on Hyde Street, which is described as "a one-way street with three SB lanes between California and Market streets, and a two-way street with one lane in each direction between Jefferson and California streets," which "shares the ROW with cable cars between Beach and Washington Streets." FEIR, p.3-43. That description does not accurately describe the baseline traffic conditions on Hyde Street, and there is no way that traffic impacts on Hyde Street can be analyzed from that description.

f. EAST-WEST STREETS: There Is No Accurate Description of cross traffic, cross transit and parking on cross-streets. Broadway, Pine, Bush, Geary, O'Farrell, Hayes, Fell, Market, and Mission Streets.

The FEIR contains *no* accurate description of existing conditions on major east-west cross streets, many of which carry heavy traffic and more transit passengers than Muni lines 47 and 49 on Van Ness Avenue. The FEIR admits that it has not analyzed traffic, transit, parking,

emergency services, and land use impacts on these and other cross streets, most of which the FEIR does not even bother to list, much less to describe and analyze. The FEIR lists some cross streets (FEIR, p.3-43) but contains no information on traffic volumes, existing congestion, transit, and parking on those and other cross streets that are certain to be affected by the Project's traffic diversions, turning restrictions, and parking removal. The FEIR fails to analyze those impacts.

The FEIR also fails to accurately describe existing cross-transit. The FEIR lists the Muni lines that cross Van Ness with average weekday ridership, which exceeds 400,000 per day on these lines, with several individual Muni lines crossing Van Ness exceeding the 16,000 combined ridership on lines 47 and 49, FEIR, p.3-17,18, Table 3.2-2 However, the FEIR does not show existing stops and speeds on those cross streets and has *no analysis* of how they will be affected by the increased congestion caused by the Project's traffic diversion, turning restrictions, and parking removal.

Similarly, the FEIR mentions Muni route 19, carrying 9,200 passengers on Polk Street, but fails to show its existing speed and stops, thus making any analysis of the Project's impacts impossible.

The Project area is improperly defined as only Van Ness Avenue and five parallel streets, implying that other areas will be unaffected by the Project's impacts. In fact, the transportation environment affected by the Project includes existing traffic, transit, and parking conditions on the cross streets.

### g. There Is No Accurate Count of Trucks, Taxis, Shuttle and Tour Buses in the Project Area and No Analysis of Impacts on Them.

The FEIR has no accurate count of trucks, taxis, shuttle, and tour buses, on Van Ness Avenue and other streets in the Project area. These types of vehicles are instead merged with "private" automobiles that the FEIR dismissively claims will find some other way to get to their destination with the Project's lane elimination.

The FEIR dismisses the impacts on trucks and traffic with the cavalier observation that "it is unlikely that most trucks would divert from Van Ness Avenue to parallel streets due to the increased grade/slope on parallel streets (trucks are currently prohibited on Franklin Street north of California Street and are also prohibited on Gough Street north of Sacramento Street . . . and because they are either traveling regionally on US 101 to making deliveries on Van Ness Avenue." FEIR, p. 3-12.

Similarly, the FEIR contains no accurate information on taxis that carry passengers throughout the area and region, dismissing the Project's significant impacts on taxis, instead merging them with "mixed-flow traffic." FEIR, Appendix I, Individuals, p. 101. The FEIR dismisses the evidence presented by a 26-year taxi driver by again reciting the dubious rhetoric in the DEIR and FEIR, while noting that it has revised the former claim that drivers would convert to bus travel to "include more conditional language: 'up to 50% of the new transit riders could be former drivers." Id. at 102. That speculation, again, is not substantial evidence or an accurate assessment of the Project's impacts on travel in the Project area.

The FEIR contains *no* accurate information on the large number of shuttle buses carrying passengers to and from jobs, medical shuttles, and the large number of tour buses traveling

throughout the Project area to tourist attractions and to and from Civic Center attractions. Those large vehicles are again merged with cars in the FEIR, the cars that the document claims will go elsewhere, on transit, or on bicycles.

## h. Computer-generated Simulations and Projections Are Not a Substitute for Accurate Baseline Descriptions, or for the FEIR's Omissions.

The FEIR admits that actual traffic counts were conducted at only five intersections. The remaining "existing" conditions were created by computer projections and not by evidence of actual physical conditions.

The FEIR refers to a traffic study consisting of thousands of pages of computer-generated print-outs from its "CHAMP," "Synchro," and "Vissim" databases. CHS Consulting Group: "Final Van Ness Corridor Bus Rapid Transit Traffic Analysis Vehicular Traffic Analysis Technical Memorandum," July 7, 2013 ["Final Technical Memo"]<sup>5</sup>.

However, that massive document does not provide an accurate measure of the traffic on U.S. Highway 101/Van Ness Avenue, or on the parallel and cross streets affected by the Project. The agency has no accurate data on the origin and destination of the traffic on these streets, no accurate traffic count data for cross streets, and no accurate data on turning on Van Ness Avenue and other affected streets. Without that data, the FEIR cannot accurately analyze transportation impacts.

The FEIR notes a large number of changes in its Transportation Analysis, noted by vertical lines in the document. The FEIR states that computer "travel demand projections" are "the basis for the operations models" described in the FEIR and "provide several measures of performance of the build alternatives." FEIR, p.3-2, §3.1. The FEIR states that its "existing travel patterns" section uses "CHAMP"-generated data to describe existing and future travel patterns: travel demand, regional versus local travel patterns, divertibility of trips, and mode splits" FEIR, p.3-2, §3.1.1.

The Final Technical Memo states that "SF-CHAMP" was used as the primary technical modeling tool to predict changes in travel patterns for private vehicles with the implementation of BRT in both the near term (2015) and horizon year (2035)," and "takes into account the 'attractiveness' (i.e., relative capacity, driving travel time, left turn opportunities, etc.) of streets relative to each other, as well as the relative 'attractiveness of other modes (e.g., cost, travel time, frequency, etc.) when determining the changes in traveler behavior with the implementation f the BRT." Final Technical Memo, p.7.

After all that, the *Final Technical Memo* reaches the unsurprising conclusion that "Van Ness Avenue would be less attractive to drivers when compared with the No Build Alternative and BRT service on Van Ness Avenue would be slightly more attractive than the 47/49 service under the No Build Alternative." *Final Technical Memo*, p.7.

<sup>&</sup>lt;sup>5</sup> The Final Technical Memo apparently augments or supersedes the earlier Technical Memo referred to in the DEIR. The FEIR refers to the Final Technical Memo, but it is not made available as an appendix to the FEIR and must be specially ordered from the SFCTA. FEIR, p.3-1.

The Final Technical Memo also states that it uses a "macro-simulation traffic model" called "Synchro" that used some "field counts conducted in 2008 by SFCTA" and that "Synchro default values were assumed for all other locations." Final Technical Memo, p.7.

However, the FEIR admits that actual traffic counts were conducted by SFCTA only in March 2007 at five locations along Van Ness Avenue and 1 location each along Franklin and Gough streets "to determine the peak hour traffic." FEIR, p.3-2, §3.1.1, fn.18; and see FEIR, Appendix I, Individuals, p.114. The FEIR claims that "traffic turning movement counts were taken at 91 intersections and were a separate effort." *Ibid.* However, those elusive "field counts" and "traffic turning movement counts" are not included in the FEIR or the *Final Technical Memo*, even though they are required to be included in the FEIR by the San Francisco Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*," which requires on-ground traffic counts to establish existing conditions, including "the date that the counts were actually taken," "[c]opies of all counts used in the analysis," and "[t]he LOS calculation sheets need to include the data . . . used in the calculation was actually collected." San Francisco Planning Department: Transportation Impact Analysis Guidelines for Environmental Review, Appendix B, 1, 2.6 Nor does any document define or explain what the "Synchro default values" are or how the "existing" traffic volumes were created by "Synchro."

The Final Technical Memo states that it also used "VISSIM," which it says is "a multimodal micro-simulation model" that is "capable of simulating transit, automobile, and pedestrian operations, parking operations," and was selected to "model VN BRT transit operations due to its ability to model bus operations in exclusive bus lanes" and was "primarily utilized to compare the relative travel time and speed difference between autos and buses, differences in speeds and delays between the BRT alternatives, and bus reliability." Final Technical Memo, p.8.

The Final Technical Memo states that, even though it used other computer programs, "only Synchro results were used to assess vehicular traffic impacts based on intersection Levels of Service (LOS) impacts along Van Ness Avenue and the five parallel north-south streets." Final Technical Memo, p.8. Since LOS is the methodology used by the FEIR to measure the Project's traffic impacts, the lengthy elaborations in the FEIR and the Technical Memo on "CHAMP" and "VISSIM" are largely pointless, except perhaps to promote the Project's dubious "purpose and need" of a busway that "competes" by impeding other traffic. The Final Technical Memo also admits that its data "volume to capacity ratio" and "average vehicular travel speed" is useless for identifying the Project's impacts. Final Technical Memo, pp.8-9.

The Final Technical Memo, like the previous Technical Memo, states: "The VN BRT Project traffic study area includes a total of 139 intersections... Due to the large number of intersections analyzed in the traffic study area, the discussion of existing (and future) intersection LOS focuses only on those operating at LOS E and F." Final Technical Memo, p.8. However, as noted, that analysis necessarily minimizes impacts.

The FEIR's description of "existing" conditions on selected streets is largely a computergenerated statistical exercise that removes those conditions from the real environment and human

<sup>&</sup>lt;sup>6</sup> This Commenter requested pursuant to the California Public Records Act *all* traffic counts, and was not provided "turning movement counts" at "91 intersections" or any "field counts conducted in 2008 by SFCTA" that the *Final Technical Memo* claims were the basis for its "existing conditions."

experience, while the reality of the Project's impacts on that real environment remains unaddressed.

Without an accurate description of the existing and historic purpose and use of US Highway 101, Van Ness Avenue, the context of the Project's significant impacts cannot be analyzed. Under NEPA, "Context" means that "the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality," and both short- and long-term effects. 40 CFR 1508.27(a), emphasis added. That required description is not in the FEIR.

Under CEQA, the analysis of impacts is impossible without an accurate baseline, and the failure to accurately describe existing conditions is a failure to meet informational requirements and an abuse of discretion. See, e.g., County of Amador v. El Dorado County Water Agency, supra, 76 Cal.App.4th at 954; Communities for a Better Environment v. Richmond, supra, 184 Cal.App.4th at 89 [omission of baseline information fails CEQA's informational purpose].

The visual character and history of Van Ness Avenue as a grand boulevard is also part of the context that is absent in the FEIR, precluding a coherent analysis of the Project's destruction and alteration of that context and character. Pieces of that context are divorced from its whole, such as the median strip, the historic poles, and the layout of the avenue. That loss is irretrievable and yet made invisible by the FEIR's omissions and failure to provide a coherent description of the existing environment.

#### 9. IMPACTS: The FEIR Fails to Identify and Analyze the Project's Impacts

NEPA and CEQA require that the FEIR identify the impacts of the Project. See, e.g., 42 USC §4332(C)(i); PRC §21002.1; and see, e.g., 40 CFR §§1502.16, 1508.7, 1508.8, 1508.27. The FEIR fails to satisfy those requirements. Its flaws include failing to accurately state the existing environment, and context, meaning "society as a whole (human, national), the affected region, the affected interests, and the locality (40 CFR §1508.27(a)); failing to include a factually and legally adequate analysis of the Project's cumulative impacts on traffic, parking, and visual and historic resources; omitting impacts analysis from backed-up traffic on parallel streets, cross-traffic and transit, parking, emergency services, and air quality; failing to accurately describe the Project; and failing to support its conclusory statements with evidence and quality analyses. Due to lack of time, this Comment can only give a few examples, in addition to the comments already submitted by the public and agencies. FEIR, Appendix I.

### a. TRAFFIC: The FEIR Violates CEQA and NEPA by Failing to Identify and Analyze the Project's Impacts on Traffic.

This commenter and many others have already submitted comment on the Project's inevitable impacts on traffic. See FEIR, Appendix I generally, and Individuals, p.114-121. The FEIR still fails address many impacts.

Even though the FEIR analyzes "near-term" and "long-term" impacts, its analysis is selective and improperly relies on causing significant impacts on traffic on parallel streets by traffic diverted by the Project's removing one-third of the traffic capacity on US Highway 101/Van Ness Avenue. One third of the vehicle traffic on Van Ness would be 12,000 to 15,000 vehicles. The FEIR admits that "approximately 105 to 450 total vehicles in both directions could divert away from Van Ness Avenue and make their trip on a parallel street" during the PM peak,

and "any given segment of Polk, Franklin, or Gough streets could experience an additional 50 to 250 vehicles per hour...during the PM peak. FEIR, p.3-10-3-11. And the "approximately" widely ranging figures fall far short of the high quality data required for a legally adequate analysis of the Project's impacts and fail to inform the public of the intensity of the Project's severe consequences on traffic. 40 CFR §1508.27(b); §1500.1(b); PRC §21002.1.

The FEIR fails to analyze or even acknowledge the Project's inevitable impacts on cross traffic. As noted, the FEIR's analysis of existing conditions omits conditions on cross streets, making such analysis impossible. Those omissions are an informational failure and an abuse of discretion under CEQA, and also fail to comply with NEPA.

While the FEIR finds impacts in the "near term" at five intersections, it fails to analyze how those delays will affect traffic at intersections upstream and on cross streets. Thus, the defective analysis misleads decisionmakers and the public to believe those impacts are isolated and occur in a vacuum, minimizing their effect. This is not the high quality information required by NEPA, does not satisfy CEQA, and misleads the public and decisionmakers.

The FEIR contains *no information* on how the Project's turning prohibitions will affect traffic on Van Ness Avenue and on cross streets, even though the FEIR admits that "approximately 105 to 450 total vehicles in both directions could divert away from Van Ness Avenue and make their trip on a parallel street" during the PM peak, and "any given segment of Polk, Franklin, or Gough streets could experience an additional 50 to 250 vehicles per hour . . . during the PM peak. FEIR, p.3-10 -3-11.

There is no accurate description or count of existing traffic turning left from Van Ness Avenue intersections with which to begin the impacts analysis of how the left-turn prohibitions will affect traffic on cross and parallel streets. Nor is there any coherent analysis of the impacts of increased right turns, or of the impacts of prohibiting right turns on many intersections, inevitably leading to significant traffic congestion where turns may be permitted.

The FEIR contains *no* information on how removing parking on Van Ness Avenue, will affect traffic on the avenue and on parallel and cross streets, even though vehicles will clearly have to circle and search for parking after the Project removes nearly all of the parking on Van Ness.

The FEIR contains *no* coherent analysis of bus crowding, even though it predicts more passengers. And see, FEIR, Appendix I, Individuals, p.114-118.

The FEIR contains no information on impacts on trucks, taxis, shuttle buses, and tour buses. FEIR, p. 3-11-12. There is no accurate description or counts of trucks on Van Ness Avenue, even though the FEIR admits that "it is unlikely that most trucks would divert from Van Ness Avenue to parallel streets due to the increased grade/slope on parallel streets (trucks are currently prohibited on Franklin Street north of California Street and are also prohibited on Gough Street north of Sacramento Street . . . and because they are either traveling regionally on US 101 o making deliveries on Van Ness Avenue." FEIR, p. 3-12.

Further, the FEIR's analysis of cumulative impacts on traffic does not comply with the requirements of NEPA and CEQA. The analysis must identify impacts that result from "the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. 40 CFR §1508.7. Under CEQA, the analysis must include a discussion past,

present, and probable future projects that could have similar impacts or that when combined with other impacts could cause an incremental impact to become significant. PRC §21083(b)(2), CEQA Guidelines §§15130(b)(1), 15065. The FEIR's "cumulative impacts" section on traffic simply repeats the data from its section on "transportation impacts." That analysis, however, does not take into account past, present, and probably future projects that will add to the Project's impacts on traffic, transit, and parking. Instead, that analysis only contains a computer-projection of the *direct* impacts of the Project from 2015 to 2035. That is not a legally adequate cumulative impacts analysis under CEQA or NEPA, and is an abuse of discretion under CEQA. See, e.g., CEQA Guidelines §15130; San Franciscans for Reasonable Growth, 151 Cal.App.3d 61, 73-76, 80 (1984); Environmental Protection Information Center v. Johnson, 170 Cal.App.3d 604, 624-625 (1985).

## b. PARKING: The FEIR's Failure to Accurately Identify and Analyze Parking Impacts Violates NEPA and CEQA.

The FEIR contains *no accurate information* on parking impacts, since its information is inconsistent throughout as to how much parking will permanently eliminated. For example, the FEIR claims that due to a more "refined analysis" it has discovered that, contrary to conflicting information elsewhere in the FEIR and in the DEIR, the LPA would remove nearly all of the parking on Van Ness Avenue, at least 105 spaces, not including the spaces permanently removed by construction and bulbouts. FEIR, p.3-122-123; 4.2-13-17

The FEIR repeats the City and County of San Francisco's mistaken notion that parking is not a part of the physical environment, that removing parking is not a significant impact under the law, and that it need not analyze and mitigate parking impacts. FEIR, p.3-118, 3-125, §3.5.3. That notion is factually incorrect and legally spurious. See, e.g., Taxpayers for Accountable School Bond Spending v. San Diego Unified School District, 214 Cal.App.4th 1013, 1050, 1053-54 (2013) [holding that parking is part of the environment and that a project's impacts on parking may be significant impacts on the environment and on humans, requiring analysis and mitigation in an EIR].

The FEIR fails to analyze parking impacts under NEPA, even though such analysis is clearly required.

Further, as noted, the DEIR misled the public to believe that parking would not be removed under the alternatives describing center-median projects. Instead, the FEIR now contradicts that conclusion, admitting that the LPA and other alternatives would all remove most of the parking on Van Ness Avenue. However, even more misleading, the FEIR's response to public comment claims that "parking and loading would be largely retained." FEIR II, Individuals, p.101. (I-38-3)

In contrast, the FEIR admits that at least 105 parking spaces would be permanently removed on both sides of Van Ness, and that the LPA would provide "fewer spaces" than any other alternative, and would completely remove parking on many blocks of Van Ness, including between Market and Mission Streets, Vallejo and Broadway Streets, Green and Vallejo streets, and Lombard and Greenwich Streets, and would be completely removed on both sides of Van Ness Avenue between O'Farrell and Geary Streets, Broadway and Vallejo Streets, Vallejo and Green Streets. FEIR, p. 3-125 A more detailed description shows that nearly *all* parking on many more segments would be removed, including, for example, all spaces west side from

Market St. to Golden Gate Avenue, all spaces east side between Market and Fell Streets, all but one space on both sides from Fulton to McAllister Streets, 10 of 12 spaces west side from McAllister to Golden Gate Ave., 9 of 11 spaces between Golden Gate Ave. and Turk Streets, 6 of 8 spaces on east side from Turk to Eddy Street, all 5 spaces west side from O'Farrell to Geary, 4 of 5 spaces on east side and 8 of 9 spaces on west side between Sutter and Bush streets, 10 of 11 spaces east side and 4 of 5 spaces west side from Sacramento to Clay, all 5 spaces on east side from Jackson to Pacific, 7 of 11 spaces on east side from Pacific to Broadway, all spaces between Broadway and Vallejo, all spaces from Vallejo to Green, all spaces east side between Green and Union, —and all spaces west side from Greenwich to Lombard. FEIR, p.4.2-13-17, fn.63, Table 4.2-8.

The FEIR notes that the Project would also remove passenger-loading spaces, green short-term spaces, truck-loading spaces FEIR, 4.2-16, Table 4.2-9

The FEIR fails to account for the two to three parking spaces removed for each of the 64 to 70 bulbouts it proposes to construct, removing 200 more parking spaces.

The FEIR has no legally adequate analysis of cumulative impacts on parking. For example, the FEIR fails to note that the City's Market-Octavia Plan will increase population in the Project area by 10,000, while requiring no parking.

The FEIR fails to analyze the impacts of proposed "mitigation" of the Project's traffic impacts on Van Ness Avenue and parallel streets, which call for removing *more* parking.

The FEIR ignores and fails to comply with the requirement of one parking space per residential unit in the San Francisco General Plan's Van Ness Avenue Area Plan and Civic Center Area Plan. Instead the FEIR falsely claims the Project is "consistent" with those parts of the General Plan. FEIR, p.4.1-8.9, 4.1-12

The FEIR finally concludes that there would be *no parking impacts*, even though most of the parking would be removed on Van Ness, and other parking spaces would be permanently removed for bulbouts, and an unstated amount of parking would be removed to "mitigate" the Project's impacts on other streets. FEIR, p.5-18, 5-21.

Even though it concludes that parking is not an impact and/or that there are no parking impacts, the FEIR claims that the following are "mitigation measures under NEPA" and "an improvement measure under CEQA": "coordinate with" businesses affected by removal of "colored parking spaces...to confirm the need for truck and/or passenger loading spaces," and "apply parking management tools . . . including adjustment of residential permits in the residential community north of Broadway Street" or to "manage parking occupancy and turnover through pricing [by SFPark]" FEIR, p.4.2-17, §4.2.5.

There is no coherent analysis of cumulative parking impacts affecting residents and businesses, or of the impacts on cross streets and parallel streets from removing parking, which include spillover traffic, circling, and double-parking. Again, the FEIR fails in its purpose to inform the public and decisionmakers.

#### c. AESTHETIC AND HISTORIC RESOURCES IMPACTS

1. The FEIR Fails to Accurately Analyze the Direct and Cumulative Impacts of Removing the Historic Lamp Posts on Van Ness Avenue.

The FEIR admits that the Project's replacement of the historic streetlights lining Van Ness Avenue is "one of the most noteworthy changes to the visual context at each key viewpoint" that it presents, and that "Impacts resulting from changes to the OCS support poles/streetlights network would be experienced by all viewer groups, including sensitive viewer groups (i.e., residents, commuters, and tourists.)" FEIR, p.4.4-34. The poles are nearly 100 years old and bear historic markings and irreplaceable features that define the character of Van Ness Avenue. FEIR, p.4-4-12, 14, Figures 4.4-3, 4. The FEIR fails to state that the unique square bases and poles, their height and spacing, and the size and shape of the lamps, are part of their value to those viewpoints. Instead, the FEIR claims that the generic, higher poles each with unevenly spaced faux decorative lamps measure up to the graceful old streetlight system. Even the few depictions for comparison in the FEIR plainly show that the newer lamps bear no resemblance to the historic ones, are intrusive, and contrary to the FEIR are plainly out of scale by comparison. FEIR, p.4-4-29, 31, 4.4-34. The FEIR incredibly concludes that, contrary to the plain evidence, the Project's removal and replacement with incompatible poles would have "no significant visual or aesthetic effect." FEIR, p.4-4-35.

Further, the FEIR fails to describe an alternative that would restore and rehabilitate, rather than replace, the historic poles. The old lamp posts are part of the context of Van Ness Avenue that merits restoration not destruction regardless of the Project.

### 2. The FEIR Fails to Accurately Analyze the Direct and Cumulative Impacts of Killing and Eliminating the Mature Trees and Green Median on Van Ness.

The FEIR admits that the "landscaped median and tree canopy are one of the most noteworthy impacts on the visual setting" and "are one of the most important visual features in the corridor." FEIR, p. 4.4-35. The FEIR acknowledges that the Project's killing and removal of those trees would affect all viewers, and that "Many comments regarding concern for tree loss were submitted by agencies and the public during circulation of the [DEIR]." FEIR, p.4.4-35-36. The FEIR admits that the Project's removal of 90 of 102 mature trees and nearly all the "existing healthy and mature median trees in the corridor" would result in a "notable, adverse change in the visual quality of the project corridor until new tree plantings mature." FEIR, p.4.4-44.

That misleading statement implies that a similar median might result from replanting, but that is plainly false, since the LPA would replace the median with a red asphalt expanse with glaring plastic bus stops and advertising where the mature trees now stand. That misleading information and the false claim that the removal of the trees would be "mitigated" by the BRT violate NEPA and CEQA.

# 3. The FEIR Fails to Describe and Analyze the Impacts of the BRT, the Barren Red Asphalt Expanse, and Visual Clutter on the Median Strip and the Context of Van Ness Avenue.

There is no accurate description of the Project's changes to the visual context on Van Ness Avenue consisting of mature streets separating, defining, and structuring the broad Avenue. That context will be destroyed and replaced with a 2-mile red asphalt strip dominating the entire avenue with glaring bus stops lined with advertisements and visual clutter. The failure to analyze those impacts is a failure to comply with NEPA and CEQA.

No reason is given to paint the huge four-lane expanse of the Proposed bus lanes red in violation of the General Plan, and there is no illustration or coherent description of the resulting bus stops, glaring advertising, intrusive lighting, "art" installations, and pointless whirling wind turbines and other visual clutter proposed for the middle of the avenue, and even claims that would be "mitigation" for removing the trees. See, e.g., FEIR, p. 4.4-31, 4.4-52

## d. TRANSIT: The FEIR Fails to Identify, Analyze and Mitigate the Project's Impacts on Transit.

There is no coherent analysis of the Project's impacts on transit crowding. There is no analysis of the Project's impacts on the more than 400,000 passengers on buses that cross Van Ness Avenue, ignoring the inevitable impacts of congestion on the cross streets from the Project's diversion and turning impacts.

e. AIR QUALITY AND NOISE IMPACTS: The FEIR's Air Quality and Noise Impacts Analyses Fail to Accurately Describe and Propose Mitigation of the Project's Impact.

#### f. IMPACTS OF BULBOUTS

The FEIR fails to analyze the impacts of removing hundreds of parking spaces and obstructing turning by installing 64 bulbouts on Van Ness Avenue. FEIR, p.3-108, and see simulation at FEIR, p.4.4-27. Bulbouts protrude into the street, obstructing right turns, backing up traffic trying to turn right and blocking through traffic, and they remove two to five parking spaces per bulbout. The FEIR claims that pedestrians would gain a negligible average of 1.7 feet of crossing distance, but fails to analyze their significant impacts on parking and traffic.

#### g. EMERGENCY AND COMMUNITY SERVICES

There is no accurate analysis of the Project's impacts on emergency services (fire, ambulance) from the Project's traffic impacts on Van Ness, on cross streets, and on parallel streets.

The analysis of traffic impacts on cultural events and community services is inadequate, with the unsupported conclusion that although traffic delays are forecast during the PM peak period; the project effects on traffic circulation would be less at other times of day and night when shopping, eating out, entertainment, and other commercial activities often occur." 4.2-13.

There is no analysis of traffic to and from cultural events at the Civic Center.

The FEIR acknowledges that the loss of parking could affect residents and businesses, but dismisses those significant impacts, claiming with no supporting evidence that "it can be anticipated that private vehicles users would have more incentive to shift their mode of travel to public transit," and that the Project "would benefit the transit-dependent population at large and would result in a transportation mode shift from automobiles to public transit." FEIR, p. 5-22. That unsupported and irrelevant conclusion does not comply with NEPA or CEQA. See, e.g., 40 CFR §1508.27(a); PRC §21002.1.

h. The FEIR Fails to Identify and Analyze the Project's Impacts on Accessibility for Disabled and Seniors.

The FEIR fails to accurately analyze the Project's impacts on accessibility to transit for disabled and seniors from removing half the bus stops on Van Ness. There is no analysis of impacts on parking for seniors and the disabled from removing nearly all of the parking on Van Ness Avenue and of the likely removal of parking on parallel and cross streets.

### 10. THE FEIR FAILS TO IDENTIFY AND DISCUSS FEASIBLE MITIGATION MEASURES FOR EACH OF THE PROJECT'S IMPACTS

Under NEPA, mitigation includes: "(a) Avoiding the impact altogether by not taking a certain action or parts of an action. (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation..." 40 CFR §1508.20. CEQA includes similar provisions. CEQA Guidelines §15370. Mitigation measures must be described in the FEIR. *Ibid.*, and, *e.g.*, CEQA Guidelines §15126.4.

Under CEQA, mitigation measures must be analyzed for each identified impact and must be effective for each significant impact identified in the EIR. CEQA Guidelines §15126.4. The FEIR fails to comply with this requirement. It provides no feasible mitigation measures for *each* of the "near-term" and "long-term" traffic impacts, and no mitigation measures for the many impacts that it fails to identify. The mitigation measures described are ineffective, generalized, and are themselves negative measures that will cause more significant impacts, such as removing more parking. If a mitigation measure will itself cause impacts, it must also be analyzed in the EIR, which the FEIR fails to do. CEQA Guidelines §15126.4(a)(1)(D). The FEIR improperly "assumes" that it may propose a Project that has "significant and unavoidable" impacts. FEIR, p.7-25. That assumption violates CEQA.

## a. The FEIR Describes NO Effective Mitigation Measures for the Project's Traffic Impacts.

The FEIR fails to address each traffic impact it has identified, plainly violating CEQA's requirements. Even though it omits many required impacts in its defective and selective analyses, the FEIR identifies many impacts on intersections for each "build" alternative. FEIR, pp.3-55, Table 3.3-7; 3-57 – 3-61, Tables 3.3-8;3.3-9 [describing selected "near-term" impacts at Gough/Green, Gough/Hayes, Franklin/O'Farrell, Franklin/Market/Page, Otis/Mission/S. Van Ness, and Duboce/Mission/Otis/Us101 Off-Ramp]. The FEIR describes selected "long-term" (meaning some time between 2015 and 2035) significant traffic impacts at Gough/Green, Gough/Clay, Gough/Hayes, Franklin/Pine, Franklin/O'Farrell, Franklin/Eddy, Franklin/McAllister, Van Ness/Pine, Otis/Mission/S. Van Ness, and Duboce/Mission/Otis/US101 Off-Ramp. FEIR pp.3-67-79, Tables 3.3-14, 3.3-15, 3.3-16.

However, instead of proposing feasible and effective mitigation measures for each of those identified impacts as required, the FEIR proposes self-defeating suggestions for each and then concludes that if the SFCTA finds them "infeasible," the impacts would be "significant and unavoidable," and therefore exempt from mitigation. FEIR, p.3-82 -3-87. That does not meet CEQA's requirement to propose effective mitigation, including "Avoiding the impact altogether by not taking a certain action or parts of an action" and "Minimizing impacts by limiting the degree or magnitude of the action and its implementation." CEQA Guidelines, §15370. Further, deferring a determination of the feasibility of mitigation is a failure to proceed under CEQA's requirements. CEQA Guidelines §15126.4(a)(1)(B).

Further, the FEIR's "mitigation" measures would cause worsened impacts, by removing more parking or removing more "turn pockets." FEIR, p.3-81. Those measures, however, are not "mitigation" within the meaning of CEQA and NEPA. Further, the FEIR fails to analyze the impacts of those proposed "mitigation" measures. Other examples of the FEIR's failure to describe mitigation of the Project's impacts include but are not limited to the following.

#### **PARKING**

The FEIR claims that there would be no parking impacts even though most of the parking would be removed on Van Ness, and other parking spaces would be permanently removed for bulbouts and for "mitigation" of other impacts. FEIR, p.5-18.

The FEIR claims that even though there are no parking impacts, it would try to "mitigate" parking impacts by retaining colored loading zones and blue disabled parking zones, where "feasible." FEIR, p.5-21. That does not meet CEQA's requirements for mitigation.

LAMP POSTS: The FEIR Misstates that Demolishing the Historic Lampposts Can Be Mitigated by Installing Completely Different Generic-style Posts.

The FEIR is mistaken in claiming that replacing the historic lampposts on Van Ness Avenue with new, taller, ugly, generic posts with two unevenly spaced fixtures on each is "mitigation." The standards required by the Secretary of the Interior require that the existing historic lampposts be rehabilitated and restored.

MEDIAN TREES: The FEIR Misstates that Planting Vegetation on the Sidewalks Can Mitigate Killing and Removing the Mature Trees on the Van Ness Median.

The FEIR is plainly incorrect in claiming that removing nearly all of the mature trees on the Van Ness median can be mitigated by planting other tree varieties on sidewalk (where there are already trees) or in other places, and waiting for them to reach maturity.

#### CONSTRUCTION

As to the impacts of 5-years of construction, the FEIR acknowledges that, "traffic congestion, travel delay, and access restriction . . . within the general vicinity could be expected during the entire construction period." FEIR, p.5-14. But the FEIR says that "Early and well-publicized announcements and outreach will help to minimize the confusion and traffic congestion at the start of construction." FEIR, p.5-15. The FEIR says that other "mitigation," such as removing parking, detours, and forced turning that "could" minimize the five years of disruption, may or may not be "feasible." FEIR, 5-15. That does not comply with CEQA, since it does not mitigate or propose feasible mitigation for the Project's impacts from five years of construction. Signs and "outreach" on delays and congestion do nothing to mitigate those delays and congestion.

11. THE FEIR FAILS TO CONSIDER ALTERNATIVES THAT WOULD AVOID THE PROJECT'S SIGNIFICANT IMPACTS ON TRAFFIC, TRANSIT, PARKING, AIR QUALITY, AND NOISE, AND IS IMPROPERLY NARROWED BY THE CLAIMED "PURPOSE AND NEED."

The FEIR's "alternatives" analysis does not comply with CEQA or NEPA, which requires that the EIR set forth a full range of alternatives that are capable of "avoiding or substantially lessening any significant effects of the project, even if these alternatives would

impede to some degree the attainment of the project objectives, or would be more costly." CEQA Guidelines §15126.6(b); PRC §21002.1. An alternative is not eliminated unless it cannot meet "most of the basic project objectives. CEQA Guidelines §15126.6(c); and see 40 CFR §1502.14 [requiring the FEIR to "Rigorously explore and objectively evaluate all reasonable alternatives."]

The analysis must also consider alternative locations for the Project, and if there are none, must explain why. CEQA Guidelines §15126.6(f)(2).

The FEIR here describes no alternatives that meet these requirements, even though many alternatives could accomplish most of the Project's objectives without removing traffic lanes on Van Ness Avenue and causing severe traffic congestion and parking loss throughout the area.

The alternatives are not a random list of variations on the Project as here, but must be alternatives to the proposed Project for the purpose of eliminating its impacts. CEQA Guidelines §15126.6(b).

Further, the FEIR errs in claiming that the "No Build" or "No Project" alternative is the "environmentally superior" alternative. FEIR, p.7-27, §7.6. If the FEIR identifies No Project as the environmentally superior alternative, it must also identify another environmentally superior alternative. CEQA Guidelines §15126.6(e)(2); and see, e.g., Watsonville Pilots Ass'n v. City of Watsonville, 183 Cal.App.4th 1059, 1089 (2010). Here, the FEIR identifies "Build Alternative 2" as the "environmentally superior" alternative but admits that it would have similar impacts to all of the other alternatives in the FEIR. FEIR, p.7-28.

The FEIR fails to analyze other possible alternatives that would not eliminate traffic lanes and parking on Van Ness Avenue but would still achieve *most* of the Project's objectives, including that of speeding up Muni Lines 47 and 49.

For example, no alternative(s) are proposed that would eliminate half the Muni lines 47 and 49 bus stops, would improve bus stops with real-time information (most of which has already been done), would get the already-procured low-boarding buses, and other improvements that do not require removing traffic lanes and parking on Van Ness Avenue, would not destroy the historic streetlamps, would not require building a new sewer and drainage system, would not require removing the mature trees that give character and beauty to the entire corridor, would not cost hundreds of millions of dollars, would not cause congestion, air pollution and noise, would not obstruct and degrade aesthetic views in the corridor, and would not remove the beautiful historic streetlamps, which could be restored instead of being demolished. Instead, the FEIR analyzes *only* "alternatives" that would cause all of these significant impacts to achieve a dubious goal or "purpose and need" of increased speed that could be accomplished without the impacts caused by all of the listed alternatives.

The FEIR claims that it initiated a "feasibility study" of a Van Ness Avenue BRT in 2004 that "defined BRT in San Francisco" as "general elements" of "Dedicated lane, Transit signal priority, High-quality stations, Distinctive vehicles, [and] Level or near level/all-door boarding(or proof-of-payment)." FEIR, p.1-6, §1.2.1. All of these "elements" except the "dedicated lane" can be met without the Project. The FEIR admits that other Project features such as pedestrian countdown signals would be implemented anyway, without the Project. FEIR, p. 3-90

In considering a superior alternative that would avoid the Project's impacts, the FEIR was required to "rigorously explore and objectively evaluate *all* reasonable alternatives." 40 CFR §1502.14(a). That analysis has not taken place here.

Instead, the agency has manufactured a more damaging preferred alternative to deliberately cause impacts on vehicle traffic and parking under an improper claim of "purpose and need" for the Project. The LPA, for example has more traffic impacts, more turning restrictions, more parking removal, more air quality degradation, removal of more median trees (i.e., all of them), more expense, more sewer replacement, more relocation of curbs for bulbouts, more difficulty and strain for pedestrians to reach bus stops, more impacts on aesthetic sand visual resources, and more construction time. (FEIR, p.10-16, 17,23,31,33, 36, 37) It is not an alternative under CEQA, since it improperly creates impacts rather than eliminating and avoiding them. In fact, the LPA is the Project itself that has already been approved with no environmental review.

The FEIR attempts to justify its violation of NEPA and CEQA in failing to consider reasonable alternatives to the Project that would achieve some of its objectives. For example, the FEIR rejects the idea of eliminating bus stops but not eliminating traffic lanes and parking by claiming that "the percentage of households in the Van Ness corridor that do not own cars is 17 percent higher than the citywide average." FEIR, p.7-31. That claim is irrelevant and unsubstantiated, since the use of US Highway 101/Van Ness Avenue is of regional, statewide, and nationwide importance, and the number of travelers on that federal Highway vastly exceeds the number of "households" that do not own cars on Van Ness Avenue.

The FEIR's claim that Muni lines #47 and #49 would "experience reliability impacts" without the "Build" alternatives is unproven and without merit. FEIR, p.7-32. In considering a superior alternative that would avoid the Project's impacts, the FEIR is required to support its conclusions with rigorous analysis and substantial evidence that is entirely lacking.

Further, NEPA forbids an alternatives analysis that is narrowly limited by manufacturing a "purpose and needs" statement, which is exactly what the FEIR does here. And see discussion at Item 5, *ante*. The improper "purpose and need" to deliberately obstruct and slow traffic and cause congestion for vehicle traffic results in a done-deal analysis that only considers "alternatives" that accomplish that improper goal. Instead of analyzing alternatives that eliminate the Project's significant impacts, the FEIR blanketly rejects such alternatives claiming they "contained a 'fatal flaw" in "meeting the project purpose and need." FEIR, p.7-32.

Further, with the LPA, the agency has improperly already decided on building the Project, which violates both CEQA and NEPA. See, e.g., 40 CFR §1502.2(f), (g); e.g., Laurel Heights Improvement Assn. v. Regents of the University of California, 47 Cal, 3d 376, 394.

## 12. THE "CEQA FINDINGS" WERE NOT PUBLICLY AVAILABLE AND DO NOT COMPLY WITH CEQA.

As noted, the public was not given adequate notice of the SFCTA's and MTA's CEQA Findings ["Findings"] and the "Mitigation Monitoring & Reporting Program" ["MMRP"], which were unavailable until only one business day before this hearing to adopt them. That is not legal notice under any provision of CEQA, NEPA, the Government Code, and the California or United

States Constitutions. This meeting must be postponed until such notice and the opportunity for meaningful public participation in the proceedings is provided.

This Comment cannot possibly comment on the hundreds of pages of "Findings" and other materials that were neither provided on request of this commenter nor timely made available for public review. Therefore, this Comment does not waive any issue on the inadequacy of the FEIR or the SFCTA's and MTA's Findings and other materials in its packet. The Findings document is incoherent and largely inscrutable, with encoded conclusory statements, consideration of "construction" impacts in lieu of or listed along with "operation" findings, whatever that means.

Even a cursory glance at the Findings shows many legal and factual flaws. The Findings contain factual falsehoods, such as the claim that hard copies of the FEIR were distributed to those with a street address who had commented on the DEIR. (MTA Findings, p.7.) In fact, as noted, such copies were unavailable, and were only provided by request and a time-consuming trip to the not readily accessible SFCTA offices, where this Commenter, for example, was charged nearly \$100 for a hard copy of the FEIR, and was not timely provided on request with any accurate or hard copies of the "studies" referred to in that document.

Due to the lack of notice and time for comment, there is no time to give a comprehensive view of examples of the false and unsupported "factual" statements in the Findings, and only a few can be provided here.

Due to the FEIR's failure to identify and analyze the Project's significant impacts, the Findings are necessarily legally inadequate. The Findings thus evade the necessity to set forth mitigation measures, for example, on the Project's parking impacts, impacts on land use, air quality, noise, and traffic, because the FEIR fails to properly identify those impacts. The Findings repeats the false claim that the LPA will not remove parking. Findings, p.20-21. The Findings fails to describe, identify and acknowledge parking impacts stated in the FEIR and in SFCTA's Findings, falsely claiming that "mitigation measures" will "reduce" "less than significant impacts" without addressing the Project's significant parking impacts. The Findings are completely silent on the significant impacts of eliminating nearly all of the parking on both sides of Van Ness Avenue and eliminating parking on parallel and cross streets. Without any discussion, it is impossible to reconcile the MTA's Findings with the FEIR and the SFCTA Findings, which endorse the mistaken legal conclusion that the impacts of removing parking do not require analysis and mitigation.

The lead agency's Findings discloses for the first time (it is nowhere else in the record) that the agencies propose also removing parking on other streets, including Franklin, Gough, and other parallel streets as "mitigation" for the Project's turning impacts. Findings, e.g., pp.37-39. The FEIR was required but failed to analyze the impacts caused by that proposed "mitigation." CEQA Guidelines, §15126.4(a)(1)(D). The Findings admits that its previously undisclosed plan to remove parking on Gough and Franklin Streets will *not* mitigate the Project's significant traffic impacts on those streets, and therefore is not effective mitigation as required within the meaning of CEQA or NEPA. Findings, pp.40-42. The Findings admits that removing parking would cause impacts on pedestrian conditions, since parking spaces provide a buffer insulating pedestrians from moving traffic, and that removing parking conflicts with its General Plan. *Id.* p.42-43.

As to the significant impacts on traffic identified in the FEIR, the both SFCTA and MTA Findings admits that the FEIR's proposed "Traffic Management 'Toolbox' Strategies,' such as "Driver Way Finding and Signage," "Public Awareness Campaign and TMP during Project Construction," and "Pedestrian Amenities at Additional Corridor Locations" will not effectively mitigate the Project's impacts: "These strategies... cannot be readily represented in conventional traffic operations models; therefore, their potential effect on minimizing traffic delay impacts has not been quantified and the traffic impacts...would remain significant and unavoidable." SFCTA Findings, p.42, MTA Findings, p.36. Thus, the "Toolbox Strategies" are a pointless papergenerating exercise, not mitigation.

The Findings conclude without any support or citation to evidence that there is no feasible mitigation for any of the Project's traffic impacts identified in the FEIR. SFCTA Findings, pp.43-44; MTA Findings, p.36. There is no feasibility analysis in the Findings or in the record.

The Findings fail to properly, objectively, and accurately analyze feasible alternatives that would eliminate or mitigate the significant impacts identified in the FEIR. Instead, the Findings simply repeat the SFCTA's reason for developing the LPA, which is not an "alternative" to the Project, but is the Project itself, which was neither described nor analyzed in the DEIR, precluding public input. The Findings fails to support any of its conclusions on mitigation and alternatives with substantial evidence.

Even with the inadequate and truncated impacts "analysis" in the FEIR, the Findings fails to discuss *each* significant impact identified in the EIR as required by CEQA. *E.g.*, PRC §21081(a); 21081.5. The Findings (and the FEIR to which they defer) also fail as required to set forth *effective* mitigation measures for each of the Project's significant impacts. Such effectiveness must be supported by substantial evidence in the administrative record. There is no such discussion in either the Findings or the FEIR.

Nor may the agency "incorporate by reference" as "findings" the conclusions in the FEIR. SFCTA Findings, p.16, MTA Findings p.14. Further, MTA's Findings fail to make findings that are objective and independent findings of those of the SFCTA, which are largely identical, with perfunctory asides that the MTA adopts those findings as its own. See, e.g., MTA Findings, p.8. The Findings must itself be a legally adequate document supported by substantial evidence that complies with CEQA's requirement that "no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur: (a) The public agency makes one or more of the following findings with respect to each significant effect: (1) Changes or alterations have been required in...the project which mitigate or avoid the significant effects...(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report." PRC §21081(a). The Findings do not comply with these requirements.

After rotely rejecting all mitigation of the Project's impacts, the Findings set forth the same two and one-half page "Statement of Overriding Considerations" ["SOC"] in the SFCTA's Findings that fails to comply with CEQA's requirements. SFCTA Findings, pp.53-55; MTA Findings, pp.46-49. These Findings fail to first find mitigation of the Project's identified significant impacts truly infeasible, since it contains no feasibility study. The SOC then fails to include a factual statement weighing the Project's impacts on all travelers versus its benefits to all travelers, and to support that analysis with substantial evidence. Instead, the SOC only describes the alleged benefits of the Project to users of Muni lines 47 and 49, and the unsupported, unattributed, and subjective rhetoric that Project would, e.g., "help transform the street into a vibrant pedestrian promenade," "would provide a greater sense of permanence than existing bus facilities," or would help "to stimulate further transit-oriented development," with no discussion or weighing of the Project's significant impacts on traffic, parking, air quality, noise, and aesthetic and historic resources.

The SOC does not comply with CEQA, which requires first that the Findings prove that mitigation is truly infeasible with substantial evidence, and only after that rigorous examination may an agency consider an SOC. The Findings do not meet that requirement here. Only after meeting that requirement may the agency consider an SOC, which must be a factual, not rhetorical, statement supported by substantial evidence in the record that "specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant impacts." PRC §21081(b); CEQA Guidelines §15093. Those requirements are not met by the SOC.

The Project may not lawfully proceed without legally adequate Findings.

#### **CONCLUSION**

The FEIR and Findings do not comply with the law and must not be approved and/or certified. Approving the Project and funding it would therefore be an abuse of discretion and a failure to proceed as required by law.

DATED:	September 17, 2013	
SIGNED:		
	Mary Miles	

**EXHIBIT B** 

### Mary Miles

Mary Miles <page364@earthlink.net> From: Sent:

Wednesday, May 18, 2016 9:48 AM

'To: John Rahaim'; 'Jonas Ionin'; 'Andrew Wolfram'; 'Aaron Hyland'; 'Jonathan Pearlman' To:

'Karl Hasz': 'Ellen Johnck': 'Richard Johns'; 'Diane Matsuda' Cc: FW: PUBLIC COMMENT, Hearing of ARC, May 18, 2016 Subject:

9-17-13, PUBLIC COMMENT VAN NESS BRT.pdf **Attachments:** 

Follow up Follow Up Flag: Flagged Flag Status:

Red Category Categories:

FROM: Mary Miles (SB #230395) Attorney at Law for Coalition for Adequate Review 364 Page St., #36

San Francisco, CA 94102

(415) 863-2310

TO:

John Rahaim, Director of Planning, Jonas Ionin, Commission Secretary, and Aaron Hyland, Jonathan Pearlman, and Karl Hasz, Members, and Andrew Wolfram, Ex-Officio Member San Francisco Historic Preservation Commission Architectural Review Committee San Francisco Planning Department 1650 Mission St., 4th Floor San Francisco, CA 94103

DATE: May 18, 2016

Re: PUBLIC COMMENT: Hearing of November 18, 2015 on Project Sponsor's Proposed Bus Shelter Design for Van Ness Avenue

This is public comment on Agenda Item #2 of the May 18, 2016 hearing of the San Francisco Historic Preservation Commission, Architectural Review Committee. Please distribute copies of this comment to each member of the Committee and place copies in applicable files on the above-described Project.

The proposed design of the bus shelters and their accompanying ugly light posts outfitted with cameras and advertising are incompatible with the defining historic beaux arts and art deco character of Van Ness Avenue. As your packet illustrations show, the design is not only intrusive, but it also blocks clear views of historic landmarks, including City Hall. Glaring moving screens and advertising inside and outside of these bus. shelters should be prohibited by this Committee, as should the towering ugly lamp/camera poles appearing in the bus shelter illustrations in your packet.

The Agenda for your hearing today states that you are only considering the bus shelters and that "the future treatment of the existing trolley poles was also deferred for future study. At this time, the Project Sponsor is seeking comments on new designs for the bus shelter. The COA hearing will be scheduled at a later date." However, to the extent that the bus shelters include the light posts illustrated in your packet, they must be rejected,

The record is vague on your actions on the Van Ness Avenue historic lamp posts. If you have taken any action to approve their demolition, you need to reconsider that action. The lamp posts are clearly historic landmarks of artistic merit and have lent dignity, endearing generational continuity, and visual character recognized by millions of travelers in San Francisco. The 100-year-old lamp posts are compatible in size and style with the beaux arts and deco monuments and structures on Van Ness Avenue/Highway 101. The lamp posts define the character of the grand Avenue, were created for a specific significant historic event, and the law requires their preservation and rehabilitation. Allowing demolition of these beautiful civic street fixtures and replacing them with ugly, overly lit fixtures is a travesty that reflects a total abandonment of your duty to preserve the history and historic artifacts of San Francisco.

The killing of the median strip trees is also an inexcusable adulteration of the character of Van Ness Avenue/Highway 101. The Commission needs to exercise its authority to NOT approve the "Certificate of Appropriateness" or any part of it.

The bus shelters are ugly and incompatible with existing architecture, and the glaring video advertisements inside and outside their tacky structure should be permanently prohibited. The ugly planned lamp/camera posts surrounding them in the packet pictures should also be rejected.

Sincerely, Mary Miles

**EXHIBIT C** 

Walsh GMP 2016-05-10 Bid item SCC Code SCC C Description Walsh Est GMP (SYOE) Walsh w/distrib fee 308;718;230 \$ Escalation method 80.01.01 80.01 Environmental Phase 80.01.02 80.01 CER Phase 80.02.01 80.02 SFMTA and DPW Management and Engineering 9,953,580 \$ 9,953,580 80.02.02 80.02 SFMTA Operations 200.000 \$ 200,000 50,000 \$ 80.02.03 80.02 SFMTA Planning 50,000 623,500 \$ 80.03.04 80.03 SFMTA Outreach 623,500 80.02.04 80.02 SFMTA Others 100,000 \$ 100,000 80.06.03 · 80.06 Art Commission 1,245,500 \$ 1,245,500 CMGC Preconstruction Services 1,508,750 \$ 1,508,750 80.03 80.03 CMGC Consultant Support Services 626,156 \$ 626,156 80.03 80.03 80.02.01 80.02 **DPW Engineering** SFPUC Engineering 80.02.01 80.02 80.03.02 80.03 Consultant Services 1,400,153 \$ 1,400,153 80.02.05 80.02 Misc (Production, etc) (split by plan %) 200,000 \$ 200,000 Contingency Method From Risk Register Based on RiskReg & Des Ph Vai 277,957,452 203,080,233 \$ 203,080,233 131,935,752" \$ 158,082,564 Construction Non-General Bid Items Construction General Bid Items 61,614,068 :\$ 35,467,256 9,530,413 \$ 9,530,413 Construction Allowances (Purple General Bid Items) 90 Contingency for Design Errors & Ommissions 1,263,310 \$ 1,263,310 16,468;164 -\$ 16,468,164 90 Unallocated Contingency (Mgmt Reserve) 4,438,226 \$ 4,438,226 90 SFMTA-Specific Contingencies Based on RiskReg & Con Ph Val Contingency Method Owner Furnshed During CON 10,499,050 10,499,050 50.02.05 50.02 Owner Furnished Materials - Sfgo 5,071,500 5,071,500 3,423,645 \$ 50.02.05 50.02 Owner Furnished Materials - SFPUC Water 3,423,646 50.02.05 50.02 SFMTA Sustainable Streets - Sign Shop 1,838,529 \$ 1,838,529 50.05 50.05 Work Performed by SFMTA IT, Digital Shop, and Video Shop 157,106 \$ 157,106 8,269 \$ 50.05 50.05 Work Performed by San Francisco Department of Technology 8,269 Owner Soft Costs During CON \$. 42,208,469 \$ 42.208.469 18,876,102 \$ 18,876,102 80.04 SFMTA/PW Project Mgmt/Construction Mgmt 80.04.01 80.04 SFPUC Project Mgmt/Construction Mgmt 7,715,785 \$ 7,715,785 80.04 SFMTA and DPW Engineering Supports \$ 80,03,06 80.03 SFMTA Operations 441,000 \$ 441,000 \$ 979,792 \$ 979,792 80.03.05 80.03 SFMTA Outreach \$ 1,102,500 \$ 80.03.03 80.03 Consultant Services 1,102,500 10,888,290 \$ 10,888,290 80.06.02 80.06 Bus Substitution 2,205,000 \$ 80.08.01 80.08 Startup and Testing 2,205,000

Bid Item SCC Code SCC C Description

Walsh GMP 2016-05-10
Walsh Est GMP (\$YOE) Walsh w/distrib fee

Bid Item	SCC Code	SCC C Item Description	Estimate (Ba	ase)	Estimat	e (w/fees)	
GENERAL			\$	41,168,812	\$	44,997,669	
G-01	40.08.05	40.08 Mobilization and Demobilization	\$	13,297,061	\$	15,932,250	
G-01a	40.08.05	40.08 Contractor QA/QC	\$	6,023,200	\$	7,216,868	
G-02	40.02.99	Allowance for Differing Site Condition (was G-05)	\$	1,932,092	\$	1,932,092	
G-03	40.08.99	Allowance for Reimbursable Expenses (was G-04)	\$	1,929,375	\$	1,929,375	
G-04	40.02.99	Allowance for Unforeseen Sewer Work	\$	358,313	\$	358,313	
G-05	50.04.99	Allowance for Unforeseen Overhead Contact System Work	\$	330,750	\$	330,750	
G-06	40.02.99	Allowance for Unforeseen Traction Power Work	\$	110,250	\$	110,250	
G-07	40.02.99	Allowance for Unforeseen Electrical and Communication Work	\$	198,450	\$	198,450	
G-08	40.06.99	Allowance for Unforeseen Landscape Architecture/Green Infrastructure Work	\$	88,200	\$	88,200	
G-09		Allowance for Unforeseen Water Work	\$	220,500	\$	220,500	
G-09a		Additional Excavation and Backfill	\$	454,968	\$	464,968	
G-09b		Trench Shoring and Bracing per all Applicable Safety Orders	\$	913,550	\$	913,550	
G-09c		Repair and Replacement of Side Sewers for Water Work	\$	243,550	\$	243,550	
G-10	50.04.99	Allowance for Unforeseen Structural Work	\$	16,538	\$	16,538	
G-11	40.02.99	Allowance for Unforeseen AWSS Work	\$	330,750	\$	330,750	
G-12	40.03.99	Allowance for Work Related to Hazardous Material.	\$	2,536,087	\$	2,536,087	
G-13	40.01.99	Allowance for Unforeseen Archaeological Conditions	\$	1,786,415	\$	1,786,415	
G-14	40.04.99	Allowance for Conducting a Nesting Habitat Survey	\$	55,125	\$	55,125	·
G-15	40.08.99	Allowance for Scheduler Services (Was G-02, Current Schedules)	\$	297,675	\$	297,675	
G-16	40.08.99	Allowance for Community Relations Support	\$	1,085,963	\$	1,085,963	
G-17	40.08.99	Allowance for Off-Duty Uniformed San Francisco Police Officers/PCO (was G-06)	\$	3,657,875	\$	3,657,875	
G-18	40.08.99	Allowance for Traffic Control Crews & Supervisors, and Signal Persons	\$	551,250	\$	551,250	
G-19	40.08.99	Allowance for Special Inspections and Testing Agencies	\$	110,250	\$	110,250	
G-20	40.08.99	Allowance for Agency's Share of Partnering Costs	\$	150,000	\$	150,000	
G-21	40.08.99	Allowance for Traffic Control Plans	\$	2,000,000	\$	2,000,000	
WD-20		Furnish Tyton Joint Fittings, Mechanical Joint Fittings And Ali Gaskets	\$	1,653,750	\$	1,653,750	
WD-21		Contingency Allowance for Additional Materials	\$	826,875	\$	826,875	
G-01x	40.08.99	Record Drawings and Other Work (was G-03)	1		\$		
G-02x	40.02.99	Allowance for Differing Site Condition (was G-05)	(		\$	-	
SITË REMI	EDIATION	4、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1		•	\$ .	5,339,449	
SR-1	40.03.01	40.03 Transportation of California Class 1 (Non-RCRA) Hazardous Waste (was handling, tran	sp \$	1,095,866	\$	1,313,043	
SR-2	40.03.02	40.03 Handling, Treatment, and Disposal of California Class 1 (Non-RCRA) Hazardous Waste	•	1,086,545	\$	1,301,875	
SR-3	40.03.01	40.03 Transportation of California Class 2 (Non-RCRA) Hazardous Waste	\$	672,843	\$	806,185	
SR-4	40.03.01	40.03 Handling, Treatment, and Disposal of California Class 2 (Non-RCRA) Hazardous Waste		1,601,052	\$	1,918,346	
CIVIL					\$	11,076,348	
CV-1	20.01.01	20.01 Market Street Boarding Islands (was: all Boarding Islands)	\$	82,976	\$	99,420	
CV-2	20.01.01	20.01 McAllister Street Boarding Islands	\$	82,976	\$	99,420	
CV-3	20.01.01	20.01 Eddy Street Boarding Islands	\$	82,976	\$	99,420	
CV-4	20.01.01	20.01 Geary/O'Farrell Streets Boarding Islands	š	169,594	\$	203,203	
CV-5	20.01.01	20.01 Bush/Sutter Streets Boarding Islands	\$	82,976	1	99,420	
CV-6	20.01.01	20.01 Clay/Sacramento Streets Boarding Islands	\$	82,976		99,420	
		· ·			i	•	
CV-7	20.01.01	20.01 Pacific/Jackson Streets Boarding Islands	\$	82,976	5	99,420	

						Walsh GMP	2016	5-05-10	
В	ld Item	SCC Code	SCC C	Description	W	alsh Est GMP (\$YOE)	Wa	alsh w/distrib fee	
c	V-9	20.01.01	20.01	Union Street Boarding Islands	\$	82,976	\$	99,420	_
C	V-10	10.02.02	10.02	JPCP Concrete Base Busway (was CV-2)	\$	5,153,935	\$	6,175,334	
C	V-11	40.07.03	40.07	Landscaping Median Curb (was CV-3)	\$	669,269	\$	801,903	
C	V-12	40.07.03	40.07	Refuge Areas (was CV-4)	\$	379,083	\$	454,209	
С	V-13	40.01.04	40.01	Demolition of pavement for busway/islands/medians (was: demo of Existing Medians	a \$	1,539,629	\$	1,844,750	
С	V-14	40.01	40.01	Temp Paving of Medians	\$	669,008	\$	801,591	
R	OADWA	Y			İ		\$	26,882,338	
R	D-1	40.07.01	40.07	Hot Mix Asphalt Concrete	\$	2,557,585	\$	3,064,443	
R	D-1a	40.07.01	40.07	Rubberized Hot Mix Asphalt	\$	-	\$	-	
R	D-1b	40.07.01	40.07	Paving Fabric	\$	-	\$	_	
R	D-2	40.07.01		AC Planing per 3-inch depth	\$	439,084		526,101	
R	D-3	40.07.06	40.07	10 Inch Thick Concrete Base	\$	4,734,610	\$	5,672,907	
	D-4	40.07.06	40.07	12 inch Thick Concrete Base	\$	6,834,179	\$	8,188,565	
R	D-5	40.07.06		10 in (was 12) inch Thick Concrete Pavement (Gutter or Parking Strip)	\$	3,284,267	\$	3,935,138	
R	D-6	40.07	40.07	10 inch Thick Reinforced Concrete Bus pad	\$	245,368		293,995	
R	D-7	40.06	40.06	Brick Sidewalk over Concrete Base	\$	110,640	\$	132,566	
R	D-8	40.06	40.06	6 inch Wide Concrete Curb	\$	381,491	\$	457,094	
R	D-9	40.06	40.06	Granite Curb	\$	19,236	\$	23,048	
R	D-10	40.06	40.06	Granite Warning Band at Brick Curb Ramps	\$	10,687	\$	12,805	
R	D-11	40.06	40.06	Brick Curb Ramp with Granite Curb & Warning Band and Detectable Warning Surface	\$	92,432	\$	110,750	
R	D-12	40.06	40.06	Concrete Curb Ramp with Detectable Tactile Surface	\$	1,346,923	\$	1,613,854	
R	D-13	40.02	40.02	Adjust City-owned Manhole Frame and Casting to Grade	\$	7,667	\$	9,187	
R	D-14	40.02	40.02	Cistern Ring and Pavers	\$	60,446	\$	72,425	
R	D-14a	40.01	40.01	Project SWPPP and Dust Control	\$	2,311,391	\$	2,769,459	
R	D-1x	40.07.02	40.07	Asphalt Concrete (Bulbout Related)			\$	· -	
R	D-3x	40.07.02	40.07	10 Inch Thick Concrete Base (Bulbout Related)	ļ		\$	-	
R	D-5x	40.07.02	40.07	12 inch Thick Concrete Pavement (Gutter or Parking Strip) (Bulbout Related)			\$	-	
R	D-8x	40.06	40.06	6 inch Wide Concrete Curb (Bulbout Related)	1		\$	-	
R	D-x	40.06	40.06	3-1/2 inch Thick Concrete Sidewalk			\$	-	
R	D-x	40.06	40.06	3-1/2 inch Thick Concrete Sidewalk (Bulbout Related)			\$	-	
	RCHITEC				٠.		\$	3,641,187	4
	R-1x	20.01.02	20.01	96" high/3" cross section steel guard/screen along mixed traffic side of boarding island	ls	- 1 1 No.	Ś		
	R-2x	20.01.02		96" high/3" cross section steel guard/screen along mixed traffic side of boarding island			\$	-	
	R-3x	20.01.02		Guard rail/hand rail combination at both sides of ramp from roadway to boarding islar			\$	-	
	R-4x	20.01.02		Guard rail/hand rail combination at both sides of ramp from roadway to boarding islan			ġ	-	
Α	R-5x	20.01.02	20.01	Upgraded boarding island floor surfacing			\$	_	
Α	R-6x	20.01.02	20.01	Upgraded boarding island floor surfacing			\$	-	
Α	R-7x	20.01.02	20.01	Shelter with canopy, windscreen, seating, information and advertising panels			\$	-	
А	R-Bx	20.01.02		Shelter with canopy, windscreen, seating, information and advertising panels			\$	_	
Α	R-9x	20.01.02	20.01	Custom 20' high Plaform Lighting Standards	ŀ		\$	-	
Α	R-10x	20.01.02		Custom 20' high Plaform Lighting Standards			\$		
	R-1	20.01.02		Guardrails with Integrated Lighting, Handrails and Pavers associated with Market Street	et Ś	311,451	\$	373,174	
	R-2	20.01.02		Guardralls with Integrated Lighting, Handrails and Pavers associated with McAllister St		311,830		373,629	
	R-3	20.01.02		Guardrails with Integrated Lighting, Handrails and Pavers associated with Eddy Street 6		313,132	-	375,188	
	R-4	20.01.02		Guardrails with Integrated Lighting, Handrails and Pavers associated with Geary/O'Farr		544,587		652,512	
	R-5	20.01.02		Guardrails with Integrated Lighting, Handrails and Pavers associated with Bush/Sutter		311,451		373,174	
		20.01.02		Guardrails with Integrated Lighting, Handralls and Pavers associated with Clay/Sacramo		311,993		373,824	
	-	- "			-		•		

	•		Walsh GMI	2016-05-10
Bid Item	SCC Code	SCC C Description	Walsh Est GMP (\$YOE)	Walsh w/distrib fee
AR-7	20.01.02	20.01 Guardralls with Integrated Lighting, Handralls and Pavers associated with Pacific/Jacks		
AR-8	20.01.02	20.01 Guardrails with Integrated Lighting, Handrails and Pavers associated with Vallejo Street	•	
AR-9	20.01.02	20.01 Guardrails with Integrated Lighting, Handrails and Pavers associated with Union Street		
LANDSCA	PE ARCHITE	CTURE		\$ 12,293,285
LA-x	40.01.04	40.01 Demo-Clear and Grub (E) Landscape Area at Medians		\$ -
LA-x	40.01.04	40.01 Demo Concrete at (E) Medians		\$
LA-x	40.01.04	40.01 Demo and Offhaul Roadway profile for new Median Landscape Area		\$ -
LA-x	40.06.01	40.06 Transit Zone Tree Planting-36" Box		\$ -
LA-x	40.06.01	40.06 Caltrans Shoulder Buffer (Planted w/ concrete curb)		\$ -
LA-x	40.06.01	40.06 Tree Pruning		\$ -
LA-29x	40.02.08	40.02 Irrigation Utilites		\$ -
LA-1	40.01.07	40.01 Tree Removal - Median (was LA-4, all tree removals))	\$ 140,327	\$ 168,137
LA-2	40.01.07	40.01 Tree Removal - Sidewalk	\$ 160,597	\$ 192,423
LA-3	40.01.07	40.01 Tree Protection - Median	\$ 78,226	\$ 93,728
LA-4	40.01.04	40.01 Soil Excavation for Sidewalk Unit Pavers	\$ 13,243	\$ 15,868
LA-5	40.06.01	40.06 Imported Topsoil - 2' Deep	\$ 546,122	
LA-6	40.06.02	40.06 Integral Color Sidewalk Repaving (Bulbouts and MUNI Utilities)	\$ 2,415,589	\$ 2,894,307
LA-7	40.05.02	40.06 CCSF Standard Concrete Paving	\$ 436,966	\$ 523,564
LA-8	40.06.02	40.06 Special Concrete Pavement: Golden Gate to Turk, West Side	\$ 81,154	\$ 97,236
LA-9	40.05.02	40.06 Special Unit Pavers to Match Existing: Turk and Van Ness Northwest	\$ 60,664	\$ 72,687
LA-10	40.06.02	40.05 Special Unit Pavers to Match Existing: Market St and Van Ness, Northwest	\$ 17,591	\$ 21,077
LA-11	40.05.02	40.06 Integral Color Concrete: Fern to Bush St , West Side	\$ 33,616	\$ \$ 40,278
LA-12	40.06.02	40.06 Integral Color Concrete: Between Washington to Jackson, East Side	\$ 6,923	\$ 8,295
LA-13	40.06.02	40.06 Sidewalk Unit Pavers	\$ 1,481,247	\$ 1,774,798
LA-14	40.06.01	40.06 Median Fence; Grove to McAllister	\$ 344,332	\$ 412,572
LA-15	40.06.01	40.06 Median Gate at Fence: Grove to McAllister		. \$ 1
LA-16	40.06.01	40.06 12" Wide Unit Paver Maintenance Strip at Medians	\$ 547,246	\$ 655,698
LA-17		12th Street Sidewalk Planters and Railing	\$ 330,744	\$ 396,290
LA-18		12th Street Unit Pavers	\$ 43,708	\$ 52,370
LA-19	40.06.01	40.06 Trash Receptacles (Was: Trash & Bike Racks)	\$ 102,286	\$ 122,556
LA-20	40.06.01	40.06 Bike Racks	\$ 52,901	\$ 63,385
LA-21	40.01.07	40.01 Tree Relocation	\$ 43,411	\$ 52,014
LA-22	40.06.01	40.06 36" Box Median Tree	\$ 334,398	\$ 400,668
LA-23	40.06.01	40.06 36" Box Infill Sidewalk Trees	\$ 301,373	\$ 361,099
LA-24	40.06.01	40.06 12' Tall Brown Trunk Height Palm Tree	\$ 19,237	\$ 23,049
LA-25	40.06.01	40.06 5 Gallon Shrub / Groundcover	\$ 166,379	· ·
LA-26	40.06.01	40.06 Mulch - 2" Layer	\$ 121,566	1
LA-27	40.06.01	40.06 Weed Barrier Fabric	\$ 36,936	•
LA-28	40.06.01	40.06 2 Year Maintenance (was: 3)	\$ 504,427	1
LA-29	40.02.08	40.02 Irrigation Systems Work - System A (was full system)	\$ 128,649	
LA-30	40.02.08	40.02 Irrigation Systems Work - System B	\$ 63,267	\$ 75,805
LA-31	40.02.08	40.02 Irrigation Systems Work - System C	\$ 120,919	
LA-32	40,02.08	40.02 Irrigation Systems Work - System D	\$ 114,721	
LA-33	40.02.08	40.02 Irrigation Systems Work - System E	\$ 167,158	\$ 200,285
LA-34	40.02.08	40.02 Irrigation Systems Work - System F	\$ 152,823	\$ 183,109
LA-35	40.02.08	40.02 Irrigation Systems Work - System G	\$ 182,548	\$ 218,725
LA-36	40.02.08	40.02 Irrigation Systems Work - System H .	\$ 238,013	\$ 285,182

Bid Item SCC Code			200 D	11/-1-1 5-2 62			
			Description	Walsh Est GN		Walsh w/d	
LA-37	40.02.08	40.02	Irrigation Systems Work - System I	\$	168,157		201,482
LA-38	40.02.08	40.02	Irrigation Systems Work - System J	\$	148,729	\$	178,204
LA-39	40.02.08		Irrigation Systems Work - System K	\$	148,142	\$	177,501
LA-40	40.02.08	40.02	Irrigation Systems Work - System L	\$	161,047	\$	192,963
LA-41	40.02.08	40.02	Irrigation Systems Work - System M	\$	31,024	\$	37,172
LA-42	40.02.08	40.02	Irrigation Systems Work - System N	\$	13,573	\$	16,262
STRUCTU	RAL		•			\$	180,902
ST-1	40.02	40.02	Relocate Fire Cistern Manhole and Modify Existing Cistern at Van Ness and Oak Street	\$	80,981	\$	97,030
ST-2	40.06	40.06	Reconstruction of Curb Ramps and Sub-sidewalk Basement Roofs	\$	70,000	\$	83,872
ST-x	50.04.06	50.04	Special Pole Foundation			\$	-
STREETLI	GHT SYSTEM					\$	5,406,594
SL-1	40.02.09	40.02	Provide VNBRT Streetlight Luminaire and Bracket Arm	\$	698,982	\$	837,505
SL-2	40.02.09	40.02	Provide VNBRT Pedestrian Luminaire and Bracket Arm	\$	290,830	\$	348,466
SL-3			Provide Cobra Luminaire and Bracket Arm	· \$	41,989	\$	50,310
SL-4	40.02.09	40.02	Furnish Spare VNRT Streetlight Luminaires and Bracket Arms	\$	128,641	\$	154,135
SL-5	40.02.09		Remove & Relocate Luminaire and Bracket Arm	\$	5,146		6,165
SL-6	40.02.09		Provide Streetlight Pole	\$	113,718		136,255
SL-7	40.02.09		Provide Temporary Streetlight	\$	185,243		221,954
SL-8	101022		Provide Streetlight Wiring and Related Work	\$	205,825		246,615
SL-9			Provide 1 - 1.5" GRS Conduits (Underground)	\$	2,422,294		2,902,341
. SL-10			Provide Flexible Metal Conduit in Combination Streetlight/Trolley Feeder Riser Pole	\$	112,689		135,022
SL-11			Provide Type 6 Pull Box	\$	168,776		202,223
SL-12			Remove Streetlight Luminaire and Bracket Arm	\$	48,472		58,078
SL-12			Remove Streetlight Pole	\$	42,194		50,556
SL-14			Remove Streetlight Pull Box	č	47,546	Š	56,969
SL-x	40.02.09	40 N2	Furnish Spare VNBRT Pedestrian Luminaires and Bracket Arms	. *	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	\$	-
SL-x	10.02.02	70102	Provide Type II PG&E Service Pull Box			Ś	-
SL-x			Utility Service Conections			Ś	-
TRACTIO	N POWER .			1		Ś	5,956,980
TP-1	40.02.13	40.02	Provide 750 KCMIL Feeder Cables	\$	3,379,387	\$	4,049,108
TP-2	40.02.13		Provide 500 KCMIL Feeder Cables	\$	143,403		171,822
TP-3	40.02.13		Furnish Spare 750 KCMIL Feeder Cables	š	130,924		156,871
TP-4	40.02.13		Provide 1 - 2" GRS Conduit Underground for Riser Cable	\$	569,488		682,348
TP-5	40.02.13		Provide 1- 4" GRS Conduit Underground For Feeder Cable	\$	232,523		278,604
TP-6	40.02.13		Provide 1-2" GRS Conduit External on Pole For Riser Cable	\$	1,964		2,353
TP-7	40.02.13		Provide In-Line Splice Connector	\$	3,771	1	4,518
TP-8	40.02.13		Provide 6-Pt Multi-Tap Splice Connector	\$	6,284		7,530
			* ·	\$	165,488		198,285
TP-9 TP-10	40.02.13		Provide 8-Pt Multi-Tap Splice Connector	\$	13,826		16,566
	40.02.13		Provide 10-Pt Multi-Tap Splice Connector				•
TP-11	40.02.13		Provide 12-Pt Multi-Tap Splice Connector	\$	5,237		6,275
TP-12	40.02.13		Provide Grounding of New Trolley Pole	\$	112,543		134,847
TP-13	40.02.13		Provide DC Feeder Breaker	\$	81,173	_	97,260
TP-14	40.02.13		Install City Furnished DC Feeder Breaker	\$	15,711		18,824
TP-15	40.02.13		Provide DC Load-Break, Motor Operated Sectionalizing Switches	\$	83,791		100,397
TP-16	40.02.13		Remove and Relocate Pole Mounted Manual Switch	\$ .	26,185	\$	31,374
TP-x	40.02.13		Furnish Spare 500 KCMIL Feeder Cables			Ş	-
TP-x	40.02.13	40.02	Remove Existing Underground Feeder and Riser Cable	•		\$	-

Walsh GMP 2016-05-10

				Waish GMP	7079-02-10			
Bld Item	SCC Code	SCC C Description	Walsh Est (	GMP (\$YOE)	Waish w/distrib fee			
TP-x	40.02.13	40.02 Allowance for Unforeseen Traction Power Work	1		\$ -			
DUCTBA		Table 1 allowalise for only coosts (1 associate 1 asso	i		•			
		40.00 T .4 .0 . D .4 .1:	1	2 722 274	\$ 3,815,136			
DB-1	40.02.13	40.02 Traction Power Ductbank	\$	2,738,971				
DB-2	40.02.13	40.02 Pre-cast Concrete Manhole	\$	78,555	\$ 94,122			
DB-3	40.02.13	40.02 Installation of Conduits Under Streetcar Tracks (Market Street & Van Ness Avenue)	\$	366,588	\$ 439,238			
DB-x	40.02.13	40.02 Allowance for Unforeseen Joint Trench Work			\$ -			
COMMI	JNICATION A	<b>)</b>	Į		\$ 3,669,537			
CN-1	50.05.01	50.05 Furnish and install new NextBus LED signs (Assume 2 Per Platform)	\$	469,821	\$ 562,929			
CN-2	50.05.01	50.05 Electrical Cabinet, Electrical Panels, and PG&E Electrical Service	\$	281,258	· ·			
CN-3	50.05.01	50.05 Furnish and install communications cabinet	\$	83,721				
CN-4	50.05.01	50.05 Concrete Foundations for Electrical & Communications cabinet	\$	36,640				
			\$		The state of the s			
CN-5	50,05.01	50.05 Closed Circuit Television System Including Software and DVR		256,087	- <u> </u>			
CN-6	50.05.01	50.05 Raceway System	\$	830,779	•			
CN-7	50.05.01	50.05 Courtesy Phone System	\$	152,667				
CN-8	50.05.01	50.05 Public Announcement System	\$	203,556	\$ 243,897			
CN-9	50.05.01	50.05 UPS System	\$	183,201	\$ 219,507			
CN-10	50.05.01	50.05 Fiber Optics Cable System .	\$	254,445	\$ 304,871			
CN-11	50.05.01	50.05 Furnish and install client node networking equipment	\$	254,445	\$ 304,871			
CN-12	50.05.01	50.05 Operations & Maintenance Manual (O&M)	\$	30,533				
CN-13	50.05.01	50.05 Systems Training	Š	25,445				
217 23	50,05,01	50.05 Provide metered PG&E electrical service point	I *		\$			
	50.05.01	50.05 Frontier meter et a doct electrical service point  50.05 Furnish and install CCTV system (5 fixed dome per platform)	ł		4			
		, , , , , , , , , , , , , , , , , , , ,	1		-			
	50.05.01	50.05 Furnish and install electrical sub panels	ł		-			
	50.05.01	50.05 Furnish and install local DVR (16 channels)	1		-			
	50.05.01	50.05 Furnish and install 46" Displays w/ weatherized and vandal-proof enclosures (include	controller)		\$			
	50.05.01	50.05 Furnish and install backup wireless node	1		\$ -			
	50.05.01	50.05 Integration work for new systems at OCC & TMC	l		\$ -			
	50.05.01	50.05 Fiber work associated with FO cabling installation (Testing, Splicing, and Patching)	l .		\$ -			
	50.05.01	50.05 Procure phone service by AT&T	İ		\$ -			
•	50.05.01	50.05 GE RXI Programmable Logic Controller	1		\$ -			
	50.05.01	50.05 Furnish and install new I/O cards at Van Ness station equipment room	]		\$ -			
	50.05.01	50.05 Spare Parts (5% of Material Only)	t		·			
	50.05.01	50.05 Allowance for differing station electrical work	1		ž _			
	50.05.01	50.05 Allowance for differing communication work	1		ę			
					÷			
7546516	50.05.01	50.05 Allowance for special inspection and testing	į		\$ 40.227.024			
					\$ 19,227,031			
TR-1.	40.08.02	40.08 Traffic Routing	\$	12,921,822	· · · · · · · · · · · · · · · · · · ·			
TR-2	40.08.02	40.08 Removal of Existing and Installation of Temporary Pavement Striping, Messages, and		3,003,486				
TR-3	40.08.02	40.08 Temporary Pavement Marking, Delineation Tape, and Overlay Marking After Final Pa	v <u>i</u> n \$	121,578	\$ 145,672			
T-x	50.02.04	50.02 Qwick Kurb	1		\$ -			
T-x	40.08.03	40.08 Temporary traffic striping Tape	1		\$ -			
T-x	40.08.03	40.08 F&I Changeable Message Signs	E		\$ -			
		LPROJECT)		· · · · · · · · · · · · · · · · · · ·	\$ 23,594,294			
OV-01	50.04.01	50.04 Overhead Special Work at South Van Ness Ave and Mission Street	\$	1,771,927				
DV-02	50.04.01	50.04 Overhead Special Work at South Van Ness Ave and Market Street	\$	415,659				
OV-03	50.04.01	50.04 Overhead Special Work at Van Ness Ave and Hayes Street	š	757,946				
. OV-04	50.04.01	·						
. 64-04	30.04.01	50.04 Overhead Special Work at Van Ness Ave and Grove Street	\$	398,782	\$ 477,811			

Walsh GMP 2016-05-10

		•	Walsh GMP	2016 DE 10
Bid Item	SCC Code	SCU C Description	Walsh Est GMP (\$YOE)	Walsh w/distrib fee
OV-05	50.04.01	50.04 Overhead Special Work at Van Ness Ave and McAllister Street	\$ 445,213	\$ 533,445
OV-06	50.04.01	50.04 Overhead Special Work at Van Ness Ave and Eddy Street	\$ 160,428	•
OV-07	50.04.01	50.04 Overhead Special Work at Van Ness Ave and Post Street	\$ 664,095	
OV-08	50.04.01	50.04 Overhead Special Work at Van Ness Ave and Sutter Street	\$ 475,401	
OV-09	50.04.01	50.04 Overhead Special Work at Van Ness Ave and Sacramento Street	\$ 812,817	
OV-10	50.04.01	50.04 Overhead Special Work at Van Ness Ave and Clay Street	\$ 800,812	•
OV-11	50.04.01	50.04 Overhead Special Work at Van Ness Ave and Union Street	\$ 1,329,179	
OV-12	50.04.01	50.04 Overhead Special Work at Van Ness Ave and Filbert Street	\$ 116,125	
OV-13	50.04.01	50.04 Overhead Special Work at Van Ness Ave and Chestnut Street	\$ 145,212	
OV-14	50.04.03	50.04 Provide 2/0 Trolleywire	\$ 1,653,480	
OV-15	50.04.03	50.04 Provide 4/0 Trolleywire	\$ 67,752	
OV-16	50.04.03	50.04 Provide Tangent or Inverted Span	\$ 257,383	
OV-17	50.04.04	50.04 Provide Equalizer Span	\$ 945,820	
OV-17	50.04.03	50.04 Provide Feed Span	\$ 755,480	
OV-19	50.04.03	50.04 Provide Pull-Off	\$ 64,880	
OV-20	50.04.03	50.04 Provide Standard 765N Trolley Pole	\$ 15,612	
OV-21	50.04.03	50.04 Provide Standard 770 Trolley Pole	\$ 481,122	
OV-22	50.04.04	50.04 Provide Van Ness Style 765N Trolley Pole	\$ 812,040	
DV-22	50.04.04	50,04 Provide Van Ness Style 763N Holley Pole	\$ 111,429	
OV-23	50.04.04	50.04 Provide Van Ness Style 770 Trolley Pole	\$ 2,016,938	
OV-25	50.04.04	50.04 Provide Pale Foundation for 765N (81.5 kip-ft)	\$ 663,265	
OV-25	50.04.04	50.04 Provide Pole Foundation for 767 (126.6 kip-ft)	\$ 95,510	- T
OV-20	50.04.04	50.04 Provide Pole Foundation for 770 (183 kip-ft)	\$ 1,601,836	\$ 1,919,285
OV-28	50.04.04	50.04 Prospect Hole for Depth up to 3 ft	1,001,830	\$ 1,515,265
OV-29	50.04.04	50,04 Prospect Hole for Depth Greater than 3 ft	1	\$ -
OV-30	50.04.04	50.04 Remove Existing Trolley/Streetlight Pole and Foundation 3 ft below grade	\$ 431,122	\$ 516,561
OV-30	50.04.04	50.04 Remove Existing Trolley/Streetlight Pole and Foundation Entirely	\$ 69,796	
OV-31	50.04.04	50.04 Paint Anti-Grafitti Coating on existing steel trolley pole	\$ 34,286	
OV-32	50.04.04	50.04 OCS Spare Parts	\$ 1,069,436	
OV-33	50.04.01	50.04 Special Pole Foundations	\$ 251,020	\$ 300,767
0V-34	50.04.01	50.04 Allowance for Unforeseen OCS Work	231,020	\$ 300,707
ET-1	SICINALS (SIR	o - PARALLEL PROJECT) (3S12") 3-Section, 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, and Gree	n \$554,865	
ET-2		(3S12" GUA) 3-Section, 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, and		• •
ET-3		(4S12"GLA) 4-Section, 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, Green	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	. 1
		· · · · · · · · · · · · · · · · · · ·	<ul><li>VSD-2000-3000 Feb. (2000-2000)</li></ul>	
ET-4		(3512"LA) 3-Section, 12-Inch Vehicle Signal Face with Type 1 LED Red Left Arrow, Yell	<ul> <li>60, 000 00000 000 000000000000000000000</li></ul>	
ET-5		(3S12"FY) 3-Section, 12-Inch Vehicle Signal Face with Type 1 LED Red, Yellow, and Fla	- 10000 - 10 to 1000 - 1000 to 1000 to 1000 to 1000 to 1000 to 1000 to 1000 to 1000 to 1000 to 1000 to 1000 to	
ET-6		(3S12"LAV) 3-Section; 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, and G	The first first first first and the first	L 1
ET-7		(3512"RAV) 3-Section, 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, and G	<ul> <li>A superior of the state of the</li></ul>	· .
ET-8		(4512"GLA-LAV) 4-Section, 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, C	<ul> <li>All the public of the following of the first form.</li> </ul>	
ET-9		(4S12"GRA) 4-Section, 12-inch Vehicle Signal Face with Type 1 LED Red, Yellow, Gree	[1] P. M. A. P. M. M. Harris, A. L. & G. M. Steinstein, Phys. Lett. B 55 (1997) 166.	•
ET-10		(2S12"RB) 2-Section, 12-inch Transit Signal Face with Type 1 LED (White Horizontal i	- PORCH 1201 FL 2001 (10000 15), 135 (N. 71)	. '
ET-11		(2512"VB) 2-Section, 12-inch Transit Signal Face with Type 1 LED (White Horizontal I	5. 5 % 3. 5 % 2. 5 mm 19 J. A. 2020/2009 (2004) 36/08/2017	
ET-12		(3512"LB) 3-Section, 12-inch Transit Signal Face with Type 1 LED (White Horizontal)		
ET-13		(3S12"RB) 3-Section, 12-inch Transit Signal Face with Type 1 LED (White Horizontal E	* 1 ACC CARL 2 THE CARROL SECTION SECTION	
ET-14		(3S12"LRB) 3-Section, 12-inch Transit Signal Face with Type 1 LED (White Horizontal	■ 13.1 PACKAS PROPERTY 1.1	1
ET-15 .		Signal Back Plate (2-Section Head)	\$329	\$ 395

		Walsh GMP	2016-05-10
Item SCC Code	SCC C Description	Walsh Est GMP (\$YOE)	Walsh w/distrib fee
16	Signal Back Plate (3-Section Head)	\$ 43,805	· \$ 52,486
17	Signal Back Plate (4-Section Head)	\$617	\$ 740
18	(TV-1-T) One Way Top Mounted Vehicle Signal Mounting with Terminal Com	partment \$ 47,541	\$ 56,963
19	(TV-2-T) Two Way Top Mounted Vehicle Signal Mounting with Terminal Com	partment \$ 18,729	\$ 22,440
20	(TV-2-T-SFA) Two Way Top Mounted Vehicle Signal Mounting with San Franci	isco Standa \$ 2,161	\$ 2,589
21	(SV-1-T) One Way Side Mounted Vehicle Signal Mounting with Terminal Com	partment \$ 121,838	\$ 145,984
22	(SV-2-TA) Two Way Side Mounted Vehicle Signal Mounting with Terminal Cor	mpartment \$ 15,744	\$ 18,865
23	(SV-2-TC) Two Way Side Mounted Vehicle Signal Mounting with Terminal Cor	mpartment \$ 926.	\$ 1,110
24	(SV-3-TA) Three Way Side Mounted Vehicle Signal Mounting with Terminal Co	ompartmer \$	\$ 1,356
25	(15-COUNT Housing) One Section LED Pedestrian Countdown Signal Housing	\$ 66,888	\$ 80,143
26	Labor Only to Install City Furnished (1S-COUNT Module) One Section LED Per	destrian Cc \$	\$ 48,087
27	(SP-1) One Way Side Mounted Pedestrian Signal Mounting	\$ 105,580	\$ 126,504
27a	(SP-1 (22")) One Way Side Mounted Pedestrian Signal Mounting with 22-inch	1,389	\$ 1,665
27b	(SP-1-T) One Way Side Mounted Pedestrian Signal Mounting with Terminal C	ompartme \$ 235	; \$ <b>1,480</b>
28	(SP-2-T) Two Way Side Mounted Pedestrian Signal Mounting with Terminal C	ompartme \$	,
-29	<ul> <li>(SP-1-SF) One Way Side Mounted Pedestrian Signal Mounting with 12-inch N</li> </ul>		
30	(TP-1) One Way Top Mounted Pedestrian Signal Mounting	7,203	•
31	(TP-2-T) Two Way Top Mounted Pedestrian Signal Mounting	\$ 566	
32	Type 1-A Pole (5') with Concrete Foundation	\$ 3,705	
33	Type 1-A Pole (7") with Concrete Foundation	\$ 24,080	
34	Type 1-A Pole (10') with Concrete Foundation	\$ 192,636	
34a	Type 1-A Pole (10') with Special Foundation	\$	
35	Type 1-A Pole (13') with Concrete Foundation	\$ 3,602.	
36	Pedestrian Push Button Pole with Concrete Foundation	\$	
37	Transit Signal Push Button Assembly	\$ 9,261	
38	Transit Signal Push Button Pole (6.5') with Concrete Foundation	\$ 21,610	• •
39	Bollard with Concrete Foundation	2,676	
-40	Existing OCS Pole Modification At Market and Van Ness with 5' Horizontal Sig		
41	Existing OCS Pole Modification At Market and Van Ness with 10' Horizontal S	- T	
42	Existing OCS Pole Modification At Market and Van Ness with 15' Horizontal S	lignal Mast \$ 36,016	\$ 43,154
43	Existing OCS Pole Modification At Market and Van Ness with 20' Horizontal S	ignal Mast \$ 36,016	\$ 43,154
44 .	Van Ness Special 10' Horizontal Signal Mast Arm with MAS Signal Mounting (	to be mour \$	\$ 8,014
45	Van Ness Special 15' Horizontal Signal Mast Arm with MAS Signal Mounting (	to be mour \$ 3,396	\$ 4,069
-46	Van Ness Special 20' Horizontal Signal Mast Arm with MAS Signal Mounting (	to be mour \$	\$ 14,056
47	Van Ness Special 25' Horizontal Signal Mast Arm with MAS Signal Mounting (	to be mour \$	\$ 21,207
48	Van Ness Special 30' Horizontal Signal Mast Arm with MAS Signal Mounting (	*	* *
49	Van Ness Special 35' Horizontal Signal Mast Arm with MAS Signal Mounting (		
50	Van Ness Special (16-3-100) Mast Arm Pole with 20' Horizontal Mast Arm, M.	808. m 1998 Not 1990 Partie 1990 Partie	
51	Van Ness Special (18-3-100) Mast Arm Pole with 25' Horizontal Mast Arm, M.	3 6 3 6 7 7 7 8 7 7 7 8 7 1 7 1 7 1 7 1 7 1 7 1	• •
52	Van Ness Special (18-3-100) Mast Arm Pole with 30' Horizontal Mast Arm, M.	104 - MANAGER (1900) (1	.i.
53	Van Ness Special (19-3-100) Mast Arm Pole with 30' Horizontal Mast Arm, M	A CONTROL OF THE CONT	• •
54	Van Ness Special (23-3-100) Mast Arm Pole with 35' Horizontal Mast Arm, M.	2,000,000,000,000,000,000,000,000,000,0	
55	Van Ness Special (24-3-100) Mast Arm Pole with 35' Horizontal Mast Arm, M.		6
56	Van Ness Special (27-3-100) Mast Arm Pole with 40' Horizontal Mast Arm, Mast	The second of th	
57	Van Ness Special Mast Arm Pole with 35' Horizontal Mast Arm, MAS Mountin	- Tr	
58	Van Ness Special Mast Arm Pole with 40' Horizontal Mast Arm, MAS Mountin		\$ 26,509
	Type 16-1-100 Pole with 8' Signal Mast Arm, MAS mounting, and Concrete Fo	oundation \$	\$ 12,330

Walsh GMP 2016-05-10 Bid Item SCC Code SCC C Description Walsh Est GMP (\$YOE) Walsh w/distrib fee ET-60 Type 16-1-100 Pole with 10' Signal Mast Arm, MAS mounting, and Concrete Foundation \$ 10,290 12,330 ET-61 49:394 \$ Type 16-2-100 Pole with 20' Signal Mast Arm, MAS mounting, and Concrete Foundation: \$ 59,182 ET-62 Type 17-2-100 Pole with 10' Signal Mast Arm, MAS mounting, 6' Luminaire Arm, LED Lui \$ 12,863 \$ 15,412 ET-63 Type 17-2-100 Pole with 20' Signal Mast Arm, MAS mounting, 6' Luminaire Arm, LED Lui \$ 80:265: 5 95.172 Type 18-2-100 Pole with 25' Signal Mast Arm, MAS mounting, and Concrete Foundation: \$. 108.049 S ET-64 129,462 Type 18-3-100 Pole with 25' Signal Mast Arm, MAS mounting, and Concrete Foundation 5: ET-65 16,979 \$ 20,344 Type 19-1-100 Pole with 10' Signal Mast Arm, MAS mounting, 6' Luminaire Arm, and Co 5 ET-66 ET-67 Type 19-2-100 Pole with 25' Signal Mast Arm, MAS mounting, 6' Luminaire Arm, and Co \$ 47,850: \$ 57,333 ET-68 Type 19-2-100 Pole with 30' Signal Mast Arm, MAS mounting, 6' Luminaire Arm, and Co .\$ 16.465 S 19,728 ET-69 Pull Box Caltrans Type 6 (Fiberlyte) 226,388. \$ 271,254 ET-69A Pull Box Type I Pull Box Caltrans Type 6, Traffic Rated (Bolt-Down Metal Cover) 4,939 5,918 ET-70 61,125 \$ ET-71 Interconnect Pullbox Type 48X 73,239 ET-72 Interconnect Pullbox Type 36X 3,087 \$ 3,699 1 - 1" GRS Conduit (Underground) 27,177 32,563 ET-73 1 - 1" PVC Schedule 80 Conduit (Underground) 48.391 S ET-74 57,981 ET-75 1 - 2" PVC Schedule 80 Conduit (Underground) 500,824 \$ 600,077 4.301 S ET-76 ·1 - 1.5" GRS Conduit (External on Pole) including Condulet, Connectors, and Straps 5,154 ET-77 1 - 3" PVC Schedule 80 Conduit (Underground) 183:691 5 220,095 1 - 3" & 1 - 2" PVC Schedule 80 Conduit (Underground) in Same Trench 127,479 S 152,743 ET-78 2 - 2" PVC Schedule 80 Conduit (Underground) in Same Trench 140.286 S 168,087 ET-79 80,945 \$ 2-2" HDPE Conduit (Underground) In Same Trench 96,987 ET-80 390,453. \$ 3-2" PVC Schedule 80 Conduit (Underground) in Same Trench 467,833 ET-81 4-2" PVC Schedule 80 Conduit (Underground) in Same Trench 396.710 S 475.329 ET-82 1.064,915 888.778 S 4-2" HDPE Conduit (Underground) in Same Trench ET-83 4-2" GRS Conduit (Underground) in Same Trench 39;788 \$ 47,674 ET-84 ET-85 Battery Back-Up System 78.207 5 93,706 Construct Caltrans 332 Foundation for ITS Traffic Signal Cabinet (fits ITS Model 342 Cabi. \$. 54.333 S 65.101 ET-86 Labor Only To Install City Furnished ITS Model 342 Cabinet For Type 2070 Intersection C \$ 30,562 \$ 36,619 ET-87 Extinguishable Message Sign (36"X36") - No Right Turn (Symbol) 23,462 5 28.112 ET-88 Variable Message Sign (VMS) System - Daktronics VF2420-36x90-34-RGB, 120V 185,227 S 221,934 ET-89 Variable Message Sign (VMS) Pole with New Concrete Foundation 41,161 \$ 49.319 ET-90 NEMA 4X Pad-Lockable 60A Non-Fuse Disconnect Switch 3.087 S 3,699 FT-91 ET-92 All wiring including all miscellaneous electrical work including work to furnish and instal 1,775,475 142,407 Remove and Salvage as City Property Certain Existing Signal Poles, Vehicle Signals & Mo.\$ 118,853. \$ ET-93 ET-94 Remove as Contractor's Property Certain Existing Pole and Controller Concrete Foundat 164.646 S 197,275 ET-95 Labor to Install City Furnished Traffic Cameras 18,495 Tescoflex 26-000 Meter Pedestal ET-x Tescoflex 26-000 Meter Pedestal Foundation ET-x All wiring work, all miscellaneous electrical work including work to furnish and install conduit ground rods, fuses, p ET-x ET-x All wiring work, all miscellaneous electrical work including work to furnish and install conduit ground rods, fuses, p \$ Allowance for Unforeseen Traffic Signal Work ET-x 子が 300 年 30歳 (元) 海点 英華別学 14,538,037 SEWER (PARALLEL PROJECT) SW-1 40.02.12 40.02 Trench And Excavation Support Work 1,515,328 40.02.12 40.02 Concrete Manhole For 12-Inch To 24-Inch Diameter Sewers With Frame And Cover 1.187.712 S 1,423,091 SW-2 SW-3 40.02.12 40.02 Concrete Manhole For 27-Inch To 48-Inch Diameter Sewers With Frame And Cover 118.591 SW-4 40.02 Concrete Manhole For 51-Inch to 120-Inch Diameter Sewers With Frame And Cover 85.649

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id Item	SCC Code	SCC C Description		Ish w/distrib fee					
N-5	40.02.12	40.02 Modified Box Manhole to connect to brick sewer per SFDPW Standard Plan 87,184	\$ 25 19,795 \$	23.718					
V-6	40.02.12	40.02 Bulkhead to Connect to 3'x5' Sewer	\$ 131,968 \$	158,121					
W-7	40.02.12	40.02 Precast Manhole on Existing Brick Sewer per SFDPW Standard plan 87,815	\$ 98,976 \$	118,591					
W-8	40.02.12	40.02 10-Inch Diameter VCP Culvert	\$ 654,156. \$	783,796					
W-9	40,02,12	40.02 12-Inch Diameter VCP Sewer On Crushed Rock Bedding	\$ 3,102,558 \$	3,717,418					
W-10	40.02.12	40.02 14-Inch Diameter HDPE Sewer in Steel Casing	\$ 152,906 \$	183,209					
W-11	40.02.12	40.02 15-Inch Diameter VCP Sewer On Crushed Rock Bedding	\$ 813,884 \$	975,178					
W-12	40.02.12	40.02 16-Inch Diameter HDPE Sewer in Steel Casing	\$ 57,076 \$	68,387					
W-13	40.02.12	40.02 18-Inch Diameter VCP Sewer On Crushed Rock Bedding	\$: 976;054 \$	1,169,487					
SW-14	40.02.12	40.02 18-Inch Diameter HDPE Sewer in Steel Casing	\$ .46,189 \$	55,343					
5W-15	40,02.12	40.02 21-Inch Diameter VCP Sewer On Crushed Rock Bedding	\$ 159,240 \$	190,798					
W-16	40.02.12	40.02 24-Inch Diameter VCP Sewer On Crushed Rock Bedding	\$ 400,740: \$	480,158					
SW-17	40.02.12	40.02 27-Inch Diameter VCP Sewer On Crushed Rock Bedding	\$ 61,036 \$	73,131					
W-18	40.02.12	40.02 NOT USED	\$	-					•
W-19	40.02.12		\$	-					
SW-20	40.02.12	40.02 36-Inch Diameter VCP Sewer On Crushed Rock Bedding	\$ 61,695 \$	73,921		•			
W-21	40.02.12	40.02 48-Inch Diameter RCP Sewer On Crushed Rock Bedding	\$ 253,572 \$	303,825			•		
SW-22	40.02.12	40.02 54-Inch Diameter RCP Sewer On Crushed Rock Bedding	\$ 81,820 \$	98,035	*				
SW-23	40.02.12	40.02 6-Inch Or 8-Inch Diameter Side Sewer Connection	\$ 224,621 \$	269,136					
SW-24	40.02.12	• • •	\$ 726,826 \$	870,868				•	
SW-25	40.02.12	40.02 Side Sewer Alr Vent & Trap · ·	\$ 84,349 \$	101,066					
SW-26	40.02.12	40.02 4-inch Diameter CIP Side Sewer	\$ 43,472 \$	52,088					
SW-27	40.02.02	40.02 15-feet Long Trench Drain System	\$	95,229					
W-28	40.02.12	40.02 6-Inch Diameter HDPE Culvert for Trench Drain	\$ 112,202 \$	134,437					
SW-29	40.02.12	40.02 Concrete Encasement Type II Per SFDPW Standard Plan 87,195	\$ 117,671 \$	140,991					
SW-30	40.02.12	40.02 Concrete Catch Basin Without Curb Inlet And With New Frame And Grating Per SFDPW		537,612					
5W-31	40.02.12	40.02 Television Inspection Of Existing 6-Inch Or 8-Inch Diameter Side Sewers and 10-Inch Di	<ul> <li>2000 Community (1907) A 1907 Community (1907)</li> </ul>	3,405					
SW-32	40.02.12	40.02 Post-Construction Television Inspection Of Newly Constructed And Rehabilitated Main		242,452	•				
SW-33	40.02.12	40.02 Post-Construction Television Inspection Of Newly Constructed Side Sewers & Culverts	C \$ 30,060 \$	36,018					
SW-34	40.02.12	40.02 NOT USED	\$	•					
SW-35	40.02.12	40.02 Cast Iron Water Trap For Catch Basin Including Cleanout Cap	\$ 24,634 \$	29,516	,				
SW-36	40.02.12	40.02 Plug and Fill Existing Sewer With Slurry Grout As Indicated On Contract Plans	\$ 341,723 \$	409,445					
5W-x	40.02.12	40.02 Mobilization/De-mobilization for Sewer Work	Ş	-					
SW-x	40.02.12	40.02 Traffic Routing For Sewer Work	ş	-					
W-x	40.02.12	40.02 33-Inch Diameter VCP Sewer On Crushed Rock Bedding	Ş	•					
W-x	40.02.12	40.02 Mortar (E) 3'x5' Brick Sewer	Ş	•					
SW-x	40.02.12	40.02 Mortar (E) Brick Manhole	\$	-			•		
5W-x 5W-x	40.02.12 40.02.12	40.02 Exploratory Potholes  40.02 Reconstruct Pavement Outside Of Sewer T-Trench Limit With 8-Inch Thick Concrete Ba	se Per Evenuation Regulations 5	-					
	40.02.12	40.02 Allowance for Unforeseen Sewer Work	Se Fei Extavation negulation: 5	<u>•</u>					
SW-x	40.02.12	40.02 Allowance for Unforeseen Sewer Work  40.02 Contingency Allowance For The Handling, Transportation And Disposal Of Hazardous E.	Versional Materials And Cont. 5	•					
5W-x 5W-x	40.02.12	40.02 Contingency Allowance For the Handling, transportation And Disposal Of Hazardous E.  40.02 Concrete Catch Basin Without Curb Inlet And With New Frame And Grating	Covered Marenais With Court 2	•					
		REPLACEMENT (PARALLEL PROJECT)	, , , , , , , , , , , , , , , , , , ,	6,695,949					
FPUC W VD-x	AICK WAIN	Pavement Restoration	•	בויב,ככס,ס					
		•	\$						
ND-x		Asphalt Concrete Milling	\$	•					•
VD-x VD-x		Asphalt Concrete Filling Installation of Screw Taps. (80-1-Inch; 19-2-Inch)	\$	-			. :		

	,	Wa	alsh GMP 2	2016-05-10	
Bid Item SCC Code	SCC C Description	Walsh Est GMP (	(\$YOE)	Walsh w/distr	ib fee
WD-x	Installation of Service Pipe (720'-1-inch; 50'-2-inch)	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	Ś	
WD-1	Excavation and Backfill for 4-, 6- and 8-Inch Pipe Trench: 18-Inch wide by 36-Inch	r.\$ 2.	,135,694	Š 2	,558,942
WD-2	Excavation and Backfill for 12-Inch Pipe Trench: 24-Inch Wide by 44-Inch Deep		140,995	•	168,938
WD-3	Excavate and Backfill for 16-Inch Pipe Trench: 30-Inch Wide by 48-Inch Deep	Š	30,553	•	36,608
WD-4	Additional Excavation and Backfill	l *	30,333	č	20,000
WD-5	Removal and Installation of Meter Box	\$	9,022	Š	10,810
WD-6	Installation of 4-, 6- and 8-inch Ductile Iron Pipe with Polyethylene Encasement		,009,958	•	,408,288
WD-7	Installation of 12-inch Ductile Iron Pipe with Polyethylene Encasement	\$	91,643		109,805
WD-8	Installation of 16-inch Ductile Iron Pipe with Polyethylene Encasement	\$	22,915		27,456
	Installation of Ductile Iron Pipe Fittings with Polyethylene Encasement		128,612	•	•
WD-9 WD-10	Installation of Ductile Iron TR Flex Joint Fittings With Polyethylene Encasement	\$	22,617		154,101
	· · · · · · · · · · · · · · · · · · ·	2	22,011	ş ,	27,100
WD-11	Trench Shoring and Bracing per all Applicable Safety Orders (NOT USED)		446 270	ş L	-
WD-12	Installation of Screw Taps and Service Saddles		116,572	•	139,674
WD-13	Support Work for Renewal of 1-Inch Plastic Service Pipe - Trenchless Installation	\$	95,918		114,927
WD-14	Support Work for Installation of Service Pipe - Open Cut		222,960		267,146
WD-15	Removal of SFWD Owned Valve Boxes and Covers	\$	3,653	\$	4,377
·WD-16	Repair and Replacement of Side Sewers for Water Work (NOT USED)			\$	•
WD-17	Pipe Abandonment	Į \$	51,476	•	61,677
WD-18 .	Purchase, install, Excavate and Backfill 24-Inch Ductile Iron Pipe with Polyethylene Enc	• '	459,578		550,656
WD-19	Special Joint Wrap	\$	46,274	\$	55,445
GREEN INFRASTRUCTU	JRE (PARALLEL PROJECT)	ł		\$	566,443
GI-x	Sidewalk Bioretetention	*		\$	-
Gl-x	Bulbout Bioretention			\$	-
GI-x	Sidewalk Permeable Pavement			\$	-
GI-x	Parking Lane Permeable Pavement			\$	-
G!-x	Inflow Features .			\$	-
Gl-x	Outlet Features			\$	-
Gl-x	Allowance for Unforeseen Green Infrastructure work	İ		\$	-
GI-1	Demolition for Bigretention: Removal & Disposal of (E) Pavement + Base	\$	34,639	\$	41,503
GI-2	Excavation for Bioretention (Includes off haul & disposal of excavated material)	\$	26,073	\$	31,241
GI-3	Bioretention Basin Curb (9" Precast Curbs)	Ś	124,200		148,814
GI-4	Bioretention Basin Walls (9" Wide, up to 50" Deep)	s s	21,395		25,635
GI-5	DRI Infiltration Testing Following Excavation	\$	1,975		2,366
GI-6	Replace Sidewalk at Bioretention Units	ž.	30,454		36,490
GI-7	Sidewalk Bioretention Inlets/Outlets - Curb Cuts	Ś	.5,001		5,993
GI-8	Bioretention Catch Basin to Reduce Drainage Management Area	Š	5,482		6,569
GI-9	Decorative Bioretention Fabricated Metal Fence	T .	148,195		177.565
		ş ċ	11,439		13,706
GI-10	Bioretention ASTM NO. 7 Aggregate Layer - 9-Inch Depth	* *			•
Gl-11	Bioretention ASTM No. 9 Chockong Course Layer - 3-Inch Depth	۶	4,328		5,186
GI-12	Bioretention Soil Filter Mix 18" Depth	Ş	10,773	•	12,908
GI-13	Planting - 1 Gallon Plants - Bioretention	\$	5,130		6,146
GI-14	Planting - 5 Gallon Plants - Bioretention	\$	7,079	•	8,482
GI-15	Organic Mulch - Bioretention (3" average thickness)	\$	6,172		7,395
GI-16	Irrigation Tie To Water Supply System	\$	13,252	\$	15,878
Gl-17	Irrigation	\$	920	\$	1,103
GI-18	Inlet Protection	\$	2,992	\$	3,585
GI-19 ·	6-Month Bioretention Unit Operation and Maintenance Period	Š	13,252	¢ .	15,878

		•	1	Walsh GMP	2016	or 10				
ld ltam	ECC Codo	SCC C Description	Walch	Est GMP (\$YOE)		sh w/distrib fea				
	SCC Code	SCC C Description	AA 9121	EST GIVIP (\$10E)	\$					
VSS	40.00.04	40.00 AMCCM delegation No. 4 (To be deleted)	1.	407.070	•	3,611,504				
\-1	40.02.04	40.02 AWSS Work Location No. 1 (To be deleted)	\$	187,878		225,111		-		
۱-2	40.02.04	40.02 AWSS Work Location No. 2	\$	516,084	- 1	618,361				
\-3	40.02.04	40.02 AWSS Work Location No. 3	\$	59,147		70,868				
\-4	40.02.04	40.02 AWSS Work Location No. 4 (To be deleted)	\$	54,508		65,310				
4-5	40.02.04	40.02 AWSS Work Location No. 5	\$	699,323		837,913				
A-6	40.02.04	40.02 AWSS Work Location No. 6	\$	169,322		202,878				
A-7	40.02.04	40.02 AWSS Work Location No. 7 (To be deleted)	\$	147,287		176,476				
A-8	40.02.04	40.02 AWSS Work Location No. 8	\$ \$	128,731		154,243				
A-9	40.02.04	40.02 AWSS Work Location No. 9		408,228		489,130				
A-10	40.02.04	40.02 AWSS Work Location No. 10 (To be deleted)	\$	218,031		Z61,240				
A-11	40.02.04	40.02 AWSS Settlement Monitoring Location A	\$	9,278		11,117				
A-12	40.02.04	40.02 AWSS Settlement Monitoring Location B	\$	28,993		34,739				
IA-13	40.02.04	40.02 AWSS Settlement Monitoring Location C	\$	6,958		8,337				
1A-14	40.02.04	40.02 AWSS Settlement Monitoring Location D	\$	13,917		16,675				
1A-15	40.02.04	40.02 AWSS Settlement Monitoring Location E	\$	31,313		37,519				• •
1A-16	40.02.04	40.02 AWSS Settlement Monitoring Location F	\$	15,077		18,064				
/A-17	40.02.04	40.02 AWSS Settlement Monitoring Location G	\$	6,958		8,337				
1A-18 .	40.02.04	40.02 AWSS Settlement Monitoring Location H	\$	9,278		11,117				
1A-19	40.02.04	40.02 AWSS Settlement Monitoring Location I	\$	•		34,739				
/IA-20	40.02.04	40.02 AWSS Settlement Monitoring Location J	\$	16,236		19,454				
/A-21	40.02.04	40.02 AWSS Settlement Monitoring Location K	\$	23,195		27,791			•	
/A-22	40.02,04	40.02 AWSS Settlement Monitoring Location L	\$	9,278		11,117				
1A-23	40.02.04	40.02 AWSS Settlement Monitoring Location M	\$	22,035		26,402				
/A-24	40.02.04	40.02 AWSS Settlement Monitoring Location N	\$	33,632		40,298	•			
ЛА-25	40.02.04	40.02 AWSS Settlement Monitoring Location O	\$	15,077		18,064				
/A-26	40.02.04	40.02 AWSS Settlement Monitoring Location P	\$	18,556	-	22,233				
/A-27	40.02.04	40.02 AWSS Settlement Monitoring Location Q	\$	13,917		16,675				
/A-28	40.02.04	40.02 AWSS Settlement Monitoring Location R	\$	19,716		23,623				
ЛА-29	40.02.04	40.02 AWSS Settlement Monitoring Location S	\$	8,118	\$	9,727		-		
/IA-30	40.02.04	40.02 AWSS Settlement Monitoring Location T	\$	15,077	\$	18,064				
лА-31	40.02.04	40.02 AWSS Settlement Monitoring Location U	\$	22,035	\$	26,402				
VIA-32	40.02.04	40.02 AWSS Settlement Monitoring Location V	\$	25,514	\$	30,571				
ЛА-33	40.02.04	40.02 AWSS Settlement Monitoring Location W	\$	32,473	\$	38,908				
W-x	40.02.04	40.02 Adjust High Pressure Fire Hydrant Valve	1		\$	•				
OPTION I	BID ITEMS				\$	30,194				
P-1		Bioretention Underdrain System (Bid Option)	\$	24,000	\$	28,756				
OP-2		Subsurface connection between adjacent bioretention features (Bid Option)	\$	1,200	\$	1,438				
ELETAB	E BID ITEMS			· .	\$	2,186,948	• • •			
E-1	40.06.02	40.06 Integral Sidewalk Repaying (Deletable Bid Item)	\$	1,043,202	. \$	1,249,942				
E-2	40.08.03	40.08 Surface Mounted Lane Separator System (Deletable Bid Item)	\$	782,025	\$	937,006				
ENEŘAL	CONDITION	S & FEES (TO BE DISTRIBUTED TO LINE ITEMS)				1.5				
		Walsh Total General Conditions	\$	17,119,469	•		•			•
		Walsh Fee @7.093793%	S	12,856,200	è					
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Board of Supervisors, (BOS)

To:

**BOS-Supervisors** 

Subject:

FW: BART approves \$3.5 billion capital reinvestment bond measure

From: Richard Fuentes [mailto:RFuente@bart.gov]

Sent: Thursday, June 09, 2016 3:41 PM To: Richard Fuentes < RFuente@bart.gov>

Subject: BART approves \$3.5 billion capital reinvestment bond measure

Dear Elected, Business and Community Leaders,

On Thursday June 9th, the BART Board of Directors voted 9-0 to approve an historical \$3.5 billion general obligation bond measure that will fund BART's plan to improve safety, increase train reliability and reduce traffic. The bond will be on the November general election ballot.

The bond measure is a key funding component of BART's plan to rebuild and renew its aging system, which faces increasing problems as various physical parts of the 44-year-old railway reach the end of their useful lives. The plan replaces and repairs 90 miles of deteriorating tracks and other aging infrastructure in order to maintain BART's excellent safety record and protects our environment by keeping thousands of cars off the road.

Over the past year, BART's community outreach department has held over 230 community meetings with local stakeholders and civic groups to ensure widespread understanding of BART's needs, and to hear the public's thoughts about its capital reinvestment program. At Thursday's press conference following the crucial board vote, over a dozen Bay Area leaders appeared in support of BART's decision to go to the ballot. Many told stories of what BART means to them, and how it plays an increasingly important regional role.

To view the press conference, please visit http://www.bart.gov/news/articles/2016/news20160609

If voters choose to pass the measure in November, great care will be taken to ensure the public's money is protected and spent wisely. An independent audit committee will be commissioned to publish regular, transparent reports on how the money is being spent, with open, frequent and public meetings.

Public transportation continues to be at the intersection of many of the great issues facing cities in the 21st century and voters were wise in choosing to build such an extraordinary work as BART back in 1962. Since then, BART has been a staple of this region's culture, workforce, and values. As both riders and service providers, BART appreciates and is deeply grateful for the opportunity to connect residents to the people and places they care about.

Complete details of what is in the bond and how it relates to safety, reliability, and relief of traffic congestion can be found at bart.gov/betterbart.

Sincerely,

Richard Fuentes | Principal Representative, Government and Community Relations | San Francisco Bay Area **Rapid Transit District** 

300 Lakeside Drive, 18th Floor Oakland, CA 94612

Phone: 510 464-6883 | Fax: (510) 464-6146 | Email: rfuente@bart.gov

Sign up for BART Email/Text Alerts at: www.bart.gov/alerts



Board of Supervisors, (BOS)

To:

BOS-Supervisors; Ausberry, Andrea

Subject:

File 160668 FW: MPNA Letter to Mayor Lee and the Board of Supervisors Re Local Density

Bonus Alternative Programs

Attachments:

MPNA Letter to Mayor Leet and Board of Supervisor Regarding Density Bonus Programs.pdf

From: moe@middlepolk.org [mailto:moe@middlepolk.org]

Sent: Sunday, June 12, 2016 7:26 AM

To: Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; John@middlepolk.org; Board of Supervisors, (BOS)

<board.of.supervisors@sfgov.org>

Cc: Rahaim, John (CPC) < john.rahaim@sfgov.org>; Secretary, Commissions (CPC) < commissions.secretary@sfgov.org>;

SBC (ECN) <SBC@sfgov.org>; Buckley, Jeff (MYR) <jeff.buckley@sfgov.org>; nicole.elliot@sfgov.org

Subject: MPNA Letter to Mayor Lee and the Board of Supervisors Re Local Density Bonus Alternative Programs

Dear Mayor Lee, President Breed and Members of the Board of Supervisors:

Please find MPNA's attached letter discussing Local Density Bonus Alternative Programs to be discussed at the Board of Supervisors Land Use Committee tomorrow.

Sincerely, Moe Jamil, Chair Middle Polk Neighborhood Association (MPNA)



### Middle Polk Neighborhood Association

Re: Local Alternatives to the California State Density Bonus Program

June 12, 2016

Honorable Mayor Lee, President Breed, and Members of the Board of Supervisors City and County of San Francisco Room 200 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102 (by-email)

Dear Mayor Lee, President Breed, and Members of the Board:

San Francisco is a City that we all love. We can all remember the first day we called this City home. Our City's greatest struggle is how to keep the gates of our City open to successive generations of new San Franciscans while ensuring sufficient protections for our long-term tenants and homeowners from displacement. One of the greatest obstacles for many to remain in San Francisco is the incredibly high cost of housing. Housing costs are eating up a larger percentage of family income here in our City. Many simple throw in the towel and move after a few years of living here. Worse yet, many are choosing to bypass San Francisco altogether. Companies are now citing housing costs as a reason why potential hires are turning down job offers in San Francisco. The level of displacement throughout the City is unprecedented. Simply put — we have a problem. The problem is complex and there is no one solution. No one ideology will solve our housing crisis.

We are making progress as a City. Your administration together with the Board of Supervisors has tackled this problem in several key areas. First, construction of new affordable and market rate units across the City has continued at a rapid pace bringing new units to market. Second, as of last week, thanks to Proposition C, developers will be required to have 25 percent below market rate units in new developments; and, for the first time in history also include middle-income units into the development mix. Third, more funds for affordable housing have been secured through the passage of the Housing Bond, Proposition A, last November. Fourth, great improvements have been made in the area of housing preservation via legislation to require stronger protections for teachers from owner-move-in evictions during the school year. Fifth, new regulations will ensure short-term rentals are all registered with the City to make clear that homesharing should not be used as a to remove housing stock from residential market for the more lucrative tourist hotel market. Sixth, the City is beginning to step up efforts against long-term scofflaws who have converted several units illegally with impunity. Seventh, the small-sites program has been implemented to allow long-term property owners to get out of the landlord business without displacing tenants via the Ellis Act. Eighth, Accessory Dwelling Units (ADU) now can be constructed in Districts 3 and 8 and two proposals have been introduced to expand ADU construction across the City. In addition to these eight policies, there are countless others that are in the works.



## Middle Polk Neighborhood Association

Although these steps have been instrumental in tackling this housing crisis, more still needs to be done at the state level. Action is desperately needed to reform the Ellis Act to stem displacement of elderly and disabled tenants throughout the City and in Middle Polk in particular as our neighborhood is home to many long-term tenants. Additionally, reforms of the Costa Hawkins Act would allow more flexibility for San Francisco to expand rent control protections.

With this context in mind, we turn to the question of local alternatives to the California state Affordable Housing Bonus Density Program which will be a topic of discuss at the Board of Supervisors Land Use Committee on Monday, June 13, 2016. A local alternative is preferable to state law because a local program would better represent the unique circumstances of our City. The question becomes what does that alternative look like.

Last year, your administration along with Supervisor Tang introduced the Affordable Housing Bonus Density Program. After many rounds of hearings at the Planning Commission along with many meetings with stakeholders the Planning Commission developed a series of recommendations for the Board of Supervisors.

- 1. Limit the program to designated soft-sites
- 2. Require Conditional Use Authorization for any program applicant
- 3. Set Program Income Requirements based on Neighborhood Incomes
- 4. Develop stronger protections for small business displacement
- 5. No demolition of residential units

Middle Polk Neighborhood Association in our previous letter to the Planning Commission had called for all of these changes to the legislation and were please to see them made as part of the commissions recommendations. With respect to stronger protections for small business we believe the legislation still needed significant strengthening to empower neighbors and merchants to protect their small business community while promoting responsible housing development. We have a few soft sites in our neighborhood and we would like to see them developed in a manner that reflects smart community based planning and includes a mix of incomes to reflect our neighborhoods diversity without displacing small business. The conditional use authorization requirement requires developers and the neighborhood to work together to determine if a particular site is appropriate for a density bonus in exchange for increased affordability.

Subsequently, Supervisors Peskin and Mar introduced an alternate proposal "Density Done Right" that contains many of the same provisions as AHDBP with some differences and limitations. This alternate proposal attempted to also implement the recommendations of the Planning Commission but limited the program on only 100% affordable projects and built in stronger protections for small business.

We urge the administration and the Board of Supervisors to work together to build a consensus on this important issue and harmonize these two pieces of legislation and reflect that



## Middle Polk Neighborhood Association

consensus with a new general plan amendment. We urge the sponsors to work together over the next several months to develop the program a density bonus program with sufficient protections for small business and meaningful community review through the conditional use authorization process. Given the complexities of the program it will take a good deal of work and negotiations to build a consensus but that is a small price to pay for such a worthwhile goal.

We thank your administration and Supervisor Katy Tang and her staff for working on these pieces of legislation. Thank you to Jeff Buckley for listening to our concerns regarding this program and our suggestions for program improvements. Thank you also to the Planning Department and all of the Planning Commissioners for their thoughtful feedback and hours of time spent analyzing this complex issue and conducting and preparing for multiple public hearings. Thank you to the Small Business Commission for all of their thoughtful feedback on these issues as well.

We also give a special thanks to Supervisor Aaron Peskin and his staff for representing our organizations interest in promoting smart city planning and for his work on advocating for housing in Middle Polk on sites such as 1600 Jackson Street (former Lombardi's Sports), initiating many legislative measures to preserve and protect existing housing stock, and for working to build a consensus density bonus program. Also, a special thanks to Supervisor Eric Mar and his staff for working on this issue and for ensuring sufficient community and merchant input.

Middle Polk Neighborhood Association is happy to offer any additional neighborhood input on this issue going forward.

Sincerely, \s\ Moe Jamil, Chair, Middle Polk Neighborhood Association

CC: John Rahaim, Director San Francisco Planning Department Planning Commission Small Business Commission

Board of Supervisors, (BOS)

To:

**BOS-Supervisors** 

Subject:

File 160383 FW: Please copy to the Board of Supervisors

Attachments:

San Francisco Board of Supervisors.docx

From: Major, Erica (BOS)

Sent: Monday, June 13, 2016 10:34 AM

To: Doug Rogers <tempogloss3000@vahoo.com>

Subject: RE: Please copy to the Board of Supervisors

Hi Doug,

Thank you for the submittal, it has been added to the official File No. 160383.

Rachel - Please forward to the Full Board.

#### Erica Major **Assistant Clerk**

**Board of Supervisors** 

1 Dr. Carlton B. Goodlett Place, City Hall, Room 244 San Francisco, CA 94102

Phone: (415) 554-4441 | Fax: (415) 554-5163 Erica.Major@sfgov.org | www.sfbos.org



Click here to complete a Board of Supervisors Customer Service Satisfaction form.

The Legislative Research Center provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

From: Doug Rogers [mailto:tempogloss3000@yahoo.com]

**Sent:** Saturday, June 11, 2016 11:56 AM

To: Major, Erica (BOS) <erica.major@sfgov.org> Subject: Please copy to the Board of Supervisors

Hello Erica, here is a copy of my letter regarding polystyrene recycling. This is part of Board File No. 160383.

Please include a copy for the Board of Supervisors.

Thank you very much. Best regards, Doug Rogers





Board File No. 160383
Please distribute to the Board of Supervisors

The Honorable Supervisor London Breed San Francisco Board of Supervisors City Hall

1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102-4689

**Dear Supervisor Breed** 

Please consider implementing a recycling program for polystyrene.

Tempo collects polystyrene from Tulare County and processes it for reuse. We work with the City of Visalia and Tulare County to keep polystyrene out of the waste stream. Tempo is a small business but devotes considerable resources to collection and reprocessing of polystyrene as "the right thing to do."

People want to recycle polystyrene and will participate if given the opportunity. In our case, even people from Sequoia National Park drop off their packaging when in Visalia for their weekly errands!

Replacements for polystyrene transport packaging have trade-offs between environmental production impacts, transit protection and litter which are no better overall.

Best regards,

Doug Rogers President

Tempo Plastic Co., plant address 1227 N. Miller Park Court, Visalia, CA 93291 Mailing address: PO Box 431, Goshen, CA 93227, Telephone 559-651-7711

Board of Supervisors, (BOS)

To:

**BOS-Supervisors** 

Subject:

FW: Board File No. 160383

Attachments:

Scan.pdf

From: Major, Erica (BOS)

Sent: Wednesday, June 08, 2016 11:06 AM

To: sbevan11@verizon.net; Board of Supervisors, (BOS) <box>
<br/>
dos<br/>

Subject: RE: Board File No. 160383

Hi Stephen,

Thank you for the submittal, it will be added to the official File No. 160383.

Rachel - Please forward the attached to the full Board for review.

Thanks,

#### Erica Major Assistant Clerk

**Board of Supervisors** 

1 Dr. Carlton B. Goodlett Place, City Hall, Room 244 San Francisco, CA 94102

Phone: (415) 554-4441 | Fax: (415) 554-5163 <u>Erica.Major@sfgov.org</u> | <u>www.sfbos.org</u>



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From: Steven Bevan [mailto:sbevan11@verizon.net]

Sent: Wednesday, June 08, 2016 10:37 AM

To: Major, Erica (BOS) <erica.major@sfgov.org>

Subject: Board File No. 160383

Dear Erica,

I am requesting that the attached communication be distributed to the San Francisco Board of Supervisors.

Regards, Steven Bevan Astrofoam Molding Co., Inc. sbevan11@verizon.net Established 1969

4117 Calle Tesoro Camarillo, California 93012 Phone: (805) 482-7276 Fax: (805) 482-6599

Ms London Breed

San Francisco Board of Supervisors

12 May 2016

Dear Ms Breed

Re: Objection to Ordinance 160383

I am the CEO of Astrofoam Molding Company. I am writing to express my concern regarding the proposed amendments to the San Francisco Food Service Waste Reduction Ordinance (no. 295-06) which would ban the use of expanded polystyrene (EPS) transport packaging by businesses in San Francisco.

Astrofoam is a small family owned molder of expanded polystyrene packaging. We also act as a recycling center, using up to 25% recycled material in our products. We are based in Camarillo, California, employing 17 people, with a revenue tax base of approximately \$2,000,000.

I am aware that EPS has become a focus of environmental concern and that there are common misconceptions about its effect on human health and its impact on the environment. I am particularly concerned that some of the information used to support the proposed ordinance is factually incorrect.

- A ban on EPS would not improve public health. EPS has been cleared for direct contact with food by the FDA.
- A ban on EPS transport packaging would not protect the environment. A recent US EPA report on waste management showed that EPS transport packaging makes up a tiny proportion of the solid waste stream (approximately 0.0004%). There is a common misconception that EPS cannot be recycled. It can be recycled and is done so by EPS manufacturers (including Astrofoam), as well as at specialist recycling facilities. EPS can be economically densified and reused to make a variety of products such as durable plastic lumber for decking and park benches. Indeed there is a strong market for densified EPS, particularly in China.





 A ban on EPS transit packaging would not reduce litter. This presumably refers to fast food packaging being dropped in the street. EPS food packaging has already been banned in San Francisco.

In addition the effect of a ban on EPS on the greater economy would have far reaching consequences for businesses and consumers, raising the cost of packaging materials and vastly increasing the amount of damage to goods in transit. EPS is an economical and extremely effective packaging material and therefore is widely used across the manufacturing spectrum. Whilst alternative (though more expensive) packaging might be an option for some goods, for others such as temperature sensitive pharmaceutical products, EPS is the only viable option.

At a time when the American economy has not fully recovered from the recession, this proposed ban on EPS would seem to be ill conceived and poorly informed.

Astrofoam strongly objects to the proposed amendment to the San Francisco Food Service Waste Reduction Ordinance and respectfully requests the following:

- 1. Ordinance 160383 be withdrawn.
- 2. The City of San Francisco refrain from any and all declarations that EPS poses a threat to human health.
- 3. The City of San Francisco redirects its efforts to improving capacity for recycling EPS and raising public awareness of recycling facilities. This would have a twofold benefit of protecting the environment and contributing to the American economy by allowing businesses to be more competitive, continue to provide employment for Americans and thus expanding the tax base for San Francisco.

Yours sincerely

Steven Bevan

**CEO Astrofoam** 

Major, Erica (BOS)

Sent:

Tuesday, June 07, 2016 4:24 PM

To:

joe@takashimausa.com; Board of Supervisors, (BOS)

Subject: Attachments: FW: Objection to Ordinance 160383 Objection to Ordinance 160383.pdf

Hi Joe,

Thank you for forwarding this correspondence, it will be added to the official File No. 160383. It will be forwarded to the Board accordingly.

Rachel - Please forward to the Board. Thanks.

#### Erica Major Assistant Clerk

**Board of Supervisors** 

1 Dr. Carlton B. Goodlett Place, City Hall, Room 244 San Francisco, CA 94102

Phone: (415) 554-4441 | Fax: (415) 554-5163 Erica.Major@sfgov.org | www.sfbos.org



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From: Joe Maejima [mailto:joe@takashimausa.com]

Sent: Tuesday, June 07, 2016 4:22 PM

**To:** Major, Erica (BOS) <erica.major@sfgov.org> **Subject:** Fw: Objection to Ordinance 160383

Dear Ms. Erica Major,

I will forward the email and attached PDF Letter that I sent on May 13th to Ms. London Breed, regarding Board File No. 160383, a request that the communication be distributed to the Board of Supervisors.

Sincerely, Joe

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

Joe Maejima Takashima U.S.A., Inc. 12062 Valley View St. Suite224 Garden Grove, CA 92845

Office: 1-714-892-5542 Ex.106

Mobile: 1-949-878-6256 Fax: 1-714-892-6464

Email: joe@takashimausa.com

From: Joe Maejima

Sent: Friday, May 13, 2016 12:35 PM

To: London.breed@sfgov.org

Cc: <u>John.avalos@sfgov.org</u>; <u>David.campos@sfgov.org</u>; <u>Malia.cohen@sfgov.org</u>; <u>Jane.kim@sfgov.org</u>;

Katy.tang@sfgov.org; Norman.yee@sfgov.org; Aaron.peskin@sfgov.org; Mark.farrell@sfgov.org; Eric.l.mar@sfgov.org

; Scott.wiener@sfgov.org

Subject: Objection to Ordinance 160383

Dear Ms. London Breed,

Please see attached letter regarding Objection to Ordinance 160383.

Kind regards, Joe

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

Joe Maejima Takashima U.S.A., Inc. 12062 Valley View St. Suite224 Garden Grove, CA 92845 Office: 1-714-892-5542 Ex.106

Mobile: 1-949-878-6256 Fax: 1-714-892-6464

Email: joe@takashimausa.com

# TAKASHIMA U.S.A., Inc.

12062 Valley View St. Suite #224, Garden Grove, CA. 92845 Tel: 714-892-5542 Fax: 714-892-6464

#### 5/12/2016

The Honorable Supervisor London Breed The Honorable Supervisor Norman Lee The Honorable Supervisor Aaron Peskin San Francisco Board of Supervisors City Hall 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102-4689

Re: Objection to Ordinance 160383 - Food Service & Packaging Waste Reduction

Dear Supervisor London Breed:

On behalf of Takashima U.S.A., Inc., I am writing to express our opposition to the proposed amendments to the San Francisco Food Service Waste Reduction Ordinance (No. 295-06) that would prohibit the use of expanded polystyrene transport packaging by San Francisco businesses. We are located in Garden Grove, CA and distribute special rubber coated EPS nationwide.

While it may be popular to malign polystyrene as an environmental menace, the supporting information outlined in this ordinance is blatantly false. Polystyrene foam cannot be recycled in SFC bluebin (otherwise difficult to recycle & not compostable), Polystyrene foam is an environmental pollutant, Styrene has been linked to cancer, reproductive & developmental disorders by National Research Council & leaching according to FDA, and so on.

The expanded polystyrene industry has invested incredible resources to support EPS recycling; our business is a valuable environmental and economic steward for California. Studies done on existing foam bans show they can negatively impact the economy as businesses and consumers take on the increased cost of alternative products. A ban on EPS transport packaging would most likely result in additional costs due to increased product damage, further jeopardizing the environmental impacts and resources allocated to the manufacture, packaging and distribution of the damaged product. Other studies indicate that in communities with polystyrene bans, litter sources are simply replaced by other materials and do not result in litter reduction.

For these reasons, Takashima U.S.A., Inc. objects to the proposed amendment to the San Francisco Food Service Waste Reduction Ordinance and further requests that:

- 1. Ordinance 160383 be withdrawn; and
- 2. The City of San Francisco refrain from any and all declarations that polystyrene is a human health concern (as referenced in the Proposed Ordinance).

Sincerely,

Gengo Kurokoshi Vice President

cc: Members of the Board of Supervisors

Board of Supervisors, (BOS)

To:

Avalos, John (BOS); Breed, London (BOS); Farrell, Mark (BOS); Kim, Jane (BOS); Peskin,

Aaron (BOS); Wiener, Scott; Campos, David (BOS); Evans, Derek

Subject:

File 160575 FW: Support Lee Hsu for the MTA Board of Directors

From: Sally Stephens [mailto:sally.stephens.sf@gmail.com]

Sent: Wednesday, June 08, 2016 9:50 AM

To: Tang, Katy (BOS) <katy.tang@sfgov.org>; Mar, Eric (BOS) <eric.mar@sfgov.org>; Cohen, Malia (BOS)

<malia.cohen@sfgov.org>

Cc: Yee, Norman (BOS) <norman.yee@sfgov.org>; Board of Supervisors, (BOS) <box does not be supervisors.

**Subject:** Support Lee Hsu for the MTA Board of Directors

Dear Supervisor,

I am writing on behalf of the Golden Gate Heights Neighborhood Association to express our support for the appointment of Lee Hsu to the MTA Board of Directors.

I have known and worked with Lee for over five years. He is one of the most thoughtful community advocates I have ever met. He seeks out and truly listens to and considers different viewpoints on issues. He values community input, and will consider that along with all available data when making decisions on difficult issues. When he speaks, he does so quite eloquently and people listen to what he says. He is passionate about keeping San Francisco livable and affordable for current and future generations.

The Golden Gate Heights Neighborhood Association thinks Lee Hsu will be a tremendous addition to the MTA Board of Directors. You could not make a better choice.

Sincerely,

Sally Stephens President, Golden Gate Heights Neighborhood Association From: To:

Board of Supervisors, (BOS)

Subject:

BOS-Supervisors; Evans, Derek
File 160589 PW: Support the SFMTA Charter Amendment
Ltr to Board of Supervisors.docx

Attachments:

From: Ethel Konopka [mailto:konopka544@comcast.net]

**Sent:** Sunday, June 12, 2016 12:54 PM

To: Board of Supervisors, (BOS) <box/>board.of.supervisors@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>

**Subject:** Support the SFMTA Charter Amendment

To: Members of the Board of Supervisors:

Re: Support the SFMTA Charter Amendment on the November ballot

I understand that a Charter Amendment is being prepared for the November ballot, introduced by Supervisor Yee, that would split the MTA Board appointments between the Mayor and the Supervisors, 4 to 3. The board currently needs seven votes to reject the SFMTA's budget. This measure would lower that requirement to six votes.

I want to thank Supervisors Yee, Campos, Kim, and Peskin for putting this Amendment on the November ballot and hope I can depend on the rest of you to **support this effort**. The public has the right to determine how our money is spent and how our transportation system is run. The SFMTA is the one that needs to **shift policies and goals**. They work for us. We don't work for them.

San Francisco needs a transportation system that works today, in addition to planning for the future. We need directors who listen to the public and follow our suggestions. Taking seats out of buses and removing bus stops does not help an aging population, families with children, or merchants and businesses who are finding it impossible to function with the changes that the SFMTA is forcing on us against our will.

Sincerely,

Ethel C Konopka

# Board member of HAIA

Aaron Goodman <amgodman@yahoo.com>

Sent:

Monday, June 06, 2016 12:53 PM Board of Supervisors, (BOS)

To: Cc:

Boomer. Roberta (MTA)

Subject:

SFBOS - Meeting June 7th 2016 - comments

As I am unable to attend the SFBOS meeting on June 7th, please note the comments below regarding (2) items;

• Item # 5. 160293[Planning Code - Landmark Designation - 35-45 Onondaga Avenue (aka Alemany Emergency Hospital and Health Center)]

I would like to submit my comments of **support** on the landmark designation for 35-45 Onondaga and request that efforts be made to convert the space into a community based health-care / 24 hour or at a min. an after-hours staffed medical facility emergency services and for the general health needs of the area since none exist in the immediate proximity for family, social services, and community health care and this would be a perfect location for revitalization for that use.

• Item # 27 .160559 [Cooperative Agreement - Caltrans - 19th Avenue Combined City Project]

"WHEREAS, The purpose of the 19th Avenue Combined City project (Project) is to improve safety for pedestrians and transit riders; to improve transit speed and reliability; and

to reduce travel time by optimizing transit stop locations along State Route 1;"

It is important to note the concerns on the 19th Ave project the issue of DIRECT linkage to Daly City BART as one of the OPTIMIZED transit stop locations, and it is not being discussed in terms of overall costs, and that the current list of projects and proposals for tunneling and large scale infrastructure do not allocate the needed funds to design and fruition the overall impacts and options that can occur with elevated west-side platforms, vs. undergrounding the entire system, and bring to the fore-front the problems with the 19th Ave transit package. The impediments are the 1952 interchange @ brotherhood way, the alemany fly-over, and the I-280 intersection to Daly City BART, and the need for a new station at Daly City that will allow for a flexible entry and terminus for the M-Line and any future proposed Daly City route from top of the hill down John Daly Blvd, and to the sunset blvd. possible extension and connection north south on the Lake-Merced and Sunset areas. The costs of tunneling the entire distance is too expensive, and prohibitive. There are alternative solutions that take the train underground along SLOAT blvd. and run down 20th st. to Stonestown avoiding the difficulties of the Ocean Ave route, and 19th ave. construction. It would elevate at the Pet-Co. and YMCA Annex up the low-slope grade to an above grade height and utilize topography to bring the train to grade at the rise past Holloway, and than back to an elevated design out to Daly City BART. Alternatives submitted to the SFMTA/SFCTA have not been thoroughly vetted in terms of an independent analysis on the costs and impacts already pegged at 750 million+ at a min, to extend from Brotherhood Way to Daly City BART. The overall costs of the proposed impacts and prior "agreements" with the SFSU-CSU Masterplan and Parkmerced "Vision" projects along with

Stonestown's "unknown" development proposals to date, beckon the city to be more proactive in the up-front planning and implementation of transit improvements to lessen the car and improve the public transit (bike/pedestrian/mass-transit) options in the District. The speed and reliability of BART exceed the MUNI's ability to get downtown quickly and efficiently, so a route that gets SFSU-CSU and Parkmerced residents to Daly City BART should take precedence.

It is the shortest distance between two points, which is the straight line... not a "dog-leg" into parkmerced waiting 20-40 years for a future solution.

Thank you for considering the issues in relation to the proposal, and ensure that any future bond money is appropriately spent on the future leg of planning being considered in the 19th Ave. Plan as "tier-5" level future improvements and need to be shifted to the HERE and NOW in terms of implementation due to traffic issues on 19th Ave.

Sincerely

Aaron Goodman D11 amgodman@yahoo.com 415.786.6929

1305-11 C Dage File #5 Howled Hoodbb

10055

From:

Diana Scott <dmscott01@yahoo.com>

Sent:

Monday, June 06, 2016 1:58 PM Board of Supervisors, (BOS)

To: Subject:

Fw: PLEASE DO NOT APPROVE ITEMS # 10, 20, 27 and 11 on tomorrow's (June 7) BOS

Agenda

Attachments:

To the San Francisco Board of Supervisors June 7 2016.docx

Letter also attached now.

Diana Scott

---- Forwarded Message -----

From: Diana Scott <dmscott01@yahoo.com>

To: Board of Supervisors <board.of.supervisors@sfgov.org>

Cc: Hepner Lee (BOS) <lee.hepner@sfgov.org>; "yeestaff@sfgov.org" <yeestaff@sfgov.org>

Sent: Monday, June 6, 2016 1:51 PM

Subject: PLEASE DO NOT APPROVE ITEMS # 10, 20, 27 and 11 on tomorrow's (June 7) BOS Agenda

#### To the San Francisco Board of Supervisors:

I'm writing to you, as I did earlier to the BOS Budget and Finance Committee, urging you not to approve items #10 and #20 on the June 7, 2016 BOS Agenda, regarding an appropriation "not to exceed \$207,000 million" from revenue bond sales for the SFMTA (Res. #160464), and especially the portion of the bond issue (Res. #160465) -- \$48 million -- earmarked for the Van Ness BRT project. I hope urge you to refer these items to the Government Audit and Oversight Committee for closer scrutiny. (I have similarly concerns about items #11 and #27, particularly the impacts that cannot be mitigated, according to the SFMTA, and urge you to refer these items for closer scrutiny to other BOS committees.)

While the SFMTA has an ambitious vision of how to speed up and green San Francisco transit, including consolidating bus stops and eliminating auto traffic, it is neither fiscally sound, neighborhood rider- nor small business-friendly, well-suited to a densely developed city like S.F., nor fiscally sustainable, and likely to exacerbate for at least half a decade – the very global climate change we all seek to avoid. Long associated with gentrification, MTA plans may also increase housing displacement that has become widespread in the Mission.

#### Concerning finance and human costs:

Citywide MTA "upgrade" plans depend on matching federal, state, and municipal dollars, and borrowing (the proposed \$207 bond issue) but still have significant shortfalls and increased routine maintenance costs. Passing items #10 and #20 before you, notwithstanding the rosy pictures painted of future "high tech" public transit upgrades here, actually encourages SFMTA to continue all areas of spending and steadily increase its budget, WITH NO SOLID EVIDENCE THAT ITS ENGINEERING- AND CONSTRUCTION-HEAVY FISCAL COMMITMENT WILL SUCCEED. It will, however, clearly add to funding gaps and to the tax burden on San Francisco residents. It is irresponsible, given the shaky revenue projections associated with merely hoped-for-successes. Engineering studies show figures, not what actually happens to urban land, landscape, and residents, due to miscalculated transit dreams! Evidence abounds that shows shortcomings, sometimes disastrous, of similar plans implemented in other cities; this record never makes its way into EIR engineering diagrams or survey matrices

Additional stop-gap funding has already been factored in to the MTA budget, even prior to voter approval of half-cent sales tax ballot measure to be submitted to voters in November. (This, on top of similar previous tax revenue from Prop. K).

Will each new funding request meet a growing future revenue gap, given the level of anticipated new costs (construction, operation, and maintenance -- the latter, including expensive items like renewing application of red thermoplastic bus lanes)? Will "success" have unanticipated added costs?

Are MTA projected revenues sustainable, if plans to reduce auto traffic actually succeed and revenues from the recently expanded parking meter network diminish, as well as those from camera-generated traffic violation fees, so disproportional to offenses?

More likely, if they fail to reduce auto traffic but slow it to a crawl, will pollution wipe out proposed landscaping "mitigation" as new plantings, along Van Ness and other major arteries aren't likely to survive increased pollution and drought? What about environmental costs of excess watering to nourish young trees over years to maturity? What about pollution's human health costs?

Will ridership, projected to increase with stop consolidation, actually do so, when slowing tech sector growth (and lay-offs) thin out the projected new rider population after the next tech bubble bust?

Current MTA plans – bus- and streetcar-stop consolidation, for example – impose hardships on riders who depend on closely spaced stops to transport groceries along bus routes, and those with limited mobility whose incomes don't enable them to use taxis routinely. Neighborhoods are feeling pain, not only of private buses taking over curbside stops (with BRT lanes planned for the middle of the road), but of increasing small business die-off with the loss of nearby parking. Meanwhile, the need for expensive neo-"green" engineering interventions grows exponentially with each new MTA roll-out. Construction increases greenhouse gases, and mature, high carbon-sequestering trees are sacrificed to a dream.

Articles from other cities about programs the MTA is emulating -- Cleveland and San Jose for example – suggest that current MTA plans are more fantasy than reality and need serious reconsideration and revision, before the agency literally and figuratively digs holes that will swallow San Francisco! (Instead, the MTA Communications Department generates a continuing stream of project promotions never mentioning impacts that can't be "mitigated" although these are included in the FEIRs. See, for example pp. 66 and forward, in the Board Packet concerning # 27 re Caltrans agreement, 19<sup>th</sup> Ave.) Please stop this "enterprise agency" from tearing apart the city's diverse fabric, and harming people, neighborhoods, and businesses. Its plans are unlikely to generate safer streets or a more livable city, but will most assuredly continue to require regular general fund appropriations and new bond sale infusions, like the ones now proposed – as well as more regressive sales taxes to fill overspending gaps. The money can be better allocated toward improving the lives and health of San Franciscans.

Many believe the MTA is out of control; please reconsider how to achieve less intrusive transit improvements AND RESPONSIBLY REIN IN SPIRALING ENGINEERING COSTS and wasteful MTA spending that these two measures encourage. <u>I urge you: DO NOT APPROVE THESE TWO MEASURES</u>. Instead, require the MTA to heed the public's call to better serve seniors, the very young, and those with mobility issues, and to preserve San Francisco's neighborhoods and transit corridor businesses.

Diana Scott 3657 Wawona St. San Francisco, CA 94116

#### To the San Francisco Board of Supervisors:

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Please stop this "enterprise agency" from tearing apart the city's diverse fabric, and harming people, neighborhoods, and businesses. Its plans are unlikely to generate safer streets or a more livable city, but will most assuredly continue to require regular general fund appropriations and new bond sale infusions, like the ones now proposed — as well as more regressive sales taxes to fill overspending gaps. The money can be better allocated toward improving the lives and health of San Franciscans.

Many believe the MTA is out of control; please reconsider how to achieve less intrusive transit improvements AND RESPONSIBLY REIN IN SPIRALING ENGINEERING COSTS and wasteful MTA spending that these two measures encourage. <u>I urge you: DO NOT APPROVE THESE TWO MEASURES.</u> Instead, require the MTA to heed the public's call to better serve seniors, the very young, and those with mobility issues, and to preserve San Francisco's neighborhoods and transit corridor businesses.

Board of Supervisors, (BOS)

To:

BOS-Supervisors; Wong, Linda (BOS)

Subject:

File 160466 and 160464 FW: BOS meeting Item 3 and 4

From: John Addeo [mailto:johnaddeosf@gmail.com]

Sent: Sunday, June 12, 2016 5:43 AM

To: Board of Supervisors, (BOS) <box>
<br/>
<br/>
Soard.of.supervisors@sfgov.org>

Subject: BOS meeting Item 3 and 4

June 12, 2016

## Board of Supervisors:

I am strongly urging the full Board to pull items 3 and 4 from the agenda and re-refer these items to the Government Audit and Oversight Committee.

The facts about the \$207 million SFMTA revenue bond issuance that were in the Budget and Finance Committee packet differ from those presented at the SFMTA Bond Oversight Committee meeting on June 1.

Instead of re-referring these items back to the Budget and Finance Committee, I am urging the Board to re-refer these items to the Government Audit and Oversight Committee.

Based on my conversation with the office of the Clerk of the Board, procedurally these items may be re-referred if a motion is made and seconded.

John and Barbara Addeo 1650 Jackson Street San Francisco, CA 94109

Sent from my iPad

Board of Supervisors, (BOS)

To:

Wong, Linda (BOS)

Subject:

File 160464 and 160466 FW: OPPOSING ITEMS # 3 AND # 4 ON SMFTA FUNDING ON

**BOS AGENDA 6-14-16** 

Attachments:

OPPOSING ITEMS 3 AND 4 ON BOS AGENDA 6-14-16 - RE SFMTA

APPROPRIATIONS.docx

From: Diana Scott [mailto:dmscott01@yahoo.com]

Sent: Monday, June 13, 2016 11:51 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>

Cc: Yee, Norman (BOS) <norman.yee@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Kim, Jane (BOS)

<jane.kim@sfgov.org>; Campos, David (BOS) <david.campos@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>;

Mar, Eric (BOS) <eric.mar@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Avalos, John (BOS)

<john.avalos@sfgov.org>; Wiener, Scott <scott.wiener@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>;

Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Subject: OPPOSING ITEMS # 3 AND # 4 ON SMFTA FUNDING ON BOS AGENDA 6-14-16

## Monday, June 13, 2016

### To the San Francisco Board of Supervisors:

I'm writing to you, again, regarding an appropriation "not to exceed \$207,000 million" from revenue bond sales for the SFMTA (Res. #160464), item 3 on tomorrow's BOS agenda, \$48 million of which is earmarked for the Van Ness BRT project. I am also concerned about item 4 on the agenda, with more funds earmarked for the SFMTA, related to another item that impacts another neighborhood adversely.

I urge you NOT TO APPROVE these items – or any others related to SFMTA funding appropriations – and to refer them, for closer scrutiny, to the Government Audit and Oversight Committee, and other BOS committees as appropriate. I request that your office inform me of subsequent referral dates.

## I am seriously concerned about the \$207 million bond issue authorization itself, which has already come before the Board of Supervisors once, and may be on a future agenda.

While the SFMTA has an ambitious vision of how to speed up and green San Francisco transit, including consolidating bus stops and eliminating auto traffic, it is neither fiscally sound, neighborhood-, rider- nor small business-friendly, and is poorly suited to a densely developed city like S.F.

Nor is it fiscally sustainable, but is likely to exacerbate -- for at least a decade and a half - the very global climate change we all seek to avoid. Long associated with gentrification, MTA plans may also increase housing displacement that has become widespread in the Mission. (This displacement also affects many professionals - including those working for modest salaries at the opera, ballet, and symphony, who have been forced to move out of the city, and commute to their jobs!)

## MTA transit changes also continue to be a source of great concern along Taraval and Lombard streets.

Bus stop consolidation along Van Ness is currently reducing transit time <u>while still allowing riders curbside</u> <u>access</u>, without the need for extensive and expensive public works interventions that will disrupt traffic for years, if not permanently. Some believe the REAL purpose of these transit projects is to generate

construction/engineering contracts, and capture state, regional, and federal funding for city departments, rather than accommodate riders or capture carbon emissions.

THE NEEDS OF ALL SAN FRANCISCO RESIDENTS – including seniors, those with mobility challenges, and otherwise healthy people over fifty with weak knees that make it hard to walk between widely-spaced stops - need to be accommodated alongside needs of new, young, healthy, San Francisco residents. This can best happen by more thoughtful, less expensive and intrusive transit plans.

We are ALL voters and taxpayers. PLEASE DO NOT APPROVE ITEMS #3 AND #4, UNTIL BETTER OPTIONS HAVE BEEN RE-EXAMINED.

Thank you.

Diana Scott, 3657 Wawona, San Francisco Member of the Van Ness Coalition and Save Our L Taraval Stops

From: Board of Supervisors, (BOS)

To: Wong, Linda (BOS)

Subject: FW: BOS Pull Agenda Items #3 & #4 from the agenda

**From:** d b carroll [mailto:bravobill@hotmail.com]

Sent: Sunday, June 12, 2016 2:55 PM

To: Board of Supervisors, (BOS) <br/>
Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Avalos, John (BOS) <john.avalos@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mar, Eric (BOS) <eric.mar@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>; Wiener, Scott <scott.wiener@sfgov.org> Subject: FW: BOS Pull Agenda Items #3 & #4 from the agenda

## **BOS** agenda request

We request agenda items 3 and 4 re: to SFMTA budget be pulled off the June 14 BOS agenda

Subject line: We Urge BOS to Pull Agenda Items #3 & #4 from the agenda.

June 11, 2016

Board of Supervisors:

I am strongly urging the full Board to pull items 3 and 4 from the agenda and re-refer these items to the Government Audit and Oversight Committee.

The facts about the \$207 million SFMTA revenue bond issuance that were in the Budget and Finance Committee packet differ from those presented at the SFMTA Bond Oversight Committee meeting on June 1.

Instead of re-referring these items back to the Budget and Finance Committee, I am urging the Board to re-refer these items to the Government Audit and Oversight Committee.

Based on my conversation with the office of the Clerk of the Board, procedurally these items may be re-referred if a motion is made and seconded.

Concerned citizen

Bill and diane carroll bravobill@hotmail.com

Board of Supervisors, (BOS)

To:

Wong, Linda (BOS)

Subject:

FW: We Urge BOS to Pull/re-refer Agenda Items #3 & #4 from the 6-14 agenda.

From: Karla Metzler [mailto:kmkpm@sbcglobal.net]

**Sent:** Sunday, June 12, 2016 1:43 PM

To: Board of Supervisors, (BOS) <box/>
board.of.supervisors@sfgov.org>; Campos, David (BOS) <david.campos@sfgov.org>;<br/>
Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Avalos, John (BOS) <john.avalos@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mar, Eric (BOS) <eric.mar@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>; Wiener, Scott <scott.wiener@sfgov.org><br/>
Subject: We Urge BOS to Pull/re-refer Agenda Items #3 & #4 from the 6-14 agenda.

June 12, 2016

## Board of Supervisors:

I am strongly urging the full Board to pull items 3 and 4 from the agenda and re-refer these items to the Government Audit and Oversight Committee.

The facts about the \$207 million SFMTA revenue bond issuance that were in the Budget and Finance Committee packet differ from those presented at the SFMTA Bond Oversight Committee meeting on June 1.

Instead of re-referring these items back to the Budget and Finance Committee, I am urging the Board to re-refer these items to the Government Audit and Oversight Committee.

Based on my conversation with the office of the Clerk of the Board, procedurally these items may be re-referred if a motion is made and seconded.

Concerned citizen,

Karla Metzler

Board of Supervisors, (BOS)

To:

BOS-Supervisors; Wong, Linda (BOS)

Subject:

File 160466 and 160464 FW: BOS meeting Item 3 and 4

From: John Addeo [mailto:johnaddeosf@gmail.com]

Sent: Sunday, June 12, 2016 5:43 AM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Subject: BOS meeting Item 3 and 4

June 12, 2016

Board of Supervisors:

I am strongly urging the full Board to pull items 3 and 4 from the agenda and re-refer these items to the Government Audit and Oversight Committee.

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John and Barbara Addeo 1650 Jackson Street San Francisco, CA 94109

Sent from my iPad

Board of Supervisors, (BOS)

To:

Wong, Linda (BOS)

Subject:

File 160464 160466 FW: BOS Pull Agenda Items #4 & #3 from the June 14 agenca

From: LDY [mailto:harris.rose@att.net]
Sent: Saturday, June 11, 2016 7:22 PM

To: Board of Supervisors, (BOS) <box/>
board.of.supervisors@sfgov.org>; Campos, David (BOS) <david.campos@sfgov.org>;<br/>
Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Avalos, John (BOS) <john.avalos@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Mar, Eric (BOS) <eric.mar@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>; Scott.Wiener@sfgov.or; Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Reiskin, Ed (MTA) <ed.reiskin@sfmta.com>

Subject: BOS Pull Agenda Items #4 & #3 from the June 14 agenca

June 11, 2016

## Board of Supervisors:

I am strongly urging the full Board to pull items 3 and 4 from the agenda and re-refer these items to the Government Audit and Oversight Committee.

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Based on my conversation with the office of the Clerk of the Board, procedurally these items may be re-referred if a motion is made and seconded.

Thanks for your time and consideration,

Linda Yacobucci 845 Mcallister, 94102 Concerned citizen

Board of Supervisors, (BOS)

To:

BOS-Supervisors; Wong, Linda (BOS)

Subject:

160464 and 160466 FW: BOS Pull Agenda Items #3 & #4 from the June 14 agenda

From: Jamey Frank [mailto:jameyfrank@me.com]

Sent: Saturday, June 11, 2016 4:29 PM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: BOS Pull Agenda Items #3 & #4 from the June 14 agenda

June 11, 2016

Board of Supervisors:

I am strongly urging the full Board to pull items 3 and 4 from the agenda and re-refer these items to the Government Audit and Oversight Committee.

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Thanks for your time and consideration,

Concerned citizen

--Jamey 😹

Board of Supervisors, (BOS)

To:

Wong, Linda (BOS)

Subject:

File 160464 and 160466FW: BOS Pull Items #3 & #4 from the June 14 agenda

From: mari eliza [mailto:mari.eliza@sbcglobal.net]

Sent: Saturday, June 11, 2016 3:31 PM

**Cc:** Campos, David (BOS) <david.campos@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Avalos, John (BOS) <john.avalos@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>;

Tang, Katy (BOS) <katy.tang@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Norman Yee

<Norman.Yee.Bos@sfgov.org>; Mar, Eric (BOS) <eric.mar@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>;

Wiener, Scott <scott.wiener@sfgov.org>

Subject: BOS Pull Items #3 & #4 from the June 14 agenda

June 11, 2016

## Board of Supervisors:

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Based on my conversation with the office of the Clerk of the Board, procedurally these items may be re-referred if a motion is made and seconded.

Thanks for your time and consideration,

Concerned citizen



June 8, 2016

Clerk of the Board, San Francisco Board of Supervisors, 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102

Re: Liquor License "PCN" Request - Dave's Bar & Deli License Transfer to Lark Bar Future Bars Group dba Destination Bars Inc, The Lark Bar 29 Third Street, San Francisco, CA94103

## Dear Deputy Clerk:

The purpose of this letter is to respectfully request to be placed on the Board's calendar for Public Convenience and Necessity approval with regard to our pending application to transfer and exchange an existing Type 47 license for a Type 48 On-Sale General Public Premise license at the same location. We would like to explain our motivation and intent with regard to this transfer and exchange.

Our company, known as the Future Bars Group, operates such bars as Swig, Bourbon & Branch, Tradition, Rickhouse, Cask Stores and Local Edition. We recently agreed to purchased Dave's Bar & Deli at 29 Third Street at Market St. Dave's Bar was operated at this same location by the same owner, Dave Supple, for 28 years with a Type 47 ABC License. Upon the filing of the initial license transfer application, we were informed by the ABC that the operation of the business did not meet all the requirements of a Type 47 license, as the business had operated more like a bar rather than as a bona fide restaurant with a full kitchen and food service capabilities. There is only a small deli style kitchen preparation area at this location, and it is physically impossible to add a full kitchen with an extraction hood, given the small size of the bar area which is under 1,000 square feet. A Type 48 license would be a more appropriate license for this operation and would match the type of operation we propose for The Lark Bar.

For these reasons, we have applied to transfer and exchange the existing Type 47 for a Type 48 so that we may be in compliance with the ABC rules. We would continue to offer food from the small deli kitchen located inside the bar, even though food service is not required with a Type 48 License. The Type 48 License would also prohibit any persons under 21 years to be allowed on the premises. This location has served the convenience of locals and visitors for 28 years, and we hope to continue to offer the Lark Bar as a convenient option for many years to come.

Just as it was with the previous Dave's Bar, our Lark Bar will continue to operate as a neighborhood sports bar. There will not be any live entertainment offered.

Our typical hours of operation are 11:00 am to 2:00 am, 7 days per week. We would like the continue the option of showing World Cup Soccer, European Soccer and the Olympics on occasions to accommodate earlier time zones prior to 11am, but not before 6am.

Our 15 years of responsibly operating licensed establishments in San Francisco has allowed us to cultivate community support for this change. We will continue to vigilantly monitor the surrounding area to ensure the safety of our business and customers at all times and we will not serve obviously intoxicated people. We already have two licensed locations in the same building, namely Cask on Third, and Local Edition, so we are quite well known in the neighborhood.

As part of the license transfer process we held an open house at the bar to outline our changes, and every resident within 1000 feet of the address was informed of our proposed license change. There were no protests received by the ABC pertaining to the license transfer.

We seek the Board of Supervisor's affirmative ruling that our application serves the public convenience and necessity of our City.

If you have any questions, please call me at 415-713-8182. for approval to proceed with Cask.

Sincerely,

Brian Sheehy

President, Future Bars Group

244 Kearny St, 7<sup>th</sup> Floor

San Francisco,

CA 94108

Cell: 415 713 8182

Calvillo, Angela (BOS)

Sent:

Tuesday, June 07, 2016 6:07 PM

To:

**BOS-Supervisors** 

Cc:

Gosiengfiao, Rachel (BOS)

Subject:

FW: Broadway and Embarcadero hotel

Attachments:

TZK Broadway support ltr.pdf

#### Members,

Attached is a memo from the Building and Constructions Trades Council regarding the Port Commission's Term Sheet and TZK Broadway LLC, and Kenwood Investments #6 for the Teatro Zin Zanni project.

Thank You.

Angela Calvillo
Clerk of the Board of Supervisors
City and County of San Francisco



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#### The Legislative Research Center provides 24-hour access to legislation, and archived matters since August 1998.

**Disclosures:** Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors website or in other public documents that members of the public may inspect or copy.

From: mike@sfbctc.org [mailto:mike@sfbctc.org]

Sent: Monday, June 06, 2016 4:15 PM

**To:** Calvillo, Angela (BOS) <angela.calvillo@sfgov.org> **Cc:** Jay Wallace <jwallace@jaywallaceassociates.com>

Subject: Broadway and Embarcadero hotel

Angela,

Please see the attached, for distribution to the Board.

Mike Theriault

## San Francisco Building and

1188 FRANKLIN STREET • SUITE 203 SAN FRANCISCO, CA 94109 EMAIL: mike@sfbctc.org



## Construction Trades Council

TEL. (415) 345-9333

www.sfbuildingtradescouncil.org

A Century of Excellence in Craftsmanship

LARRY MAZZOLA President MICHAEL THERIAULT Secretary - Treasurer

JOHN DOHERTY VICTOR PARRA Vice Presidents

6 June 2016

<u>Via Hand Delivery and Email:</u>
Ms. Angela Calvillo, Clerk of the Board angela.calvillo@sfgov.org

London Breed, President
Members of the San Francisco Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

RE: SUPPORT FOR ENDORSEMENT OF TERM SHEET BETWEEN PORT OFSAN FRANCISCO AND TZK BROADWAY, LLC

Dear President Breed and Supervisors:

The San Francisco Building and Construction Trades Council urges your approval of the San Francisco Port Commission's Resolution endorsing a Term Sheet between The Port and TZK Broadway, LLC, a California limited liability comprised of Teatro ZinZanni and Kenwood Investments No. 6, LLC.TZK Broadway LLC proposes to build a theater, a 180-room hotel, and a public plaza and park on Seawall Lots 323 and 324 within the district's 40-X height and bulk limits.TZK Broadway, LLC reached out to us early in this process and has assured us that it will build its project entirely with Union construction labor. This guarantees apprenticeship opportunities, decent wages, and retirement and family medical benefits for the women and men working on the project. We support the proposal.

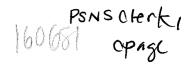
The project has already received support from neighbors, neighborhood organizations, other stakeholders, the Port Commission, and the Board of Supervisors itself, as evidenced by the 21 April 2015 (File No. 150311) 11-0 approval of the Port entering into an Exclusive Negotiating Agreement with TZK Broadway, LLC, the Port Commission's 3-0 approval on September 8, 2015 of the ENA with TZK Broadway, LLC, and the Port Commission's 5-0 endorsement of the Term Sheet on April 7, 2016.

The project will provide badly-needed revenue to the Port. It will employ hundreds of workers in its construction and hundreds more long-term. It will bring significant new public benefits, such as a new plaza and park on The Embarcadero, hundreds of thousands of dollars of new tax revenues, and a venue for arts, culture and entertainment. Again, the San Francisco Building and Construction Trades Council urges you to endorse the Term Sheet between the Port of San Francisco and TZK Broadway, LLC.

Respectfully yours,

Michael Theriault Secretary-Treasurer





709 E. Colorado Boulevard, Suite 200, Pasadena, CA 91101

## VIA UPS

June 9, 2016

Clerk of the Board San Francisco Board of Supervisors 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102

Clerk Angela Calvillo:

Trader Joe's seeks to operate under a Type-21 ABC license obtained via a transfer from Hana Mohammed Abbushi and Mohammed Subhi Abbushi to Trader Joes Company. The license was previously located at 454 Capitol Ave., San Francisco, CA 94112, and will now be transferred to 10 4<sup>th</sup> Ave., Basement LVL, San Francisco, CA 94103.

This Trader Joe's Company is to be located within a busy South of Market neighborhood of downtown San Francisco, at the basement level of the structure on the southwest corner of 4<sup>th</sup> Street and Market St. The establishment will provide nearby residents with a variety of goods including fresh meat and produce, and specialty food items. Trader Joe's takes great pride in providing for its shoppers and neighbors a safe convenient option for affordable yet high quality food items as well as alcoholic and non-alcoholic beverages. The company looks to continue in this role in their new San Francisco location. Allowing the sale of a full line of alcoholic beverages will enable Trader Joe's to compete with local businesses, while providing customers with an enhanced shopping experience. The hours of operation are to be 8:00am – 10:00pm daily.

While there are nine other alcohol-serving establishments operating within the vicinity, the area is very densely populated, and thus able to support a multitude of retail businesses. Trader Joe's Company is very experienced in serving alcohol in many of their stores nationwide, and they are well-versed in how to do so in a manner that best serves the community while minimizing nuisances and crime. The applicant will ensure alcohol sales are conducted in a safe and secure manner. Trader Joe's employees will oversee the premises to prevent loitering and any instances of drinking in public or over-intoxication. Any and all incidents or infractions will be immediately reported to local law enforcement.

Approval of this PCN request will provide nearby residents, visitors, and workers with a convenient location to purchase high-quality food items as well as alcoholic and non-alcoholic beverages. Further, Trader the addition of a popular and well-known market like Trader Joe's will increase the population around this area, increasing eyes on the streets and public safety. It is prudent that the City of San Francisco use this opportunity to create a safer, and more secure living environment for local residents.

Approval of this application meets the Department's consensus for Public Convenience and Necessity because it allows for the sale of alcohol to be conducted in a regulated manner. The client is willing to take this next step in building a productive relationship with both the city and local residents.

The ABC posting for this location was posted on May 18<sup>th</sup>, 2016. The mailers of notice to all residents within 500 feet, as per ABC requirements, were sent out on May 19<sup>th</sup>, 2016.

Enclosed please find ABC-245 form. Trader Joe's will comply with any and all requests of SFPD, and any other applicable San Francisco City or County requirements. Thank you, and I hope to hear from you soon.

Sincerely,

David Weissglass Associate Planner

Art Rodriguez & Associates

(626) 683-9777

david@aralicenses.com

## **INFORMATION AND INSTRUCTIONS -SECTION 23958.4 B&P**

- Instructions

  This form is to be used for all applications for original issuance or premises to premises transfer of licenses.

  Part 1 is to be completed by an ABC employee, given to applicant with pre-application package, with copy retained in holding file or applicant's district file.

  Part 2 is to be completed by the applicant, and returned to ABC.

  Part 3 is to be completed by the local governing body or its designated subordinate officer or body, and returned to ABC.

					·	
PART 1 - TO BE COMPLETED BY AN	BC					
Trader Joes Company						
2 PREMISES ADDRESS (Street number and name, city	3. LICENSE TYPE	3. LICENSE TYPE				
10 4th St., Basement LVL., San Francisco CA 94103				21		
4 TYPE OF BUSINESS	-,			,		* 10 0100
Full Service Restaurant	Hofbrau/Cafeteria	Cocktail L	ounge	Private Club		
Deli or Specialty Restaurant	Comedy Club	Night Club		Veterans C	Veterans Club	
Cafe/Coffee Shop	Brew Pub	Tavern: Beer		Fraternal C	Fraternal Club	
Bed & Breakfast:	Theater	Tavern: Beer & Wine		Wine Tasti	Wine Tasting Room	
Wine only All	_					
Supermarket	Membership Store	Service Station		Swap Mee	Swap Meet/Flea Market	
Liquor Store	Department Store	Convenie	nce Market	Drive-in Da	Drive-in Dairy	
Drug/Variety Store	Florist/Gift Shop	Convenience Market w/Gasolii		Gasoline	•	
Other - describe:						
5 COUNTY POPULATION	6. TOTAL NUMBER OF LICENSES IN C	OUNTY		RATIO OF LICENSES TO POPULATION IN COUNTY		
845,602	1060	On-Sale	X Off-Sale		On-Sale	Off-Sale
6 CENSUS TRACT NUMBER	9. NO. OF LICENSES ALLOWED IN CE	NSUS TRACT		10 NO OF LICENSES EXISTING IN	CENSUS TRACT	
176.01	7	On-Sale	X Off-Sale	9	On-Sale	X Off-Sale
11 IS THE ABOVE CENSUS TRACT OVERCONCENT		atio of licenses to	population in me	census tract exceed the ratio of licenses	s to population for	the entire county?}
X Yes, the number of existing licenses exceeds the number allowed						
No, the number of existing licenses is I						
12 DOES LAW ENFORCEMENT AGENCY MAINTAIN						
X Yes (Go to Item #13)  13 CRIME REPORTING DISTRICT NUMBER	No (Go to Item #20)  14. TOTAL NUMBER OF REPORTING DISTRICTS ,1			,15 TOTAL NUMBER OF OFFENSES	IN ALL REPORTS	NG DISTRICTS
210	653			53,160		
16 AVERAGE NO OF OFFENSES PER DISTRICT	17 120% OF AVERAGE NUMBER OF OFFENSES			18 TOTAL NUMBER OF OFFENSES IN REPORTING DISTRICT		
81	97			1292		
19 IS THE PREMISES LOCATED IN A HIGH CRIME REPORTING DISTRICT? (i.e. has a 20% greater number of reported crimes than the average number of reported crimes as determined from all crime						
reporting districts within the jurisdiction of the local law		eeds the total	number in ite	m #17		
X Yes, the total number of offenses in the reporting district equals or exceeds the total number in item #17						
No, the total number of offenses in the reporting district is lower than the total number in item #17  20 CHECK THE BOX THAT APPLIES (check only one box)						
a. If "No" is checked in both item #11 on this issue. Advise the applicant to	and item #19, Section 23958.4				information wi	ll be needed
b. If "Yes" is checked in either item # retail license issued for a hotel, motel beer manufacturer's license, or wineg application or as soon as possible the	or other lodging establishment a rower's license, advise the applic	s defined in S	Section 25503	.16(b) B&P, or a retail license i	issued in conj	uction with a
c. If " <u>Yes</u> " is checked in either item # sale beer license, an on-sale beer and to the local governing body, or its des ABC in order to process the application.	d wine (public premises) license, ignated subordinate officer or bo	or an on-sal	e general (put	olic premises) license, advise th	ne <i>applicant to</i>	take this form
Governing Body/Designated Subordinate Name: Board of Supervisors						
FOR DEPARTMENT USE ONLY						
PREPARED BY (Name of Department Employee)						



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## Request to place SFMTA funds on reserve

WHEREAS, the SFMTA Muni Forward program is responsible for transit related projects citywide;

WHEREAS, a Muni Forward project has been responsible for negative impacts on Mission Street, such as merchants' difficulty in getting deliveries, patrons not able to park to shop locally and decline in the customer base as people decide to avoid going to shop in the Mission altogether;

WHEREAS, the Muni Forward designs for Lombard, Geary, Van Ness, California, Geneva, Ocean, Masonic and Stockton will potentially create negative impacts similar to Mission Street;

WHEREAS, the proposed Muni Forward design for Taraval Street will potentially create negative impacts similar to those on Mission Street;

WHEREAS, the SFMTA's budget is supplemented by General Fund monies;

WHEREAS, the Board of Supervisors has control over appropriating General Fund monies to the SFMTA;

WHEREAS, the Board of Supervisors has the ability to place General Fund monies on Reserve that are allocated to the SFMTA during the City budget and appropriation process;



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Therefore, be it RESOLVED, that Coalition for San Francisco
Neighborhoods (CSFN) urges the Board of Supervisors to place
\$25,000,000 of the General Fund monies allocated to the SFMTA for FY
2016-2017 on reserve until such time as the negative impacts of the Muni
Forward projects on Mission, Lombard, Geary, Van Ness, California,
Geneva, Ocean, Masonic, Stockton and Taraval Streets are resolved to the
satisfaction of the affected communities.

Matthew Pancia <msp@themsp.org>

Sent:

Monday, June 06, 2016 8:22 PM

To:

Lee, Mayor (MYR); Board of Supervisors, (BOS)

Cc:

Jerdonek, Chris (REG); Arntz, John (REG); Commission, Elections (REG)

Subject:

Budget Support for Open Source Voting System Project

Dear Mayor Lee and Members of the Board of Supervisors:

I am writing to encourage you to fully fund in this year's budget the start of a project to develop and certify an open source voting system for use in San Francisco.

As far as I understand, it is currently the case that the city (and many others in the country) spend large sums of money to license closed-source, proprietary voting systems from private companies.

This arrangement is both costly to taxpayers and concerning in its lack of transparency; citizens have no visibility into the inner workings of these voting systems, and there is always a concern that manipulation of votes (due to software bugs or intentional fraud) can occur when vote tallying is done with the machines of a private company.

An investment in an open-source voting solution would assuage concerns about the integrity of our voting process as well as save the city money.

Thank you, Matthew Pancia

Board of Supervisors, (BOS)

To:

BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS) FW: Demand Letter To Mayor Lee Regarding Homeless Sweeps

Subject: Attachments:

Demand Letter to Mayor Lee from LCCR, ACLU, WilmerHale 6.9.16.pdf

From: Galon, Leizel [mailto:Leizel, Galon@wilmerhale.com] On Behalf Of Slenkovich, Keith

Sent: Thursday, June 09, 2016 4:30 PM

To: Board of Supervisors, (BOS) <box>
<br/>
<br/>
Soard.of.supervisors@sfgov.org>

Cc: mrisher@aclunc.org; edellapiana@LCCR.com

Subject: Demand Letter To Mayor Lee Regarding Homeless Sweeps

## **Dear City Supervisors:**

In response to recent sweeps, in which the City and its agents have taken, discarded and/or destroyed property belonging to homeless individuals without proper notice or the opportunity for them to reclaim their belongings, a coalition of three legal groups – the Lawyers' Committee for Civil Rights, the ACLU of Northern California, and the WilmerHale law firm – today delivered a demand letter to San Francisco Mayor Ed Lee charging that these practices are unlawful. We have mailed you a copy of the letter, and please also find it attached here for your convenience.

Thank you for your attention to this matter.

Sincerely,

Keith Slenkovich

## On Behalf of:

Lawyers' Committee for Civil Rights of the San Francisco Bay Area American Civil Liberties Union of Northern California Wilmer Cutler Pickering Hale and Dorr LLP

### Keith L. Slenkovich | WilmerHale

950 Page Mill Road
Palo Alto, CA 94304 USA
+1 650 858 6110 (t)
+1 650 858 6100 (f)
keith.slenkovich@wilmerhale.com

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For more information about WilmerHale, please visit us at <a href="http://www.wilmerhale.com">http://www.wilmerhale.com</a>.









WILMER CUTLER PICKERING HALE AND DORR LLP @

June 9, 2016

Mayor Edwin Lee San Francisco City Hall, Room 200 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102

RE:

City of San Francisco's Illegal Seizure and Destruction of

Homeless Individuals' Property

Dear Mayor Lee:

We write today on behalf of homeless residents and concerned citizens of the City and County of San Francisco (the "City") to express our deep concern about the City's seizure and destruction of homeless individuals' personal property in violation of the Fourth and Fourteenth Amendments, California law, and the City's own policies. Specifically, the City and its agents have repeatedly engaged in sweeps in which they have taken, discarded and/or destroyed homeless individuals' property without proper notice and/or any meaningful opportunity for the owners to reclaim their belongings. These practices have permanently deprived vulnerable individuals of their personal shelter, food, medication, cooking utensils, family photographs and keepsakes, identification cards, Electronic Benefit Transfer ("EBT") cards, and other items critical to their health and well-being. Following the City's efforts to clear homeless encampments from portions of San Francisco as part of its preparation for hosting the Super Bowl festivities, the intensity and frequency of these illegal sweeps have increased. Our concern about these practices is compounded by the well-publicized shortage of facilities within the City to address its expanding homeless population, as well as recent reports indicating that you intend to escalate the City's clearing of homeless encampments.<sup>1</sup>

We ask that the City immediately adopt corrective measures to put its practices in conformity with legal requirements. We hope to work collaboratively with the City, and would welcome the opportunity to meet to discuss these concerns before June 30, 2016.

<sup>&</sup>lt;sup>1</sup> Jay Barmann, Following Shooting by Police, Mayor Lee Announces Plan to Clear All Homeless Camps Citywide, SFIST (Apr. 10, 2016), http://sfist.com/2016/04/10/following shooting by police mayor.php.

# I. Recent City Practices Have Significantly And Unnecessarily Harmed Homeless San Franciscans

On the afternoon of February 23, 2016, City workers from the Department of Public Works (DPW), accompanied by California Highway Patrol officers, were captured on video throwing homeless persons' tents into a garbage truck on Division Street. Encampment residents did not know that they would lose their belongings that day: while the Department of Public Health issued an "Abatement Order To Vacate" for the area along Division Street from South Van Ness to 11th Street, the notice was not posted until *after* the City conducted the sweep.

When the City and its agents arrived onsite, workers gave individuals who happened to be present a mere ten minute warning before disposing of their belongings in a dump truck; they provided no notice to those not present. Among other essential items of personal property, workers threw a disabled veteran's walker into the back of a trash compactor and then crushed it, over the protests of bystanders. While the DPW allegedly indicated that the homeless individuals could recover their belongings at a city-owned yard, news sources and eyewitnesses reported only immediate disposal.

Similar sweeps were documented on March 1, 2016 at Division Street, April 10, 2016 at an encampment on Shotwell Street, and April 21, 2016 at an encampment on Cesar Chavez Street. During the night time sweep on Shotwell Street, "officers pulled apart [] tents, piece by piece as the rain fell." Although the tents and belongings of hundreds of people were cleared out over these two months, DPW records show that from February 23, 2016 to April 23, 2016, the Department of Public Works logged only nineteen "bagged and tagged" items that were brought to storage by either the Department itself or the Police Department.<sup>5</sup>

These illegal seizures inflict significant and unnecessary damage on the City's homeless residents. As an example, when one disabled individual located at Division Street left with her partner to participate in a housing workshop on 22nd and Mission Streets through the Mayor's Office, she asked friends to watch her locked tent, posting a sign on the tent to indicate that the two would return soon. When she returned, the City had taken all of her belongings, including her tent, sleeping bags, clothes, her treasured King James Bible, and more than a dozen bottles of medication prescribed to treat her several ailments, including epilepsy, heart disease, edema, arthritis, chronic neuropathy, and diabetes. Deprived of her medication, "Pastor Elaine," as

<sup>&</sup>lt;sup>2</sup> Michael Barba, *Homeless Residents' Tent City in SoMa Ordered to Vacate*, S.F. EXAMINER (Feb. 23, 2016), http://www.sfexaminer.com/homeless-tent-city-soma-ordered-vacate/.

<sup>&</sup>lt;sup>3</sup> Chris Roberts, *BREAKING: City Is Cleaning Out Division Street Homeless Camp*, S.F. WEEKLY (Feb. 23, 2016), http://www.sfweekly.com/thesnitch/2016/02/23/breaking-city-cleaning-out-division-street-homeless-camp.

<sup>&</sup>lt;sup>4</sup> Joe Fitzgerald Rodriguez, Shotwell Tents Destroyed as Friends Mourn Homeless Man Shot by SFPD, S.F. EXAMINER (Apr. 10, 2016), http://www.sfexaminer.com/shotwell-tents-destroyed-friends-mourn-homeless-man-shot-sfpd/.

<sup>&</sup>lt;sup>5</sup> "Bag and Tag" Log produced by the Department of Public Works from the period of February 23, 2016 to April 23, 2016.

encampment residents call her, experienced several minor strokes and had to be rushed to the hospital – she now suffers from recurring post-traumatic nightmares of people reaching into her tent.

Though the recent Division Street sweeps have received the lion's share of publicity, unlawful seizures have been occurring throughout the City. For instance, outreach workers have reported repeated property seizures within Golden Gate Park, even though, when asked if a storage facility exists where confiscated belongings are kept, San Francisco Recreation and Parks Department (Parks Department) officials' only response has been that their policy is "under review." POOR Magazine recently interviewed 86 homeless San Franciscans whose belongings had been taken by the City in the past year, at encampments on Duboce Street, Cesar Chavez, 14th Street, and Trainor Street. Ninety-four percent of those interviewed had not been able to reclaim their tents, phones, medicine, clothes, and other confiscated belongings.

These sweeps and property destruction practices can greatly diminish homeless individuals' sense of hope and stability. The experiences of Travis Lewis and Stacy Elliott are illustrative of the lasting damage these practices cause. Travis and Stacy are a young couple who both ended up homeless after moving from their respective hometowns. To help survive their homeless condition, they built a tiny movable wooden shelter structure that they located next to the freeway near 7th and Hooper streets. On March 1, 2016, DPW workers and San Francisco Police Department officers arrived without warning, dismantled the couple's temporary home, and threw all of their belongings into a dump truck, including their pet baby snake. Shocked at what she was seeing, one conscientious DPW worker refused to participate, as other workers discarded and destroyed the couple's belongings including electronics and medication (HIV, depression), as well as their tiny "house" itself. Losing the one place they could call home has significantly damaged the couple's physical and mental health.

## II. The City's Seizure and Destruction of Personal Property Is Unlawful

These sweeps are unconstitutional. The Fourth and Fourteenth Amendments to the U.S. Constitution, as well as Article I of the California Constitution, protect *all* persons, including persons who may not have a permanent address, from the seizure and destruction of their property by the government. To begin with, the practice of summarily seizing and destroying homeless individuals' property is an unreasonable seizure in violation of the Fourth Amendment, as well as Article I, section 13 of the California Constitution. *Lavan v. City of Los Angeles*, 693 F.3d 1022, 1030 (9th Cir. 2012) (City violated Fourth Amendment rights of homeless persons when it seized and destroyed their legal papers, shelters, and personal effects); *Sanchez v. City of Fresno*, 914 F. Supp. 2d 1079, 1115-16 (E.D. Cal. 2012) (injunctive relief available under

<sup>&</sup>lt;sup>6</sup> Meeting between Coalition on Homelessness and S.F. Recreation & Parks Dep't officials, including Gary McCoy, Policy & Community Affairs Manager (Apr. 23, 2016).

<sup>&</sup>lt;sup>7</sup> WeSearch Policy Group (WPG) Data Release 2016 UnHoused residents of San Francisco Data Collection 2015-2016, POOR MAGAZINE (Jan. 27, 2016), http://www.poormagazine.org/node/5470.

California Constitution in action alleging city wrongfully seized and destroyed homeless individuals' shelter and property).

Further, seizing and destroying a homeless person's property without effective and adequate pre- or post-seizure process, including adequate notice and a meaningful opportunity to reclaim, violates the Due Process Clause of the Fourteenth Amendment as well as Article I, section 7 of the California Constitution. *Lavan*, 693 F.3d at 1032 ("City must comport with the requirements of the Fourteenth Amendment's due process clause if it wishes to take" a homeless person's personal property); *Sanchez*, 914 F. Supp. 2d at 1115-16. "As [the courts] have repeatedly made clear, the government may not take property like a thief in the night; rather, it must announce its intentions and give the property owner a chance to argue against the taking. This simple rule holds regardless of whether the property in question is an Escalade or an EDAR, a Cadillac or a cart." *Lavan*, 693 F.3d at 1032 (internal citations omitted). The City and its agents are required "to take reasonable steps to give notice that the property has been taken so the owner can pursue available remedies for its return." *Id*.

In addition, absent exigent circumstances, the City must provide notice before it seizes homeless people's property, because due process requires the government to provide notice before it seizes property, unless it cannot "feasibly" do so. *Zinermon v. Burch*, 494 U.S. 113, 132 (1990) (if the state can feasibly provide a pre-deprivation hearing before taking property, it generally must do so to comport with the Fourteenth Amendment); *Fuentes v. Shevin*, 407 U.S. 67, 97 (1972) (notice and hearing required before government seizes personal property). The courts have emphasized that depriving homeless individuals of protected property interests without adequate process is "especially troubling" given their vulnerability within our society. *Lavan*, 693 F.3d at 1032.

The City cannot justify its destruction of homeless people's property on the grounds that it is temporarily unattended and therefore "abandoned." Sanchez, 914 F. Supp. 2d at 1093 (E.D. Cal. 2012) ("[T]he fact that property is unattended does not necessarily mean that it has been discarded, and ... reasonable doubt about whether property is trash or debris or valuable property should be resolved in favor of the conclusion that the property is valuable and should not be discarded.") (internal citations omitted). "In California, as under the common law, an item is the property of its owner unless the owner intentionally and voluntarily abandons it because she simply no longer desires to possess the thing being abandoned." Kincaid v. City of Fresno, 2006 WL 3542732, at \*37 (E.D. Cal. Dec. 8, 2006) (internal citations omitted). Homeless individuals have a protected property interest in their unabandoned but temporarily unattended personal property, and the government violates procedural due process when it provides insufficient notice, no means to safeguard retrieved property, and/or insufficient guidelines for retrieval of seized or destroyed property. Sanchez, 914 F. Supp. at 1093, 1103. San Francisco committed these violations when on the afternoon of February 23, 2016, city workers from the Department of Public Works (DPW), accompanied by California Highway Patrol officers, threw homeless persons' tents into a garbage truck on Division Street without proper notice. Indeed, the Department of Public Health's "Abatement Order To Vacate" notice for the relevant area was not posted until after the City conducted the sweep.

In addition to their violation of the Due Process Clause, the City's sweeps, directed towards the homeless and specifically targeting homeless individuals' property, also violate the Equal Protection Clauses of the Fourteenth Amendment and Article I, section 7 of the California Constitution. *Parr v. Municipal Court*, 3 Cal. 3d 861, 868 (Cal. 1971) ("[S]ingl[ing] out a social group and stigmatiz[ing] its members as 'undesirable' and 'unsanitary,' the city council violated the constitutional guaranty of the equal protection of the laws."); *Anderson v. City of Portland*, 2009 WL 2386056, at \*8 (D. Or. July 31, 2009) (Equal Protection claim available when City of Portland's enforcement of anti-camping ordinances targeted homeless individuals); *Sanchez*, 914 F. Supp. 2d at 1115-16 (injunctive relief available under California's Equal Protection clause to extent City of Fresno wrongfully seized and destroyed homeless individuals' shelter and property).

Wholly apart from the constitutional implications of the City's actions, these actions also violate the City's own guidelines governing property storage and retrieval. The Parks Department policies require that seized property, whether found attended or unattended, be stored for 90 days in order to permit its return. S.F. Recreation and Parks Dept., *Procedures for Property Found in Parks and Recreation Facilities* (2006). DPW rules likewise establish a 90-day property retrieval policy for items DPW has collected that have been "left unattended on public or private property." S.F. Dept. of Public Works BSES 30012 – Homeless – Property. The Department must "bag and tag" these items, and then secure them at a storage yard. *Id.* The regulations for property "hauled in" by the police and delivered to the DPW go one step further, maintaining a 120-day storage requirement. S.F. Police Dept. Bull., *Operation Outreach Protocol for Processing Homeless Property* – "Bag & Tag" (Apr. 19, 2012). 9

These requirements and policies are being routinely violated throughout the City's various departments. Substantial photographic and video evidence confirms the practice of City workers loading homeless individuals' belongings into dump trucks and trash compactors. As described above, DPW's own logs show that very little property has actually been taken to storage. This disproportionally small volume of logged items underscores the extent to which the City is violating these various legal requirements.

Separate from the humanitarian and legal imperatives for doing so, were the City to adopt City-wide procedures ensuring the legally required prior notice and retrieval processes, these

<sup>&</sup>lt;sup>8</sup> Available at http://sf311.org/dept-public-works-bses-30012-homeless-property (last accessed June 8, 2016).

<sup>&</sup>lt;sup>9</sup> Available at http://sanfranciscopolice.org/sites/default/files/Documents/PoliceDocuments/DepartmentBulletins/12-085.pdf (Apr. 19, 2012).

<sup>&</sup>lt;sup>10</sup> See, e.g., Chris Roberts, BREAKING: City Is Cleaning Out Division Street Homeless Camp, S.F. WEEKLY (Feb. 23, 2016), http://www.sfweekly.com/thesnitch/2016/02/23/breaking-city-cleaning-out-division-street-homeless-camp (sharing video posted by Kelley Cutler on Facebook); Michael Barba, Homeless Residents' Tent City in SoMa Ordered to Vacate, S.F. EXAMINER (Feb. 23, 2016), http://www.sfexaminer.com/homeless-tent-city-soma-ordered-vacate/ ("DPW threw away several tents that were left unattended and gave people who were there a 10-minute warning before trashing their property, Cutler said."); Joe Fitzgerald Rodriguez, Watch SFPD Tear Down Tent Where Homeless Man Was Shot, Killed Days Earlier (Apr. 10, 2016), https://www.youtube.com/watch?v=LGPirlirwWM.

procedures would allow individuals to avoid the loss of their property by moving their possessions before the arrival of City workers. Because, as we understand it, the City plans these operations several days in advance, posting notice is feasible, will not lead to delay, and is not burdensome. By giving individuals adequate time to remove their property, government resources would be conserved through reduction of the amount of property to be removed, inventoried, and stored.

## III. Changes Necessary To Bring Current City Actions And Policies Within The Law

We recognize that the City faces significant challenges as changing demographics and housing shortages have pushed more and more individuals onto the streets. But illegal sweeps are not the solution. Rather, the City should focus its efforts on working with organizations such as the Coalition on Homelessness to continue to improve policies for outreach, shelter, and housing of homeless San Franciscans – these dialogues and measures will reduce the number of homeless individuals currently living in encampments, the root cause of the problem.

For now, we request that the City put an immediate moratorium on its illegal sweeps<sup>11</sup> of homeless encampments, while it develops and implements a policy for addressing the property of homeless individuals that strictly complies with the laws and guidelines discussed above, thereby protecting the rights of homeless San Franciscans. Because of the number of City agencies involved in these activities and the lack of consistent and coordinated practices, the City's new policy should have general applicability across all agencies involved with these activities, and should include:

- Meaningful notice to be provided to those who would be subject to seizure of homeless individuals' property, including clear requirements for the notice content and posting procedures to assure actual and sufficient notice.
- Outreach to be provided ahead of any clearing action, including identification of the organizations that will be conducting such outreach.
- A set of clear procedures and instructions for processing personal property at property removal sites, both with respect to items belonging to individuals present during the activities, as well as items belonging to those who are temporarily absent.
- A clear and well-communicated process for affected individuals to retrieve all seized items of value, and to make claims for property that has been improperly destroyed and/or damaged, as well as clear procedures that provide compensation for past seizures and destruction.

<sup>&</sup>lt;sup>11</sup> By "illegal sweeps," we are referring to the City's conduct of seizing and destroying homeless individuals' property without proper notice and reclamation procedures. We are not referring to the City's efforts to remove garbage and other refuse.

> A process for transporting affected individuals and their possessions to adequate housing and/or other acceptable accommodations, taking into account the issues posed by disability and/or limited mobility.

In its sweeps, including those on February 23, March 1, April 10, and April 21, the City destroyed homeless individuals' shelter and essential personal belongings without proper notice, without a means to safeguard seized property, and in contravention of federal and state law as well as San Francisco's own guidelines for retrieval of seized property. Wholly apart from the humanitarian toll these actions take, the Fourth and Fourteenth Amendments as well as Article I of the California Constitution prohibit such forfeitures without adequate process. We request that the City stop these unconstitutional sweeps, and engage with us in a meaningful dialogue about how the City can ensure the protection of the rights of its homeless individuals, one of City's most vulnerable populations. As indicated above, we would welcome the opportunity to meet to discuss these concerns before June 30, 2016.

Thank you for your time and attention to this matter.

Sincerely

Keith Slenkovich

On Behalf of:

Lawyers' Committee for Civil Rights of the San Francisco Bay Area

American Civil Liberties Union of Northern California

Wilmer Cutler Pickering Hale and Dorr LLP

cc: Michael T. Risher
Senior Staff Attorney
American Civil Liberties Union of Northern California

Elisa Della-Piana Legal Director Lawyers' Committee for Civil Rights

Supervisor Eric Mar - District 1

Supervisor Mark Farrell - District 2

Supervisor Aaron Peskin - District 3

Supervisor Katy Tang - District 4

Supervisor London Breed - District 5

Supervisor Jane Kim - District 6

Supervisor Norman Yee - District 7

Supervisor Scott Wiener - District 8

Supervisor David Campos - District 9

Supervisor Malia Cohen - District 10

Supervisor John Avalos - District 11

Board of Supervisors, (BOS)

To:

BOS-Supervisors

Subject:

FW: Blue Angels

From: charles boone [mailto:cbmusique@yahoo.com]

Sent: Sunday, June 12, 2016 4:42 PM

Subject: Blue Angels

I strongly support the idea that the Blue Angels should not fly over the city. Their only reason to do this, as they have always done year after year, is to advertise in their arrogant and highly disturbing way, their show. Their presence here is antithetical to everything I stand for and, in what is supposed to be a peaceful-thinking place, what I have long supposed San Francisco to represent.

Charles Boone 1528-D Pershing Drive San Francisco, CA 94129 <a href="mailto:cbmusique@yahoo.com">cbmusique@yahoo.com</a>



Board of Supervisors, (BOS)

To:

**BOS-Supervisors** 

Subject:

FW: Please fully fund Dorchester Way median

Attachments:

SAM 9040.jpg

----Original Message----

From: rbrandi [mailto:rbrandi@earthlink.net] Sent: Saturday, June 11, 2016 12:09 PM

To: melssia.whitehouse@sfgov.org; Board of Supervisors, (BOS) <box><br/><br/><br/><br/>doard.of.supervisors@sfgov.org>

Subject: Fw: Please fully fund Dorchester Way median

I sent this note urging the budget committee to fully fund the Dorchester Way median, a project DPW told us they would complete and then later reneged saying they are \$30,000 short in a cistern program that costs tens of millions.

Please place in the supervisors weekly docket packet and official Board's correspondence.

Thank you,

Richard Brandi 125 Dorchester Way

----Forwarded Message-----

>From: rbrandi <rbrandi@earthlink.net>

>Sent: Jun 3, 2016 10:08 AM

>To: mark.farrell@sfgov.org, jane.kim@sfgov.org, katy.tang@sfgov.org, norman.lee@sfgov.org, scott.wiener@sfgov.org

>Subject: Please fully fund Dorchester Way median

>Please vote to fund the full amount to complete the Dorchester Way median that was partially dug up during the construction of a fire cistern. The median is city property. The cistern project cut out part of a deactivated a large diameter water pipe leaving a scar in the median. The SFPUC and DPW promised to stabilize the median with a retainer wall to prevent soil and weeds from eroding onto the street and to landscape it but now there are pleading a lack of funds, \$30,000. This paltry amount out of an overall cistern project costing tens of millions of dollars is ludicrous. The city has an obligation to be a good steward of the land it owns.

>I have enclose a photo of the median.

>Thank you,

>

>Richard Brandi

>415 753-5130

(21)

Board of Supervisors, (BOS)

To:

**BOS-Supervisors** 

Subject:

FW: I'm the 192nd signer: "Turn The Beast on Bryant Into a Beauty on Bryant"

From: Carlo Pellegrini [mailto:petitions-noreply@moveon.org]

Sent: Friday, June 10, 2016 8:29 AM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Subject: I'm the 192nd signer: "Turn The Beast on Bryant Into a Beauty on Bryant"

Dear Board of Supervisors,

I just signed a petition addressed to you titled <u>Turn The Beast on Bryant Into a Beauty on Bryant</u>. So far, 192 people have signed the petition.

You can reach me directly by replying to this email. **Or, post a response for MoveOn.org to pass along to all petition signers by clicking here:** <a href="http://petitions.moveon.org/target\_talkback.html?tt=tt-110117-custom-71014-20260610-Q5x25C">http://petitions.moveon.org/target\_talkback.html?tt=tt-110117-custom-71014-20260610-Q5x25C</a>

## The petition states:

"I am a San Francisco resident, and I want responsible development in my community. We can do better as a City to support planned growth that will help alleviate the housing crisis, not exacerbate it."

## My additional comments are:

We need more affordable housing in SF!

To download a PDF file of all of your constituents who have signed the petition, including their addresses, click this link: <a href="http://petitions.moveon.org/deliver\_pdf.html?job\_id=1805811&target\_type=custom&target\_id=71014">http://petitions.moveon.org/deliver\_pdf.html?job\_id=1805811&target\_type=custom&target\_id=71014</a>

To download a CSV file of all of your constituents who have signed the petition, including their addresses, click this link:

http://petitions.moveon.org/deliver\_pdf.html?job\_id=1805811&target\_type=custom&target\_id=71014&csy=1

Carlo Pellegrini San Francisco, CA

This email was sent through MoveOn's public petition website, a free service that allows anyone to set up their own online petition and share it with friends. MoveOn does not endorse the contents of petitions posted on our public petition website. If you have any questions, please email <u>petitions@moveon.org</u>. If you don't want to receive further emails updating you on how many people have signed this petition, click here: <a href="http://petitions.moveon.org/delivery\_unsub.html?e=G0Rk7VNs01rhF4FmsFKF0SBCb2FyZC5vZi5TdXBlcnZpc29yc0BzZmdvdi5vcmc-&petition\_id=110117">http://petitions.moveon.org/delivery\_unsub.html?e=G0Rk7VNs01rhF4FmsFKF0SBCb2FyZC5vZi5TdXBlcnZpc29yc0BzZmdvdi5vcmc-&petition\_id=110117</a>.



Board of Supervisors, (BOS)

To:

**BOS-Supervisors** 

Subject:

FW: I'm the 4,275th signer: "Stop SFMTA (San Francisco Municipal Transportation Agency)"

From: Antonio White [mailto:petitions-noreply@moveon.org]

Sent: Saturday, June 11, 2016 5:27 PM

To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Subject: I'm the 4,275th signer: "Stop SFMTA (San Francisco Municipal Transportation Agency)"

Dear San Francisco Board of Supervisors,

I just signed a petition addressed to you titled <u>Stop SFMTA (San Francisco Municipal Transportation Agency)</u>. So far, 4,275 people have signed the petition.

You can reach me directly by replying to this email. Or, post a response for MoveOn.org to pass along to all petition signers by clicking here: <a href="http://pac.petitions.moveon.org/target\_talkback.html?tt=tt-23483-custom-54063-20260611-NrutaB">http://pac.petitions.moveon.org/target\_talkback.html?tt=tt-23483-custom-54063-20260611-NrutaB</a>

## The petition states:

"As residents and taxpayers of San Francisco we believe that the SFMTA's first and foremost responsibility is to improve MUNI and to make MUNI a more desirable means of transportation. It is not SFMTA's job to make owning and driving a motor vehicle more expensive and difficult. The SFMTA needs to be accountable to all the citizens of San Francisco. We need a balanced, unbiased municipal transportation policy. We respectfully request that the Mayor and District Supervisors immediately stop the SFMTA from: 1. Installing new parking meters and extending the hours of enforcement 2. Enforcing Sunday parking meters 3. Increasing meter rates, fees and fines "

## My additional comments are:

Geary BRT = Welfare for Rich Developers. BRT is phony, no-benefit shell game hiding a Developer density give away by the Board of Supervisors. Why is our Board of Supervisors risking the welfare of seniors, children and the disabled by holding critical Geary Blvd. street maintenance ransom and forcing us to pay bloated infrastructure costs so that Developers can profit? The Board of Supervisors need to stop selling out our City and start making Developers pay the infrastructure costs themselves. #StopMuniBRT

To download a PDF file of all of your constituents who have signed the petition, including their addresses, click this link: http://petitions.moveon.org/deliver\_pdf.html?job\_id=1806501&target\_type=custom&target\_id=54063

To download a CSV file of all of your constituents who have signed the petition, including their addresses, click this link:

http://petitions.moveon.org/deliver\_pdf.html?job\_id=1806501&target\_type=custom&target\_id=54063&csv=1

Antonio White San Francsico, CA This email was sent through MoveOn's public petition website, a free service that allows anyone to set up their own online petition and share it with friends. MoveOn does not endorse the contents of petitions posted on our public petition website. If you have any questions, please email <a href="mailto:petitions.amoveon.org">petitions.amoveon.org</a>. If you don't want to receive further emails updating you on how many people have signed this petition, click here:

<a href="http://petitions.moveon.org/delivery\_unsub.html?e=\_m0xZcWIJXzqH9ZTz\_cNZWJvYXJkLm9mLnN1cGVydmlzb3JzQHNmZ292Lm9vZw--&petition\_id=23483">http://petitions.moveon.org/delivery\_unsub.html?e=\_m0xZcWIJXzqH9ZTz\_cNZWJvYXJkLm9mLnN1cGVydmlzb3JzQHNmZ292Lm9vZw--&petition\_id=23483</a>.

Lloyd Schlogel

EDARD SE SUPERVISOR Grenval Delinery

SAN FRANCISCO BOARD of Supervisor

City Hell

SAN FRANCISCO, CAL 94102 Public Comment.

Regarding Proposed Building of 1979 Mirsia St 331 Dwelling Units in a Building 105 Least tolo on Mission Street. 2013,1543 E Item 9, Public Hearing on Thursday, Lune 9, 2016

This proposal is a mistake.

This building Site is at 16th and Musion Streets in docompoun Sont Rencises. This is a Subject of station. There of present surpless housing in this area. This would become the highest Rice building within half a mile. Serverel new buildings for devellings are in Use how.

This will provide housing for new people entering the city whom we do not know, they will not have to go above ground to enter this building.

This is a place to pick up troublesome new people whom we do not know. They site should be pererved for less intensive uses,

Copy should be Furnished to PHNNING Commission. Reference 2013, 1543 E, Item 9.

To Board of Supermon F. Jone 9, 2016 Ablic Comment on proposal for 1979 Mussion Street The San Francisco Board of Siepernesors should stop the proposed. The flowing commusion should stop this. This sete already has a high crimo RAKE. The Site now holds a Pharmacy which has experienced a high theft rate and plans to close. This proposal should be stopped, Lloyd Schloegel June 9, 2016 Copy to City Planning Commission

page 2 of 2

9. 2013.1543E

(D. DWYER: (415) 575-9031)

1979 MISSION STREET — MIXED USE PROJECT - east side of Mission Street between 15<sup>th</sup> and 16<sup>th</sup> Streets; Lot 052 in Assessor's Block 3553 - Public Hearing on the Draft Environmental Impact Report - The proposed project would demolish two existing one-and two-story commercial buildings and a surface parking lot, and would construct a 388,912 gsf residential building with ground-floor retail uses on a 1.3-acre site. The proposed building would be up to 105 feet tall along Mission and 16<sup>th</sup> Streets and up to 55 feet tall along Capp Street. Approximately 331 residential units and 34,198 square feet of ground floor commercial space would be developed. A below-grade parking garage accessed from Capp Street would contain up to 162 vehicle parking spaces and 158 Class 1 bicycle parking spaces. Three freight loading spaces, a van space, and four Class 1 bicycle spaces would be located on the ground floor and accessed from Capp Street. Approximately 41,150 gsf of publicly accessible and private open space would be provided. The project site is located in the Mission Street Neighborhood Commercial Transit (Mission NCT) District and a 105-E/55-X Height and Bulk District and is subject to the Mission District Interim Controls.

Preliminary Recommendation: None

NOTE: Written comments will be accepted at the Planning Department until 5:00 p.m. on Tuesday, July 5, 2016.

### I. PUBLIC COMMENT

At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items. With respect to agenda items, your opportunity to address the Commission will be afforded when the item is reached in the meeting with one exception. When the agenda item has already been reviewed in a public hearing at which members of the public were allowed to testify and the Commission has closed the public hearing, your opportunity to address the Commission must be exercised during the Public Comment portion of the Calendar. Each member of the public may address the Commission for up to three minutes.

The Brown Act forbids a commission from taking action or discussing any item not appearing on the posted agenda, including those items raised at public comment. In response to public comment, the commission is limited to:

- (1) responding to statements made or questions posed by members of the public; or
- (2) requesting staff to report back on a matter at a subsequent meeting; or
- (3) directing staff to place the item on a future agenda. (Government Code Section 54954.2(a))

## **ADJOURNMENT**