

FILE NO. 160735

Petitions and Communications received from June 13, 2016, through June 20, 2016, for reference by the President to Committee considering related matters, or to be ordered filed by the Clerk on June 28, 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 Civil Grand Jury, submitting report "Auto Burglary in San Francisco." File No. 160611. (1)

From Planning Department, submitting 2015 Downtown Plan Annual Monitoring report. Copy: Each Supervisor. (2)

From Planning Department, submitting recommendation regarding File No. 160550. (3)

From Department of Public Health, resubmitting FY 2016-18 Membership List. Copy: Each Supervisor. (4)

From concerned citizens, regarding Support at Home program. (5)

From Lucy Lee, regarding Sidewalk Abatement Program. File No. 160459. Copy: Each Supervisor. (6)

From Office of the Mayor, pursuant to Charter Section 3.100(18) submitting Notice of Appointments to the Commission on the Status of Women. (7)

Julie Soo, term ending April 13, 2020.

Andrea Shorter, term ending April 13, 2020.

From Department of Public Health, submitting Administrative Code Chapter 12B Waiver Request Form. Copy: Each Supervisor. (8)

From San Francisco Forest Alliance, regarding park maps. Copy: Each Supervisor. (9)

From Office of the Governor, submitting proclamation calling the General Election on November 8, 2016. (10)

From Controller, submitting FY's 2016-17 and 2017-18 Revenue Letter. Copy: Each Supervisor. (11)

From Pacific Gas and Electric, regarding abandonment of James Alley. File No. 160236. Copy: Each Supervisor. (12)

From State Fish and Game Commission, submitting Notice of Receipt of Petition to list coast yellow leptosiphon as endangered. Copy: Each Supervisor. (13)

From State Fish and Game Commission, submitting notice of proposed regulatory action to establish the Fish and Game Commission's conflict of interest code. Copy: Each Supervisor. (14)

From Howard Chabner, regarding proposed resolution urging state legislators to amend or oppose State Assembly Bill 650. File No. 160696. Copy: Each Supervisor. (15)

From Foam Fabricators, Inc., regarding proposed amendments to Food Service Waste Reduction Ordinance. File No. 160383. (16)

From Paula Katz, regarding proposed ordinance appropriating Revenue Bond proceeds to the Municipal Transportation Agency for transportation projects and equipment in FY2016-2017. File No. 160464. Copy: Each Supervisor. (17)

From Mission Bay Alliance, regarding proposed ordinance appropriating money to the Municipal Transportation Agency. File No. 160466. Copy: Each Supervisor. (18)

From West Area California Public Utilities Commission, regarding Notification Letter for various Verizon Facilities. Copy: Each Supervisor. (19)

From Treasurer and Tax Collector's Office, submitting CCSF monthly Pooled Investment Report for May, 2016. Copy: Each Supervisor. (20)

From Jan Barroca, regarding Golden State Warriors. (21)

From Evleen R. Anderson, regarding Municipal Transportation Agency proposed charter amendment. Copy: Each Supervisor. (22)

From concerned citizens, submitting signature for petition entitled, 'Stop SFMTA.' 4,280th signer. Copy: Each Supervisor. (23)

From Office of the Mayor, regarding proposed changes to Police Department budget. Copy: Each Supervisor. (24)

From Adrienne Fong, regarding proposed changes to Police Department budget. Copy: Each Supervisor. (25)

From concerned citizens, regarding "By Right Housing Approvals." File Nos. 160601, 160660, and 160675. Copy: Each Supervisor. 47 letters. Copy: Each Supervisor. (26)

From Polly Richards Babcock, regarding rent control. Copy: Each Supervisor. (27)

From concerned citizen, regarding planning and permitting process of 2000-2070 Bryant Street. Copy: Each Supervisor. (28)

CITY AND COUNTY OF SAN FRANCISCO
CIVIL GRAND JURY

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Clerk
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June 15, 2016

Angela Calvillo
Clerk of the Board
SF Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Dear Ms. Calvillo,

The 2015 – 2016 Civil Grand Jury will release its report entitled, "Auto Burglary in San Francisco" to the public on Monday, June 20, 2016. Enclosed is an advance copy of this report. Please note that by order of the Presiding Judge of the Superior Court, Hon. John K. Stewart, this report is **to be kept confidential until the date of release (June 20th)**.

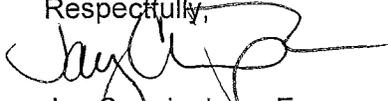
California Penal Code §933 (c) requires a response to be submitted to the Presiding Judge no later than 90 days. California Penal Code §933.5 states that for each finding in the report, the responding person or entity shall indicate one of the following: (1) agree with the finding; or (2) disagree with it, wholly or partially, and explain why.

Further, as to each recommendation, your response must either indicate:

- 1) That the recommendation has been implemented, with a summary of how it was implemented;
- 2) That the recommendation has not been, but will be, implemented in the future, with a timeframe for implementation;
- 3) That the recommendation requires further analysis, with an explanation of the scope of that analysis and a timeframe for discussion, not more than six months from the release of the report; or
- 4) That the recommendation will not be implemented because it is not warranted or reasonable, with an explanation.

Please provide your response to Presiding Judge Stewart at the following address:
400 McAllister Street, Room 008
San Francisco, CA 94102-4512

Respectfully,


Jay Cunningham, Foreperson
2015 – 2016 Civil Grand Jury

City Hall, Room 482
1 Dr. Carlton B. Goodlett Pl, San Francisco, CA 94102
Phone: 415-554-6630

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AUTO BURGLARY IN SAN FRANCISCO

JUNE 2016



City and County of San Francisco
Civil Grand Jury, 2015-2016

Members of the Civil Grand Jury

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Alison Ileen Scott, Esq., LL.M., Foreperson Pro Tem

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THE CIVIL GRAND JURY

The Civil Grand Jury is a government oversight panel of volunteers who serve for one year. It makes findings and recommendations resulting from its investigations.

Reports of the Civil Grand Jury do not identify individuals by name. Disclosure of information about individuals interviewed by the jury is prohibited. California Penal Code, section 929

STATE LAW REQUIREMENT

California Penal Code, section 933.05

Each published report includes a list of those public entities that are required to respond to the Presiding Judge of the Superior Court within 60 to 90 days as specified.

A copy must be sent to the Board of Supervisors. All responses are made available to the public.

For each finding, the response must:

- 1) agree with the finding, or
- 2) disagree with it, wholly or partially, and explain why.

As to each recommendation the responding party must report that:

- 1) the recommendation has been implemented, with a summary explanation; or
- 2) the recommendation has not been implemented but will be within a set timeframe as provided; or
- 3) the recommendation requires further analysis. The officer or agency head must define what additional study is needed. The Grand Jury expects a progress report within six months; or
- 4) the recommendation will not be implemented because it is not warranted or reasonable, with an explanation.

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SUMMARY

This report is based on an investigation conducted from June 2015 through March 2016 into the crime of auto burglary in the County of San Francisco. In the early phase of the research, we learned that the number of car break-ins in 2015 had reached a five-year high--24,800 recorded incidences. Media sources indicate this is a 34 percent increase over the previous year and almost three times more than reported in 2011. We make a conservative estimate, based on 2015 SFPD data, that theft of property related to these crimes cost victims a minimum of \$19 million. This estimate excludes the costs of repairs to vehicles and inconvenience to the victim.

Given these statistics, we set out to understand 1) what can be done to improve the current approach to apprehending and prosecuting auto burglars and 2) what broader City resources can be leveraged to deter property crime and assist those who have been victimized. Following is a summary of key findings and recommendations:

Apprehension. Breaking into a car with the intent to steal is auto burglary, which is a felony under California law; however, because an eye witness account is needed to make an arrest, fewer than two percent of incidences result in charges. An estimated 70 to 80 percent of auto burglaries are committed by criminal street gangs. To counter the threat of serial property crime, we recommend the SFPD Patrol Bureau Task Force on auto burglary become a permanent, city-wide serial crimes unit.

Post Arrest Investigations. If the post-arrest evidence fails to meet evidentiary standards, then the DA cannot charge the case. Therefore, the investments in apprehension do not pay off. We see an opportunity to improve evidence collection by creating professional development classes on auto burglary specific to San Francisco. The curriculum should be frequently refreshed to reflect the evolving tactics of the serial offenders.

Expanded Prosecutorial Capability. The DA's Office has steadily improved its "action taken" rate for cases having sufficient admissible evidence. As the tactics of criminal street gangs have evolved, successful prosecution requires a coordinated police and DA effort and the "bundling" of multiple incidents that show patterns of criminal behavior. To address this complexity, we recommend the DA's Office organize prosecutors with serial crime expertise into a serial crimes unit—a counterpart to the SFPD's emerging serial crimes unit.

Deterrence. Our research suggests the City has the opportunity to reduce crime through basic changes to policy and operations. For example, the City could mandate that maintenance of and upgrades to City-owned buildings adhere to principles of crime prevention through environmental design. Additionally, existing resources such as the Community Ambassadors Program could deploy ambassadors as a visible presence in known crime hotspots, and the City's Internet sites could be further developed to inform residents about crime risks and prevention.

Victims Assistance. As a top tourist destination, San Francisco must be cognizant of the economic effects of auto burglary when victims return to their homes worldwide and report their disappointing experience. Recovery assistance from the City may minimize damage to its reputation. In this regard, the jury recommends the City pass a resolution to assign a public safety department to oversee victim assistance programs and authorize discretionary use of federal laws to prosecute those who target tourists as a vulnerable class.

In the report, the jury has outlined what San Francisco is currently doing to address the problem of auto burglary and has recommended changes, large and small, that are cost effective and complementary to the existing infrastructure.

INTRODUCTION

All too often, residents and visitors/tourists¹ to San Francisco experience the gut-wrenching disappointment of finding their car window smashed and valuables gone. In 2015, auto burglars in the City and County of San Francisco walked off with more than \$19 million in stolen goods.² The problem of stolen property and cars damaged by break-ins has become so common it is considered part of the cost of City life. We have become inured, except when we are its victims.

Table 1: Incidents of Auto Burglary 2014-2015

TOTAL REPORTED INCIDENTS OF AUTO BURGLARY AND THEFT FROM VEHICLES 2014-2015													
Total Reported Incidents of Auto Burglary and Theft From Vehicles													
	January	February	March	April	May	June	July	August	September	October	November	December	Total
2014	1580	1441	1588	1655	1954	1519	1908	2200	1890	2122	2154	2270	22281
2015	2230	2037	2415	2044	2446	2397	2552	2201	2050	1847	927	1680	24826

Total Reported Incidents of Auto Burglary and Theft From Vehicles 2014-2015. These numbers represent all reported incidents of auto burglary, grand theft from a locked auto, petty theft from a locked auto, grand theft from an unlocked auto, and petty theft from an unlocked auto; with monthly and annual totals for 2014 and 2015.³ For an explanation of these auto burglary-related crime categories, see Appendix A: “Understanding auto burglary and its related crimes.”

Auto burglary occurs more than 70 times a day, every day, across all neighborhoods, and to all kinds of people. It happens to residents of the City and to commuters who work and attend school here. It happens to folks who drive in to shop or see a movie. Auto burglary also happens to people who visit for business or conventions, and it happens to tourists who are here on vacation. The San Francisco Police Department (SFPD) provides a convenient online system for

¹ The Glossary of Statistical Terms for the Organisation for Economic Co-operation and Development gives the following definition of the combined term “Visitor/Tourist:”

The persons referred to in the definition of tourism are termed “visitors”: “Any person travelling to a place other than that of his/her usual environment for less than 12 months and whose main purpose of trip is other than the exercise of an activity remunerated from within the place visited.

² This conservative figure calculated from reported incidents only is based upon \$1 for each report classified as a misdemeanor and \$950 for each report classified as a second degree felony, where \$950 is the lower limit for felony property theft. Thus, 20,280 x \$950 = \$19,266,000 minimum value of felony reports plus 4,546 x \$1 = \$4,546.00 minimum value of misdemeanor reports amounts to a total of \$19,270,546.

³ The numbers in Table 1 were downloaded, from SF OpenData at data.sfgov.org and sorted and tabulated by members of the Civil Grand Jury.

victims to report the theft and receive an incident number to make the insurance claim for reimbursement. The data is included in a monthly incident report as required for state and federal crime indexing⁴. While the process of reporting is convenient for victims and police, it does little to address a situation grown out of control. Of the 24,800 reported incidents in San Francisco in 2015, only 484 (1.9%) arrests were made.

People assume auto burglaries are committed by people down on their luck, i.e., the homeless, the drug addicted, or juvenile delinquents. While such people do commit auto burglary and other crimes of opportunity, SFPD investigators and prosecutors in the San Francisco District Attorney's Office (DA or DA's Office) believe the vast majority of offenses are the work of organized career criminals comprising less than 20 percent of the pool of offenders. Many are gang members. Some are armed and violent. Most have prior felony convictions. They own cars or are adept at stealing them to commit crimes. They stake out the most lucrative spots for car break-ins such as North Beach, the Palace of Fine Arts, or parking structures like the ones at the Stockton Garage and Costco.

The San Francisco Civil Grand Jury has undertaken this investigation to reclaim the safety of our property and our peace of mind. While there is no silver bullet to stop the crime of auto burglary, in this report we put forth carefully considered recommendations to solve today's crime wave and to protect us in the next.

⁴ The Civil Grand Jury uses the word phrase "auto burglary" in reference to five crime statistical categories that are collectively understood through popular use and media reporting to mean "auto burglary." Those categories are:

Auto Burglary

Grand Theft/Larceny from a Locked Vehicle

Petty Theft/Larceny from a Locked Vehicle

Grand Theft/Larceny from an Unlocked Vehicle

Petty Theft/Larceny from an Unlocked Vehicle

OBJECTIVES, SCOPE, AND METHODOLOGY

Objectives

The objectives of this investigation were:

- Identify the primary causes of the current epidemic of auto burglary crimes;
- Identify the characteristics of the most prolific auto burglary suspects;
- Understand SFPD organization and operations related to auto burglary investigations and arrests;
- Analyze the DA's processes in the charging and prosecution of auto burglary cases;
- Make recommendations that, when implemented, will significantly decrease auto burglary crimes in San Francisco;
- Make recommendations that, when implemented, will significantly mitigate the harm to tourists/visitors victimized by auto burglary.

Scope

The investigation included the evaluation of the SFPD and DA's Office in apprehending, investigating, and prosecuting auto burglaries. While case outcomes are reported, the court's role in the criminal justice process is outside the Civil Grand Jury's purview and, therefore, the scope of this investigation.

Methodology

The Civil Grand Jury collected and analyzed 24 consecutive months of data pertaining to auto burglary and related crime classifications. We interviewed inspectors and command staff of the SFPD, prosecutors in the DA's Office, and scholars in the fields of economics and criminology. We also attended commission meetings, monitored community-based social networks, and conducted an extensive review of research and professional literature.

DISCUSSION

A. Apprehension of career auto burglars requires coordination by a well-resourced investigative team who sees the “big picture.”

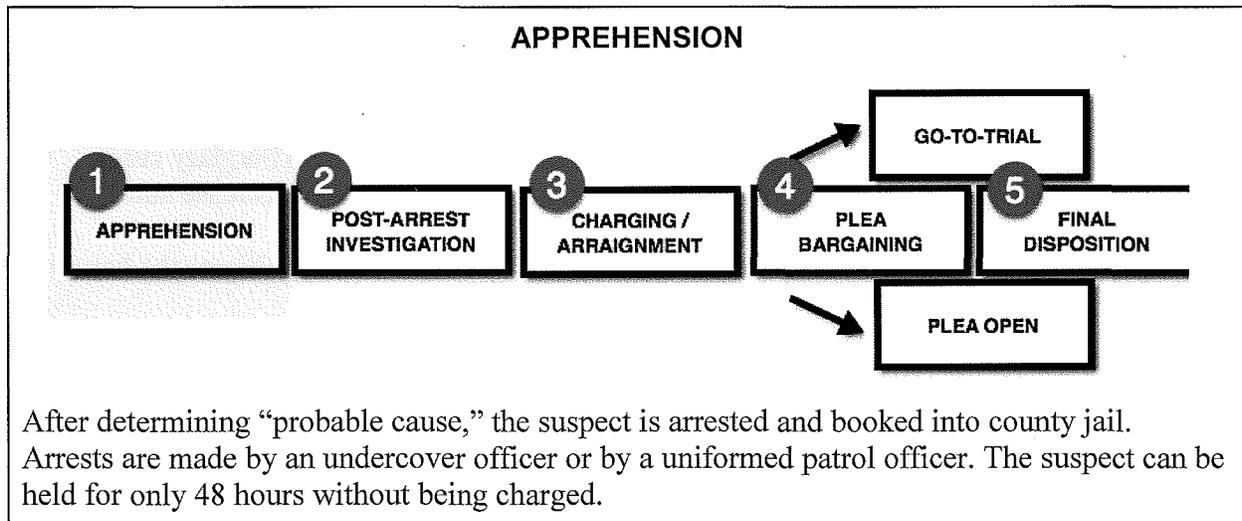


Figure 1: Apprehension

Prior to 2009, SFPD’s investigative units were centralized. The centralized units were organized around and staffed by officers who had specialized skills and institutional knowledge about particular types of criminals and crime categories. Because all centralized units were physically located at headquarters, inter-unit cooperation was easy. The open flow of information enabled centralized units to have a “big picture” of cross-precinct serial crime in the City. In 2009, a number of the specialized units were disbanded, including the “Serial Investigations” unit.

Decentralization allowed the Chief of Police to implement a robust community policing model. Uniformed police officers and the undercover detail at each station work with the community to address a range of neighborhood issues, not just the apprehension of criminals. However, we were told during interviews, a decentralized police force has been ineffective at curbing organized criminals who offend across precincts. Law enforcement officials estimate that criminal street gangs are behind 70 to 80 percent of auto burglary incidents.⁵ Public safety officials in both the DA’s Office and SFPD agree on the following about organized criminals:

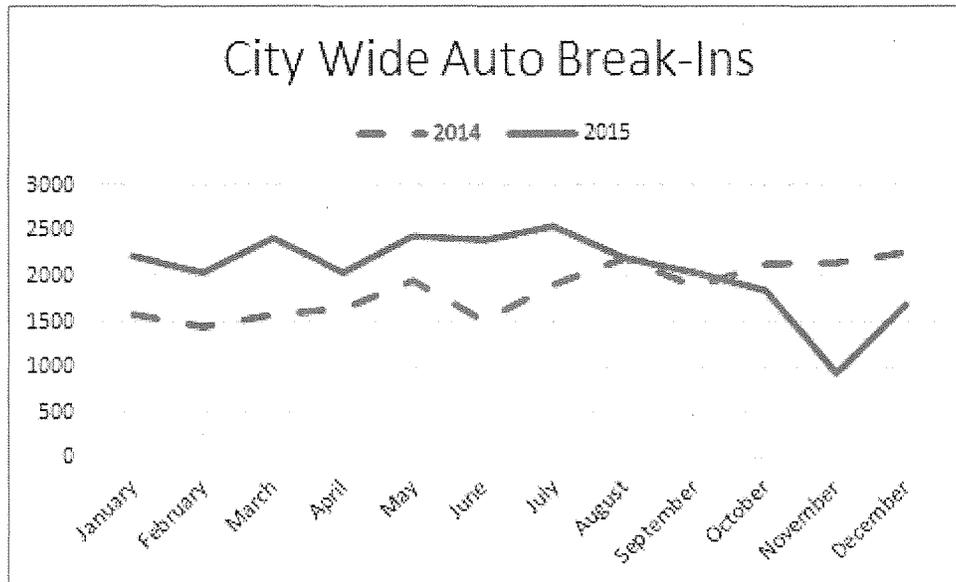
⁵ California Penal Code Section 186.22(f) defines the term “criminal street gang” as “any ongoing organization, association or group of three or more persons, whether formal or informal, having as one of its primary activities the commission of one or more of the criminal acts enumerated in [this section,] having a common name or common identifying sign or symbol, and whose members individually or collectively engage in or have engaged in a pattern of criminal gang activity.” Cal. Pen. Code § 186.22.

<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=pen&group=00001-01000&file=186.20-186.34>

- They are highly proficient at counter surveillance and evading capture.
- They work in teams of two to five people, although different people from the same gang make up the teams on different days. They use mobile phones to communicate with multiple contacts to fence⁶ stolen goods.
- Many are known to law enforcement and have multiple felony arrests, some for violent crimes. They switch to other crimes – such as robbery or car theft – if the opportunity arises.
- They operate in target rich areas of the City, such as tourist destinations and large parking structures, and they are extremely active in their crimes. They drive from location to location, breaking into dozens of parked cars in a day, at 30 seconds a break-in, without leaving fingerprints.
- Some are armed, but most avoid violent confrontation because of its attendant risk of being arrested and jailed.
- They are familiar with police tactics and know about the arrests of other gang members through word of mouth and social media.
- Their criminal activity continues as long as it is lucrative and the perceived risk of apprehension is low. (See Figure 2: Effects of Targeted Arrests)

⁶ In the context of this report the word "fence" is used as a noun to refer to a person who buys and sells stolen goods, and as a verb in reference to the act of buying or selling stolen goods.

EFFECTS OF TARGETED ARRESTS



Well publicized targeted arrests in October 2015 were followed by decreases in reported incidents in November 2015. The occurrence of arrests followed by decreases in reports suggests, but does not prove, cause and effect.

Figure 2: Effects of Targeted Arrests

SFPD command staff and the DA's Office agree that San Francisco cannot make a significant dent in the problem by increasing the numbers of discrete, single-incident arrests. (See Figure 3: Ratio of Reported Incidents to Arrests and Action Taken) A more rational approach is, in their view, to concentrate on prolific offenders in target-rich areas and to bundle incidences of auto burglary into one case. Bundling involves surveilling the suspect as he or she commits multiple crimes before making an arrest. A case based on multiple incidences is much more likely to result in convictions under state law and may be eligible for prosecution under federal law.

Accordingly, in October, 2015, the police department deployed the Patrol Bureau Task Force as a centralized resource to work cross-precinct auto burglaries. The move was in response to the huge increase in reported incidents, as well as high-profile murders that were traced to burglaries of guns from autos.

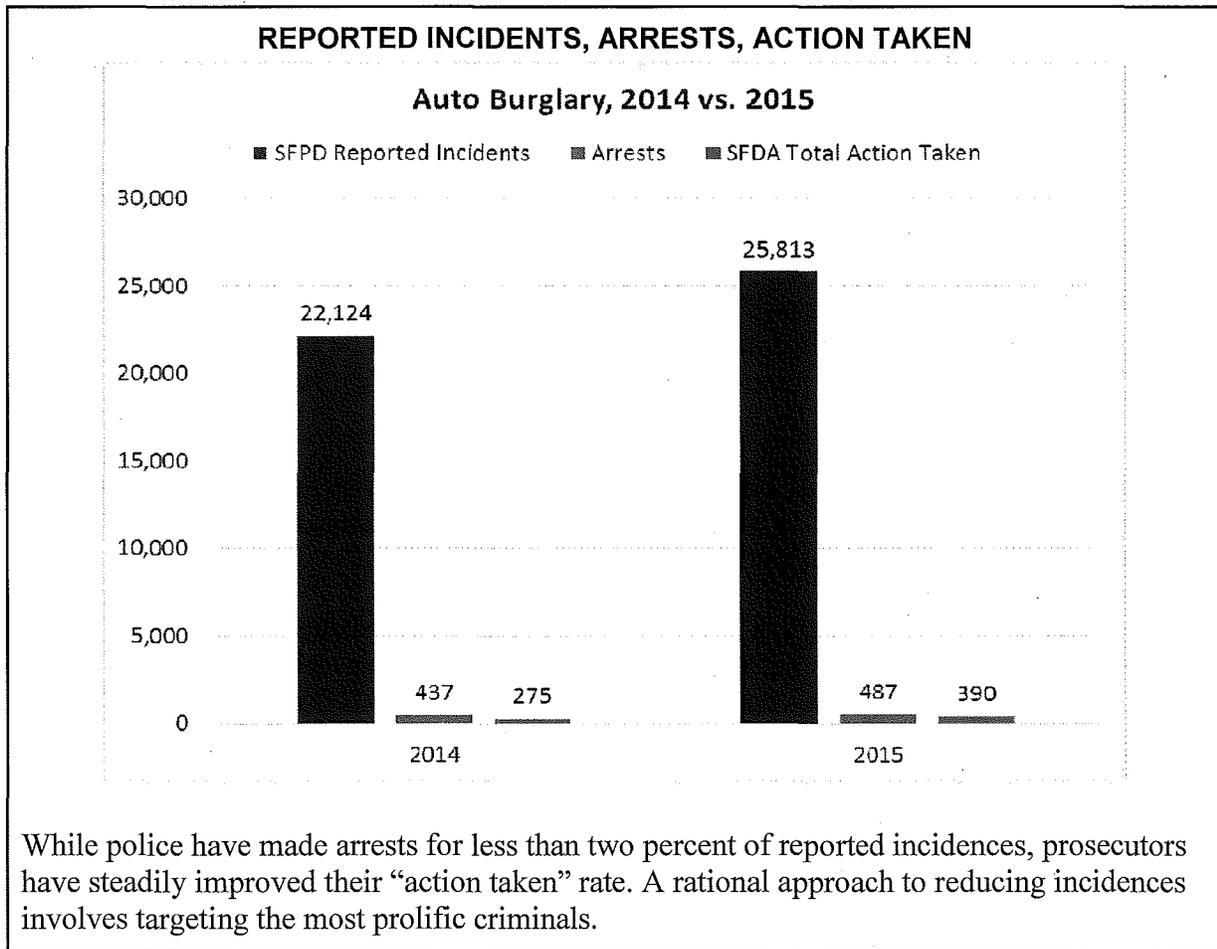


Figure 3: Rate of Reported Incidents to Arrests and Action Taken

The Task Force started with one investigator and a couple of unmarked cars for conducting surveillance. As of April 2016, the Task Force has grown to include a lieutenant, four sergeants, and an additional 11 officers handpicked for their specialized skills. Another two to three officers will be assigned in the near term. Task Force leadership has also identified the need for a dedicated experienced crime analyst. Crime analysts are able to interpret the data from multiple sources, including CompStat, and supply actionable intelligence. The analyst would report through the SFPD’s expanding Crime Analysis Unit (CAU). The CAU is expanding its duties beyond statistical reporting for state and federal crime indexing, to include support of field investigations. CAU is different from the Crime Strategies Unit (CSU), which was established by the DA in 2014 and is staffed by Assistant District Attorneys (ADAs) assigned to each neighborhood.

Despite the significant increase in sworn personnel, we were told that, as of April 2016, the Task Force has not been outfitted with additional unmarked vehicles of various makes and models needed for surveillance.

Missing from the SFPD's organizational strategy for apprehension of organized criminals is robust intelligence on the activities of auto burglars who operate in San Francisco as well as adjacent jurisdictions. Neither CompStat nor the CAU or CSU provide regional data on auto burglary.

FINDINGS

- F.A.1. While the SFPD command staff has steadily added qualified officers to a new centralized unit, known as the Patrol Bureau Task Force, the unit will not be fully effective until it is outfitted with appropriate vehicles (vehicles not easily identified as City-owned cars) for effective surveillance.
- F.A.2. The SFPD's Crime Analysis Unit is characterized as "coming up to speed on the art and science of crime analysis," as it expands and learns to adequately support the Patrol Bureau Task Force and station captains.
- F.A.3. The Patrol Bureau Task Force pioneered a tactic of tracking serial offenders through multiple break-ins before making the arrest. While this tactic enables the possibility of bundling cases for the DA, its benefit must be weighed against the harm done to victims prior to an arrest.
- F.A.4. Established in 2014, the DA's Crime Strategies Unit is staffed by ADAs who use analytic tools and neighborhood intelligence to predict where crime will occur. While the CSU is well respected by SFPD investigators, it does not replace a professional crime analysis capability integrated with the SFPD's CompStat program.

RECOMMENDATIONS

- R.A.1. Mayor's Office of Public Policy and Finance, Board of Supervisors, SFPD Deputy Chief of Operations
- Ensure the Patrol Bureau Task Force has adequate resources, including investigators, a dedicated crime analyst, and necessary vehicles, equipment, and technology to expand surveillance and apprehension.
- R.A.2. District Attorney
- Expand the mission of the Crime Strategies Unit to meet the pressing need for regional intelligence about serial auto burglary. The intelligence should compare San Francisco arrest rates, sentencing outcomes, and recidivism rates to those of adjacent jurisdictions. The findings and recommendations should be collated into an annual report.

R.A.3. Chief of Police and District Attorney

Collaborate with the FBI to apprehend the most prolific regional auto burglars to bring federal charges.

R.A.4. SFPD Deputy Chief of Operations

Develop policies and procedures to determine when it is appropriate to bundle incidences and arrest a suspect who has been witnessed doing multiple break-ins while under surveillance.⁷

R.A.5. Chief of Police

Create a plan to deploy a fully-resourced serial crimes investigative unit. The unit's mission would be to apprehend members of criminal gangs involved in robberies, burglaries, thefts, and larcenies. Staffing should include a captain, a lieutenant, several sergeants, and an appropriate number of officers.

⁷ The DA bundles cases in a different sense by holding cases for prosecution until the suspect has been arrested for multiple incidents. In either case, postponing an arrest creates a "moral hazard" in that it may allow the suspect to continue committing crimes unabated.

B. Post-arrest investigations and documentation should be rigorous to maximize the number of chargeable cases.

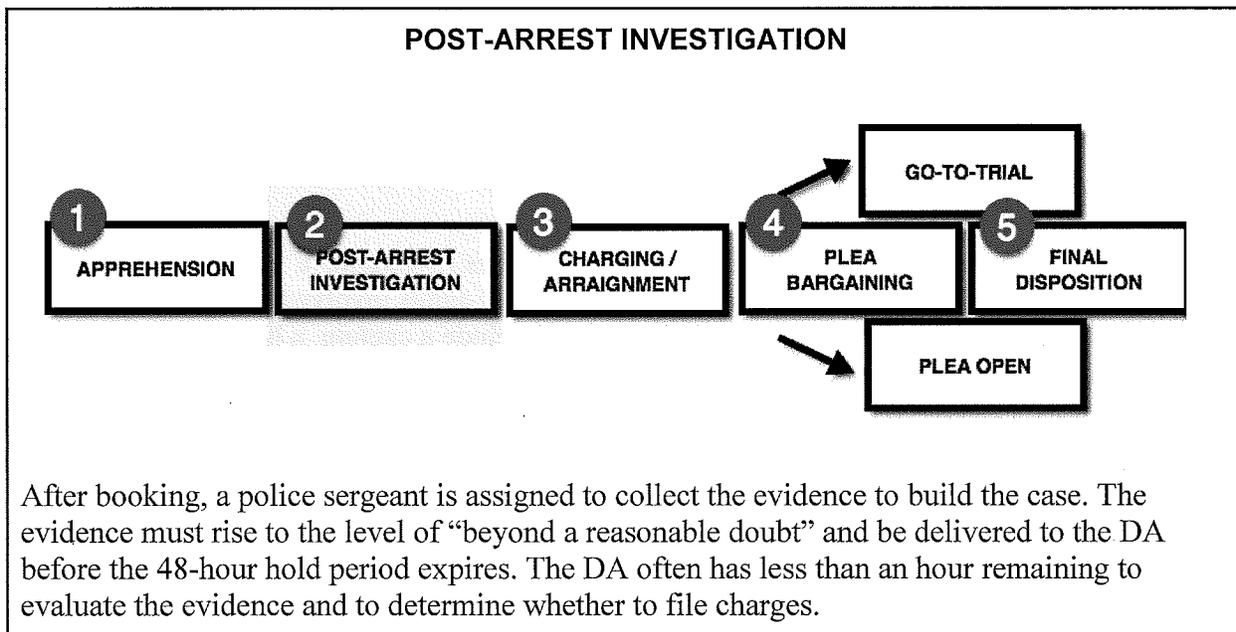


Figure 4: Post Arrest Investigation

If a suspect is arrested by an officer from one of the stations, a sergeant from that station is assigned the post-arrest evidence collection. The Patrol Bureau Task Force handles post-arrest investigations of its cases, regardless of the location of the arrest. This is because the Task Force targets organized offenders committing burglaries across precincts, so its cases are more complicated and in need of centralized evidence collection. In either scenario, the evidence collection phase is critical, as it determines whether the DA can meet the applicable legal standards for charging. The hard work of surveilling and arresting auto burglars is undermined if the post-arrest investigations are mismanaged.

Contents of the Evidence Packet. The work product of a post-arrest investigator is the “Evidence Packet.” The packet contains the police report as well as evidentiary photos, such as images of broken glass on the defendant and around the car, descriptions of stolen property, video from camera poles or surrounding structures, the defendant’s rap sheets, and the contact information for any witnesses or victims. The packet is delivered to the ADA in charge of auto-related crimes before the 48-hour hold period expires. The reviewing ADA may have an hour or less to review the evidence and decide if the case meets evidentiary standards and what charges should be filed. Both the SFPD and ADA collaborate in efforts to improve the quality of evidence collection. For example, the DA’s Office shares its video camera registry for this purpose; however, two common problems persist:

- The Evidence Packet often lacks critical video evidence because of investigators' inability to obtain footage from nearby security cameras before the 48-hour holding period expires. In these cases, the ADA may have to spend time locating this video evidence after filing charges.
- The police report lacks critical evidentiary facts to meet the "preponderance of evidence" standard to file a motion to revoke parole or the "beyond a reasonable doubt" standard to file new charges. In these cases, the ADA notifies the arresting officer and the officer's superior by email informing them why the evidence is insufficient to bring charges.

The San Francisco Police Academy does not presently offer professional development courses in investigation of burglary, such as those developed by California Peace Officer Standards and Training (POST) and certified by the Robert Presley Institute of Criminal Investigation. Such specialty courses in burglary are currently available through other California POST academies.

FINDINGS

- F.B.1. The ADA must sometimes acquire video evidence to meet evidentiary standards after charges have been filed. This requirement distracts from what should be the primary focus -- preparing to prosecute.
- F.B.2. While the ADA works closely with arresting officers and post-arrest investigators on best practices for evidence collection, neither the best practices nor elements of the POST curriculum are incorporated into a professional development classes specific to auto burglary in San Francisco.

RECOMMENDATIONS

- R.B.1. SFPD Deputy Chief of Operations and District Attorney

Expand the department's capability to meet all requests for video by the reviewing ADA for auto crime, including requests submitted after the case has been charged. (Civilians may be used for this purpose.)

- R.B.2. SFPD Deputy Chief of Operations

Require captains of district stations to: (i) keep track of common areas of deficiency for arrest reports and Evidence Packets (deficiencies as identified by the reviewing ADA for auto crime); and (ii) convey the information to the police Training and Education Division to aid in developing curriculum.

- R.B.3. SFPD Deputy Chief of Operations and District Attorney

Require the SFPD Training and Education Division and DA's Criminal Division to co-create a professional development class on best practices for evidence collection in burglary cases.

C. Efficient charging and prosecution require data driven assessments and expanded prosecutorial capability.

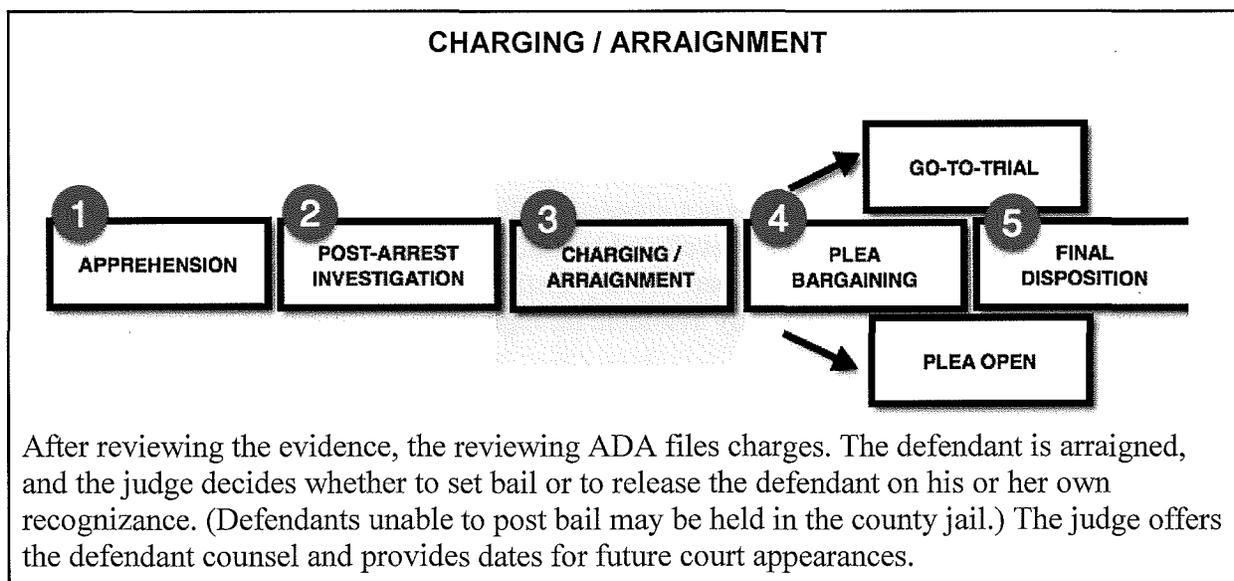


Figure 5: Charging and Arraignment

The crime of auto burglary is a felony and, as such, is prosecuted in the criminal court.⁸ Auto burglary cases, like the majority of cases in this country, are often disposed of through plea bargaining. By accepting the plea offered by the DA, the defendant waives the right to a jury trial.⁹ If the defendant rejects the DA's offer, the case may go to a jury trial or be turned over to the court as an open plea.¹⁰ In either case, the court retains discretion in sentencing and may overrule the DA's recommendation. (Auto burglary has no mandated minimum sentences.)

Disposition of Auto Burglary Cases in 2015. Of the 487 auto burglary arrests in 2015 (Figure 6, grey bars), the DA took action on 390 (Figure 6, green bars), filing charges in 321 and filing "motions to revoke" probation, post release community supervision, or parole in 69.¹¹ As of March 2016, the DA's office reports that of those cases in which charges were filed, 174 have been resolved by way of guilty pleas, and 147 cases are pending.

⁸ Underage offenders are referred to Youth Guidance Center.

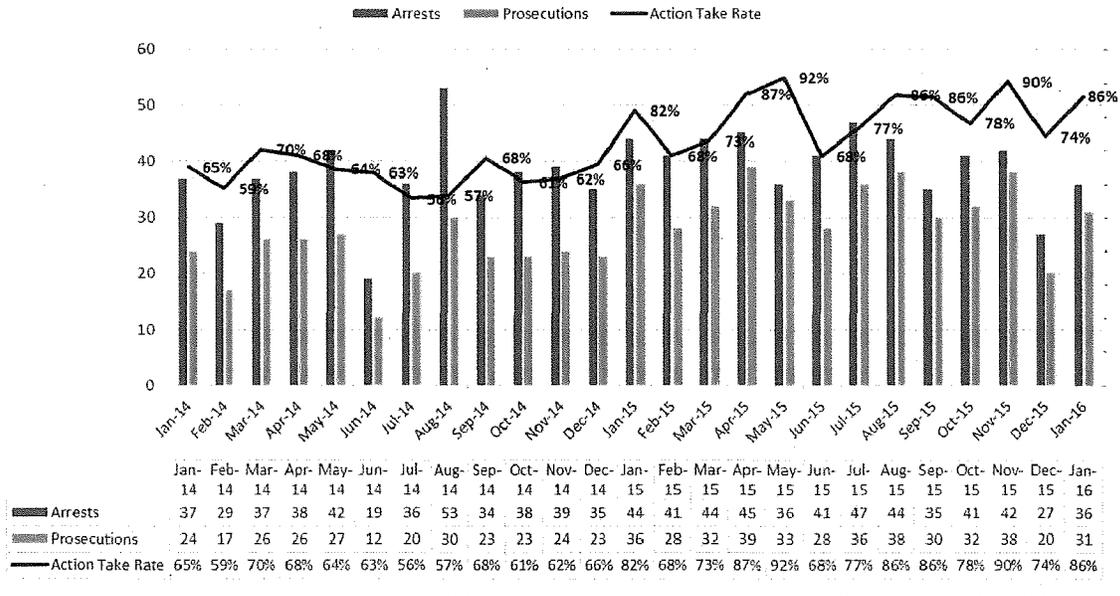
⁹ https://en.wikipedia.org/wiki/Plea_bargain

¹⁰ An "open plea" is a situation in which a defendant pleads guilty or no contest without any promise from the prosecution as to what sentence it will recommend. See "What is an open plea?", Nolo, <http://www.nolo.com/legal-encyclopedia/what-open-plea.html>.

¹¹ Motions to revoke, like prosecutions, require ADA resources to process.

DISTRICT ATTORNEY ACTIONS TAKEN

SFPD Auto Burglary Incidents Presented & SFDA Action Taken
January 2014-January 2016



The data shows the DA’s Office improved its “action taken” rate from 63 percent in 2014 (275/437) to 80 percent in 2015 (421/523). Percentage of action taken is affected primarily by the availability of admissible evidence to prove the charges by the applicable standard of proof.¹²

Figure 6: District Attorney “Actions Taken”

Resources available for prosecution. At present, the DA’s Office has one ADA review all auto-related crimes. After review, the reviewing ADA assigns most cases to an ADA in the General Felonies Unit. (The General Felonies Unit currently has 18 attorneys.) This organizational structure is called *major stage vertical prosecution*: an ADA reviews all arrests and then assigns other ADAs to prosecute the cases from pre-preliminary hearing to final disposition. This way, the DA’s Office can efficiently address varying caseloads. In addition to routine cases being tried by the General Felonies Unit, the reviewing ADA self-assigns auto burglary cases for prosecutions if they are particularly complicated or involve prolific auto burglars. The Gang Unit and Crime Strategies Units also prosecute major auto burglary cases if they have been working on the case and it requires their specialized knowledge.

¹² “Preponderance of the evidence” standard is needed to file a motion to revoke and “beyond a reasonable doubt” standard is needed to file new criminal charges.

We were told further efficiency will be realized by applying risk assessment tools that are currently used in the area of probation.¹³ Probation officials use the database of outcomes and algorithms to assess an individual’s risk of re-offending and/or committing violence. This way, decisions on probation can be tailored to the individual. We were told a similar tool is being validated for use in assessing conditions under which suspects should be released or remain in custody while awaiting trial. Decisions would be based on the risk of failing to appear, re-offending, or committing violence. The DA expects this tool to be implemented late in 2016.

The DA has ample resources to take action given the current level of auto burglary arrests. However, ADAs familiar with auto burglary cases assert prosecutors are challenged by other factors that impede prosecution and/or undercut the value of plea bargaining, such as the following:

- Many of the victims are tourists who cannot return to San Francisco to testify. Cases that involve foreign tourists are particularly difficult, especially when the victims are beyond subpoena power.
- The DA may file a petition to have an out-of-state victim testify before leaving the SF jurisdiction shortly after arraignment, but the defendant’s counsel usually objects on the grounds it has not had time to prepare for cross-examination.
- In an era of sentencing reform, *bundling* of incidents has become useful—if not required—to obtain convictions and significant jail time in auto burglary cases. Both SFPD and the DA’s Office told us that in single-incident cases in San Francisco, non-violent offenders are often sentenced to minimal or no jail time by the courts, even after conviction by trial.¹⁴
- The “market value” of a plea offer has eroded because sentencing after a conviction by an open plea or by jury trial has regularly been shorter than the DA’s final offer. (See Appendix B: Examples of Open Plea Outcomes from the DA’s Case Files).

FINDINGS

- F.C.1. Complicated cases involving prolific auto burglars are specially handled by three different units: the reviewing ADA of auto crimes, the Gang Unit, and the Crime Strategies Unit. Each unit’s unique perspective may impede the pooling of information needed to develop best practices for prosecuting organized criminals.
- F.C.2. The DA plans to adopt risk assessment software to help ADAs be more efficient and unbiased in their recommendations for bail and sentencing.

¹³ The software was developed in partnership with the Laura and John Arnold Foundation (www.arnoldfoundation.org).

¹⁴ Minimal jail time for single-incident arrests may be appropriate whereas longer sentences would be appropriate for suspects convicted of bundled incidents.

F.C.3. While officials cite San Francisco’s lenient sentencing and other factors as aggravating the property crime problem, no public safety entity aggregates data for San Francisco and adjacent jurisdictions that can be used to substantiate these claims.

RECOMMENDATIONS

R.C.1. Mayor's Office of Public Policy & Finance, Board of Supervisors, District Attorney

Establish a serial crimes unit as a counterpart to the SFPD’s Patrol Unit Task Force and its future serial crimes unit (R.A.5.). The unit’s mission would be to prosecute cross-district, serial property crimes by organized career criminals.

R.C.2. The District Attorney

Adopt data-driven risk assessments¹⁵ for use by the ADA in charging and encourage its criminal justice partners to consider a defendant’s risk scores in decision-making throughout the adjudication process. This includes arraignment and sentencing negotiations.

R.C.3. The District Attorney,

Expand the Crime Strategies Unit’s mission to include the monitoring of factors affecting the prosecution of criminal street gangs operating in adjacent counties. The work product of the unit should include a database of indicators such as population densities, crime rates, arrest rates, and normalized sentencing outcomes for auto burglary and other property crimes.

R.C.4.. The District Attorney

The DA should require the Crime Strategies Unit to prepare an annual report to be reviewed by the Sentencing Commission at a quarterly meeting.¹⁶

¹⁵ Data-driven risk assessments can be made using research validated instruments developed by the Laura and John Arnold Foundation to score a defendant’s risk of reoffending, failure to appear, and violence.

¹⁶ The San Francisco Sentencing Commission is an initiative of the DA “created through local legislation to analyze sentencing patterns and outcomes, to advise the Mayor, Board of Supervisors, and other City departments on the best approaches to reduce recidivism, and to make recommendations for sentencing reforms that advance public safety and utilize best practices in criminal justice.” <http://sfdistrictattorney.org/sentencing-commission-0>

D. Performance indicators should be useful and transparent to the public.

The primary sources of data on auto burglary are an officer's arrest report and a victim's incident report. Both sources are stored in the SFPD crime data warehouse. The victim's information is standardized through the use of a form accessible on their computer or smartphone. (Some victim reports are taken at the station or by an officer in the field.) Police use the data to map crime hotspots and adjust strategies and tactics. Journalists refer to that data to substantiate various theories about the causes of crime and to shape public discourse through the media. City officials prepare the data for public consumption and disseminate it. Here are examples:

- The SFPD publishes statistics in its annual reports based on the FBI's Uniform Crime Reporting (UCR); in the 2014 annual report,¹⁷ the total incidents of burglary and larceny (Part 1 crimes) is correctly reported as lower than the previous year, although the specific category of auto burglary is subsumed in the total.
- The Controller's Office publishes datasets on auto burglary from the SFPD's Crime Data Warehouse in SF OpenData. The datasets are available on the City's website and consist of reported incidents of *arrests for auto burglary* and *theft from lock autos*. The database can be searched and filtered, and results can be reported graphically.
- The Controller's Office publishes an annual Public Safety Scorecard, which includes year-end results for various crime categories, such as auto burglary. This data is presented in Q1 of a new year and compared to results for the previous year.
- The DA's Office published a 2014 annual report that gives statistics for overall number of cases filed and prosecuted, but it does not break out statistics for the auto burglary category.¹⁸

Note: We did not find performance metrics, such as changes in arrest rates and at-risk populations, as prescribed in United States Department of Justice "Crime Statistics for Decision Making" Uniform Crime Reporting Program (See Appendix C).

FINDINGS

- F.D.1. The SFPD's 2014 annual report provides statistics that include "auto burglary" in the totals for Part 1 larceny/theft crimes, which obscures the size of the problem and the risk of being victimized.
- F.D.2. Providing auto burglary data in SF OpenData provides transparency; however, the user has to have the analytical skills and the computer technology to manipulate the data.
- F.D.3. The format of the Public Safety Scorecard is highly informative because line graphs are used to visualize *rate* of auto burglary per 100,000 residents as opposed to totals of auto

¹⁷ 2014 Annual Report, page 37:

<https://www.dropbox.com/s/mpfjb7eoy54vsrb/2014%20Annual%20Report.pdf?dl=0>

¹⁸ <http://sfdistrictattorney.org/sites/default/files/FileCenter/Documents/243-2014%20Annual%20Report-%20Final%204.6.pdf>

burglary incidents. The 22 percent increase for 2015 over 2014 better reflects the public's safety risks than do basic totals of incidents reported.¹⁹

- F.D.4. While statistics for total cases filed and prosecuted provides transparency into the operational pace of the DA's Office, the public is currently interested in seeing numbers for cases filed and prosecuted for the City's top property crime today -- auto burglary.

RECOMMENDATIONS

- R.D.1. The Chief of Police

Ensure the annual report graphically shows totals of the auto burglary incidents as separate from "larceny/theft."

- R.D.2. The Chief of Police

Present to the Board of Supervisors statistics on changes in total auto burglary incidents as well as other parameters such as "crime trends," "arrest rates," and "population at risk rates," as described in the United States Department of Justice's "Crime Statistics for Decision Making." The presentation should describe how the crime indicators inform the future direction of policing.

- R.D.3. The Chief of Police

Modify the online incident report to include a required field for the victim to self-identify as "tourist," "visitor," or "resident." The data can be used to analyze demographics of victims.

- R.D.4. The District Attorney

Require the Crime Strategies Unit to prepare a comparative analysis of serial property crimes, arrest rates, and normalized sentencing outcomes for organized criminal gangs in San Francisco and adjacent counties.

- R.D.5. Board of Supervisors Government Accounting and Oversight (GAO) Committee

Require the District Attorney to present to the GAO the comparative analysis (R.D.4) and annual report (R.C.3.) of the crime strategies unit, including significant findings and recommendations.

¹⁹ Public Safety Scorecard: <http://sfgov3.org/index.aspx?page=5422>

E. The four Ps of deterrence: prevention, planning, programs, and punishment.

San Francisco applies many approaches to deter all sorts of crime. Actions taken to deter crime include prevention, planning, programs, and punishment.

Prevention as a Deterrence: Each of us has the responsibility to reduce our risk of injury or property loss because of crime. It is also necessary for us to have information about common risks and preventive measures. San Francisco is a city of residents and visitors/tourists of all ages who have origins from all around the world and who come from many different cultures. It would be a mistake to assume a community of such diversity shares a common understanding of how to protect itself. This is especially true of the most vulnerable--tourists and residents who speak a language other than English.

The San Francisco Police Department uses a community policing model to engage neighborhoods using programs to educate the public about safety and crime prevention. Precinct captains connect with the communities they serve through open meetings, newsletters, and distribution of other materials intended to educate and provide resources.

Despite these efforts, the police department has missed an opportunity to communicate effectively to the City as a whole: An Internet page dedicated to crime prevention tips. Figure 7 shows the first item returned from a Google search for San Francisco Police Crime Prevention Tips. Figure 8 shows the result of selecting the search result on March 27, 2016, and again on May 10, 2016.²⁰

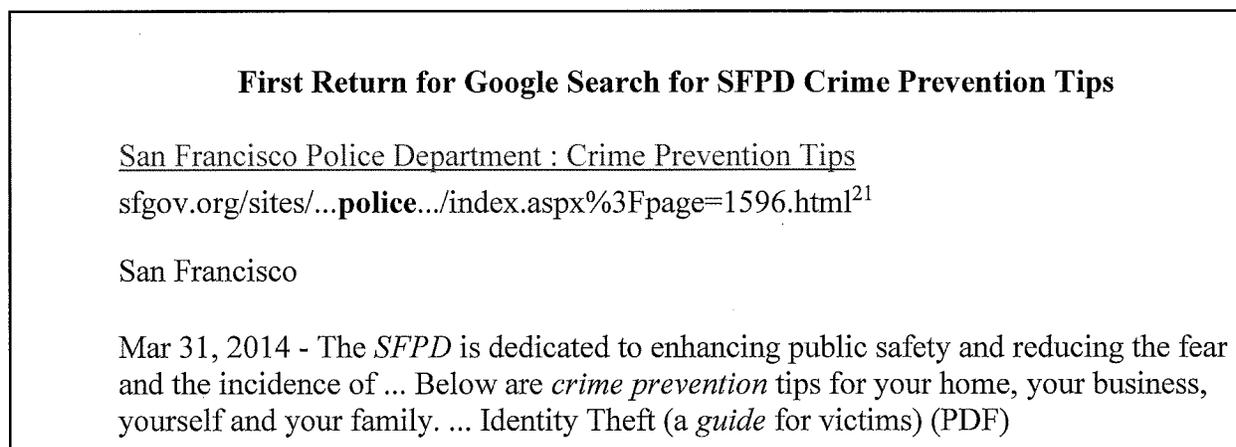


Figure 7: First Return for Google Search for SFPD Crime Prevention Tips

Figure 8 shows the error code when attempting to access SFPD crime prevention tips.

²⁰ Initial search occurred on March 27, 2016, and was replicated on May 10, 2016.

²¹ <http://sfgov.org/sites/sfgov.org/files/cache/www.sf-police.org/index.aspx%3Fpage=1596.html>



Figure 8: SFPD Crime Prevention Tips Error Code

Planning as a Deterrence: San Francisco’s General Plan contains a section addressing the need to design for safety. The San Francisco Planning, Health and Public Works Departments formed a task force to determine safety criteria for planning within City neighborhoods for public and private development and construction. Plans for new developments presented to the planning department are assessed for safety in design criteria. Principles for crime prevention through environmental design is an emerging field within the realm of community planning. Ideally, San Francisco will incorporate these principles into the community development planning process and include specific design features in new construction. Principles of crime prevention through environmental design are not limited to government property and public spaces. Private property owners can apply the principles for crime prevention to create a safer place for those who use the property. Ten strategies for crime prevention through environmental design include:²²

²² Crime prevention through environmental Design Guidebook.(2003) National Crime Prevention Council. Singapore.

Table 2. Strategies for Crime Prevention Through Environmental Design

1.	Allow clear sight lines: vehicles should be visible as the driver returns.
2.	Provide adequate lighting: Install lighting in areas where vehicles are parked.
3.	Minimize concealed and isolated routes: Parking areas should be open and accessible.
4.	Avoid entrapment: Roadways and pathways are through-ways not dead-ends.
5.	Reduce isolation: Parking areas should be near activity areas.
6.	Promote land use mix: Mixed usage promotes activity and reduces isolation.
7.	Use activity generator: Signage, storefronts, and community events generate activity.
8.	Manage and maintain for pride: Community pride increases attention to the area.
9.	Provide signs and information: Inform of risks and direct toward activities.
10.	Consider overall design, form, and function as part of the planning approval process.

Homeowners, developers, and government entities can implement these strategies in new projects as well as the maintenance and management of existing properties.

Programs as Deterrents: The San Francisco Community Ambassadors Program is designed to be a non-law enforcement, public safety program. Its members work in teams, wearing bright yellow and black jackets with “San Francisco Community Ambassador” and the city logo printed on the back of the garment. Teams patrol their designated neighborhoods, along major transit/merchant corridors in high crime areas, assisting and interacting with residents as they create a safe presence and resource for the community. Members are city employees who receive extensive training and have resources to call for help and provide assistance. Ambassadors serve the community in many ways: They hand out educational materials and information on city programs and services. They often volunteer for community events, and provide directions and answer questions. And, they serve as a safe and visible presence in the community.

The Community Ambassadors Program is administered by the Mayor’s Office of Civic Engagement and Immigrant Affairs (OCEA) and has been praised by merchants and residents in the neighborhoods it serves. The employees are multi-lingual, represent the diversity of San Francisco, and several are individuals who are determined to overcome life challenges from their own pasts and to make a better life. Many of the community ambassadors have transitioned to permanent positions in the private, public and not-for-profit sectors at the end of their 18-month participation in the program. The Community Ambassadors Program is an example of a deployment of human capital for public safety.

In addition to efforts to deter auto burglary by prevention, planning, and programs for the would-be victim, San Francisco also offers pre-trial diversion programs for young and first time offenders through neighborhood courts. The presumption of innocence before trial allows many who are accused of auto burglary to participate in alternative programs to incarceration, including supervised release, or home detention through electronic monitoring.

Punishment as a Deterrent: Incarceration is a traditional form of punishment used by the American criminal justice system. Incarceration is the most expensive and inefficient form of punishment. The outcomes of incarceration are widely debated throughout society. There are few alternatives to incarceration for communities for managing serious, violent, and chronic offenders. Modern theory of crime and punishment describe five purposes for incarceration as shown in Table 3:²³

Table 3: Purposes for Incarceration

1.	Retribution/Revenge: To punish and deter future offenses.
2.	Deterrence: To persuade others from offending.
3.	Rehabilitation: To guide, train, build skills and prevent recidivism.
4.	Incapacitate: To prevent further criminal activity though incarceration.
5.	Restore: To pay back restitution or engage in programs that give to victims or communities.

Sentencing enhancements for possession of knives, guns, burglary tools, and gang affiliation lengthen sentences for the purpose of additional rehabilitation or to deter further criminal activity. For chronic, repeat, and career criminal offenders with previous felony convictions and time served, the purpose of incarceration is to incapacitate further criminal activity. In the California corrections system, those sentenced to state prison for property crimes often serve approximately one-half the sentence before being paroled.

Visitors/tourists, who are often unfamiliar with the location and inattentive to risks, are known to carry large sums of money, credit cards, electronics and other valuables. Carefree and unaware, many visitors/tourists leave valuables in their rental cars in plain sight, the perfect recipe for auto burglary.

Many visitors/tourists in San Francisco are from other states and countries. High incidents of auto burglary and other crimes negatively affects San Francisco's reputation and reduces its desirability as a destination.

The harm to San Francisco's interstate and international visitor and tourism industry caused by career criminals and criminal street gangs opens a pathway to federal prosecution. There is no option for parole in the federal correctional system. Convictions of bundled incidents in federal court for interstate larceny and criminal street gang enhancements has the potential to result in significant federal prison sentences.

Applicable federal laws include:

²³ Drylie, J.J. Criminal Justice In America. Lecture Notes.
<http://www.kean.edu/~jdrylie/docs/Microsoft%20PowerPoint%20-%20CJ%202600%20Chapter%2011.pdf>

United States Code, 18 Section 875: Crimes against those engaged in interstate or foreign commerce.

United States Code, 18 Section 521: Criminal Street Gang Enhancements

FINDINGS

- F.E.1. SFPD currently lacks online resources to inform residents of crime trends, safety tips to protect against victimization, injury, and property loss from crime.
- F.E.2. Auto burglars take advantage of areas with restricted vision, low light, fast escape and hiding places.
- F.E.3. The SF Community Ambassadors Program has been well received by residents and merchants in the neighborhoods they have been deployed.
- F.E.4. Vigorous apprehension and prosecution of crime suspects acts as a crime deterrent to would be offenders and protects city residents and visitors/tourists.
- F.E.5. Tourists and visitors to San Francisco are the frequent targets of career criminals and organized criminal street gangs, damaging San Francisco's reputation and tourism industry.

RECOMMENDATIONS

- R.E.1. Chief of Police, Deputy Chief for Administration:

Develop web-pages on the SFPD website containing information about crime advisories, crime prevention, safety resources, and services that SFPD offers.

- R.E.2. Mayor's Office, Department of Public Works, Chief of Police, & Planning Department:

Mayor: Direct and coordinate interdepartmental efforts;

Department of Public Works: Incorporate principles of crime prevention through environmental design into the ongoing maintenance and management of city property and open spaces;

Chief of Police: Collaborate with DPW and Planning to identify areas associated with auto burglary and other crimes for attention;

Planning Department: Include crime prevention through environmental design as part of the permitting process for government, commercial, retail, multi-residential, and mixed-use development.

R.E.3 Mayor, Mayor's Office of Public Policy and Finance, Board of Supervisors, Mayor's Office of Civic Engagement and Immigrant Affairs, City Administrator

Mayor and Mayor's Office on Public Policy and Finance: Authorize and Fund the office of Civic Engagement and Immigrant Affairs to expand the Community Ambassadors Program.

Office of Civic Engagement and Immigrant Affairs: Deploy Ambassador teams into high auto burglary neighborhoods to serve as a safe presence and a community resource. The program should include Golden Gate Park, Geary Blvd, Palace of Fine Arts, Fisherman's Wharf.

Office of Civic Engagement and Immigrant Affairs: Deploy Ambassador events team into neighborhoods around special events such as street fairs, festivals, sporting events.

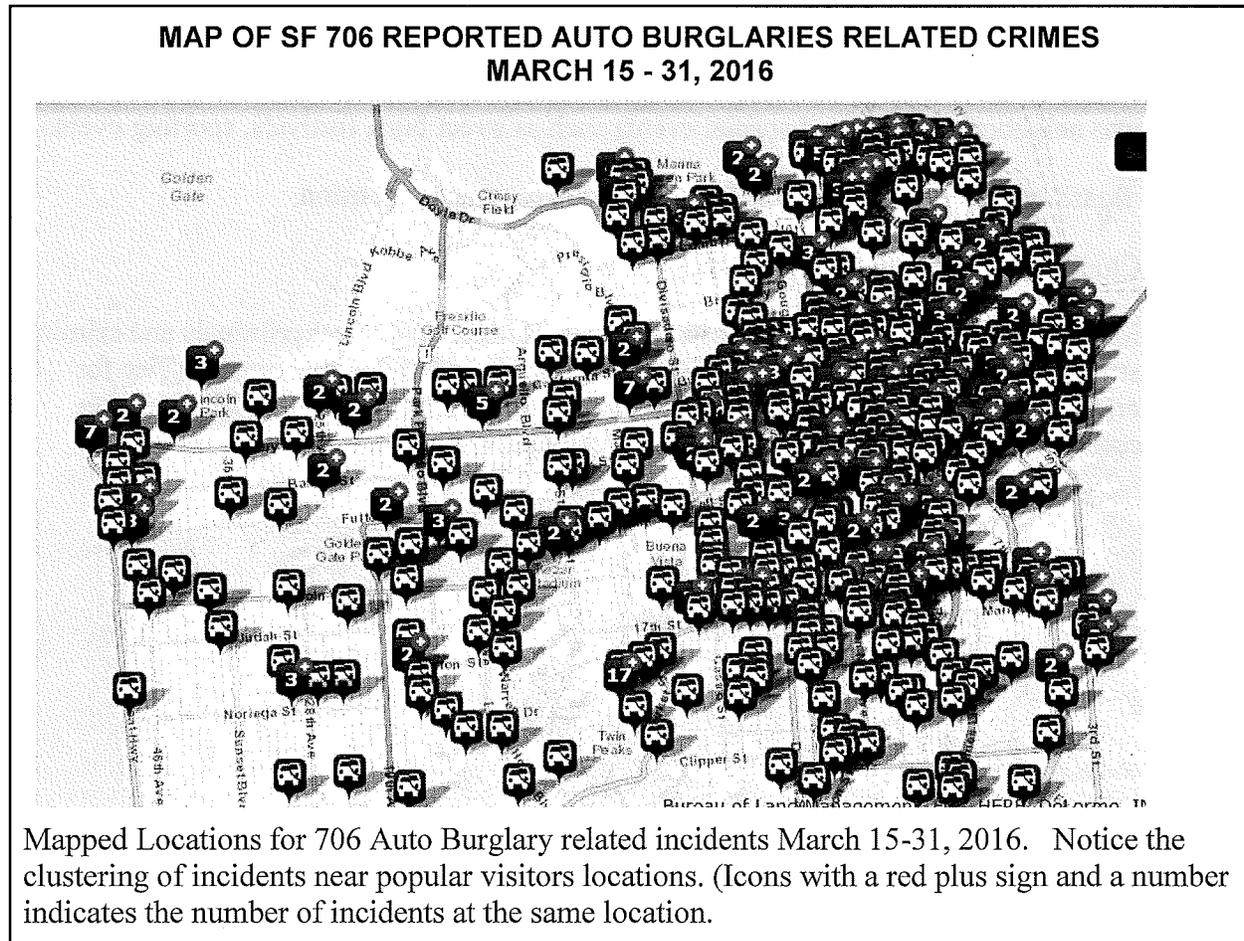
Board of Supervisors: Support funding of this program expansion.

R.E.4. Chief of Police and District Attorney

In the case of crimes against tourists and visitors involving career criminals and criminal street gangs, collaborate and coordinate with the United States Attorney's Office for referral of appropriate cases for federal prosecution under. 18 U.S.C. 875, interstate commerce and 18 U.S.C. 521, criminal street gang enhancement.

F. Establishing a visitor and tourist assistance program is socially just and economically wise.

The number of auto burglaries and other crimes committed against visitors and tourists in San Francisco is almost anybody's guess. The lack of clarity arises because police reports do not include a field for victims to identify themselves as visitors or tourists. Police and DA interviews reveal, and available data confirm, that many auto burglars target high tourist areas. Figure 8²⁴ provides a location based image of reported auto burglary related incidents between March 15 and 31, 2016.



²⁴ <http://www.crimemapping.com> Accessed April 6, 2016.

Figure 9: Reported Incidents of Auto Burglary Related Crimes, March 15-31 2016

Every resident of San Francisco is a stakeholder in a healthy and sustainable visitor and tourist industry. Table 4 shows a few of the economic contributions made by the visitor and tourist industry.²⁵

San Francisco relies upon its reputation as a safe place to visit as essential to the city’s high ranking among vacation destinations worldwide. Other cities provide models for tourist/victim services, and this is an area where San Francisco, too, can be innovative, protect its image, and further improve its desirability as a destination.

Table 4. The Economic Benefits of Visitors and Tourists In San Francisco - 2015

The Economic Benefits of Visitors and Tourists in San Francisco- 2015	
Contribution	Benefit
Visitor Spending	\$10.67 Billion
Taxes Paid to San Francisco	\$665 Million
Number of San Francisco Jobs Supported	87,005
Average Number of Visitors per Day	150,042

Source: San Francisco Center for Economic Development Association.

Tourists and visitors to San Francisco are guests to our city and collectively create San Francisco’s largest industry. Visitors and tourists have unique vulnerabilities. Some visitors/tourists may be disoriented and confused in a new environment. Others, excited about traveling to a new place, may become less cautious of the risks of carrying large amount of cash and electronics. Auto burglars and others engaged in criminal activity view tourists as easy targets with treasure to be taken. Losing property to auto burglars can, for anyone, at the least, be unsettling and inconvenient. Identity theft from stolen credit cards and travel documents can result in years of complications in housing and banking, as well as stress. To a visitor/tourist, stolen medications can have life threatening consequences. To become victim to auto burglars or other crime while traveling away from home, further complicates the impact of those crimes on victims.

²⁵ San Francisco Center for economic development. <http://sfced.org/wp-content/uploads/2015/04/Data-Statistics-Toursim-Overview-Apr-2015.pdf>

The visitor's link on San Francisco Government homepage, SFGOV.ORG,²⁶ the portal to all City services, provides links to museums, a calendar of events, and transportation resources; however, there is no information to help visitors/tourists in distress or in need of support services.

San Francisco should make use of legal recourse that is already available through United States Commerce Laws to protect visitors and tourists and the City's visitor/tourist economy. These laws can be enforced through cooperation between local police and the United States Attorney's Office. That office may also have enforcement options related to street gang abatement and prosecutions. In addition to strong commitment to apprehension and prosecution of suspects using federal commerce laws, there are other things the City Government can do to reduce auto burglary crimes and the impact of crime on visitors and tourists.

San Francisco could implement a tourist protection and assistance program by passage of a resolution by the Board of Supervisor. The program, a partnership between industry and government, would provide assistance with immediate needs.

We found examples of comprehensive tourist assistance programs in Orange County, Florida, and the State of Hawaii that provide a range of services. Other small communities have developed specific services, a tourist centered policing program and industry partnerships to inform tourist about risks. Hawaii's visitor and tourist victim's assistance program is comprehensive and well documented. It began in 1997 and was supported with a 10-year plan by the state's attorney general. Key services include addressing the immediate needs of the victims, such as medical attention, temporary lodging, emergency cash, groceries or restaurant vouchers and calling cards to contact family or friends for support. As part of planning its tourist victim's services program, Hawaii assisted tourist crime victims' need for identification documents by offering victims a temporary ID that was recognized by airport security, state liquor board, airlines, rental car companies, and banks. It was noted in Hawaii's plan²⁷ that by assisting tourists with immediate needs, many were able to resolve issues and resume their vacations, rather than return home defeated by crime. For further discussion of tourist related crimes see Appendix D.

It is not that helping victims overcome and get back "on their feet" is simply the right thing to do. It is an opportunity to turn an unhappy situation into something manageable. Providing services to victims can make the difference between their going home with bad memories of San Francisco versus feeling valued and impressed by the City's care and concern.

²⁶ sfgov.org Visited on April 5, 2016.

²⁷ Chandler S.M., Kumaran, M. (2002) Hawai'i Statewide Strategic Plan for Victim Services: Department of the Attorney General. College of Social Sciences, Public Policy Center, University of Hawaii at Manoa

FINDINGS

- F.F.1. Visitors/tourists, often targeted for crime, have unique needs that can often be foreseen and prepared for by victims' services organizations.
- F.F.2. For a visitor/tourist protection and assistance program to work, government must facilitate sponsorship and support from visitor- and tourism-related business.
- F.F.3. Establishing programs to prevent and deter crimes against visitors/tourists and to assist with immediate needs to those visitors/tourists who have been victimized is socially just and economically wise.
- F.F.4. Already existing laws and resources can be leveraged to protect San Franciscans and visitors/tourists, including federal interstate and international commerce law, a federal criminal street gang task force and associated criminal street gang sentencing enhancements, and the necessary and vigorous local criminal prosecution that seeks all available sentencing enhancements.
- F.F.5. Government must provide essential services to visitor/tourist crime victims to support their immediate needs. A temporary replacement identification card supports the victim's efforts to access banking services, revise flight plans, pass through transportation security at the airport, or continue their holiday in San Francisco.
- F.F.6. Government, industry and not-for-profit partnerships can work together to meet needs following victimization.
- F.F.7. Presently, San Francisco does not account for crimes against victims/tourists. City Government needs reliable information to develop further policy and act to protect visitors, tourists, and the City's tourism industry.
- F.F.8. The visitors tab on City Homepage does not provide resources for visitors/tourists in distress.
- F.F.9. Visitor/tourist selection on SFPD Incident Reports should be a search/sort field for SFPD incident reports on DATASF.ORG.

RECOMMENDATIONS

- R.F.1. Mayor, Board of Supervisors Public Safety Committee, Board of Supervisors, Mayor's Office for Public Policy and Finance. Mayor's Office for Legislative and Government Affairs.

Some Roles that responding parties may have in approval of the resolution.

Introduce, support, fund and sign:

Mayor,

Prepare resolution to be introduced:	Mayor's Office for Legislative and Government Affairs
Review, vet, and refine to recommend:	Public Safety Committee Board of Supervisor's
Vote to Approve the resolution:	Board of Supervisors
Include the costs in the budget:	Mayor's office of public Policy and Finance
Review the Resolution for form:	City Attorney

The visitor/tourist protection and assistance program resolution should contain the following clauses:

1. Recognize tourists as a valued and welcome guest to our city.
2. Acknowledge vulnerabilities unique to visitors/tourists.
3. Denounce targeting and victimizing visitors/ tourists.
4. Recognize the need for specialized services for visitors/tourist who have been victimized by crime.
5. Establish the program as a partnership between government and the visitor and tourism industry
6. Designate and funds a public safety department to act as coordinating agency.
7. Authorize the agency to develop industry partnerships.
8. Authorize the agency to develop a policy and process to follow to verify identity and issue a temporary replacement identification card, for visitors and tourists who have had identification stolen and completed a crime incident report.
9. Instruct Police, Sheriff and District Attorney to pursue vigorous criminal prosecution.
10. Advise the District Attorney to seek sentencing enhancement when it is appropriate.
11. Charge the Chief of Police and the District Attorney to collaborate with the United States Attorney's Office, Northern Division of California, San Francisco, to refer appropriate cases to federal authorities for prosecution under interstate/international commerce law and/or Federal Criminal Street Gang enhancements.

12. Provide for the inclusion of a visitor/tourist identification field on Police Incident Reports to facilitate research and data gathering into this problem.

13. Require the coordinating agency to report annually to the Public Safety Committee of the Board of Supervisors. The report should inform future policy and decisions regarding visitor and tourist related crime, give information about services offered, research conducted, and include significant

R.F.2. Mayor and Director of Department of Technology.

The visitor's tab on the San Francisco Gov.org homepage should contain information to assist visitors/tourists who are in need of victim's assistance and other kinds of support services.

R.F.3. Mayor and Director of Department of Technology, Deputy Chief of Administration

Include visitor/tourist incident data as a search field on police incident reports available through datasfgov.org.

CONCLUSION

Auto burglary is prevalent in every community because it represents lower risk and higher gains than many other crimes. The epidemic of auto burglary in San Francisco has many causes; significant among them are population density, wide socioeconomic differences, and desirability of San Francisco as a place to visit, live, work and play. Geography is a significant factor that works against police and works in favor of the career criminals and criminal street gangs responsible for most of the reported auto burglary related incidents.

Criminal street gangs are experienced and use efficient techniques that are quick, calculated, and enable them to avoid apprehension. With many of these gangs working at any given time, their prolific criminal enterprises would challenge any city's police department. San Francisco's community policing focus benefits the City's residents as individuals, families, neighbors, and as a community of people with many languages and cultures. Nevertheless, organizing primarily for community policing works to the benefit of career criminals. This is because career criminals move around the City without regard for precinct boundaries, or cross the city limits as they speed out a town.

The mobility of career criminals argues for a permanent serial crimes unit at headquarters that enables cross-district investigations. Cross-district investigations are often required to bridge the gap between the evidentiary standard of "probable cause" to make an arrest as opposed to that of "beyond a reasonable doubt" to support charging and successful prosecution.

In brief, the Civil Grand Jury makes the following recommendations:

- Balance police resources to meet the needs of neighborhoods,
- Develop capacity to analyze and respond to auto burglary crimes as a city-wide problem,
- Promote prevention through community education,
- Support police efforts to apprehend suspects with solid evidence,
- Build solid cases for local prosecutors to charge and negotiate,
- Identify new approaches to prosecuting cases that protect economic interests,
- Introduce a visitor and tourist crime prevention and support programs.

We are confident that implementation of our recommendations will significantly decrease auto burglary incidents and prepare the city to identify and efficiently respond to future crime trends. By establishing a tourist protection and assistance program, we advance social justice and protect the character of San Francisco as a place where people want to be: to visit, live, work and play.

Response Matrix
Findings, Recommendations and Responding Parties
Auto Burglary In San Francisco

A. Apprehension of career auto burglars requires coordination by a well-resourced investigative team who sees the “big picture.”

F.A.1.	Finding	Responder	R.A.1.	Recommendation	Responder
	While the SFPD command staff has steadily added qualified officers to a new centralized unit, known as the Patrol Bureau Task Force, the unit will not be fully effective until it is outfitted with appropriate vehicles (vehicles not easily identified as City-owned cars) for surveillance.	Mayor's Office of Public Policy and Finance, Board of Supervisors, SFPD Deputy Chief of Operations		Ensure the Patrol Bureau Task Force has adequate resources, including investigators, a dedicated crime analyst, and necessary vehicles, equipment, and technology to expand surveillance and apprehension.	Mayor's Office of Public Policy and Finance, Board of Supervisors, SFPD Deputy Chief of Operations
F.A.2.	Finding	Responder	R.A.2.	Recommendation	Responder
	The SFPD's Crime Analysis Unit is characterized as “coming up to speed on the art and science of crime analysis,” as it expands and learns to adequately support the Patrol Bureau Task Force and station captains.	District Attorney		Expand the mission of the Crime Strategies Unit to meet the pressing need for regional intelligence about serial auto burglary. The intelligence should compare San Francisco arrest rates, sentencing outcomes, and recidivism rates to those of adjacent jurisdictions. The findings and recommendations should be collated into an annual report.	District Attorney
F.A.3.	Finding	Responder	R.A.3.	Recommendation	Responder
	The Patrol Bureau Task Force pioneered a tactic of tracking serial offenders through multiple break-ins before making the arrest. While this tactic enables the possibility of bundling incidents for the DA, its benefit must be weighed against the harm done to victims prior to an arrest.	Chief of Police and District Attorney		Collaborate with the FBI to apprehend the most prolific regional auto burglars to bring federal charges.	Chief of Police and District Attorney

Response Matrix
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F.A.4.	<p>Finding</p> <p>Established in 2014, the DA’s Crime Strategies Unit is staffed by ADAs who use analytic tools and neighborhood intelligence to predict where crime will occur. While the CSU is well respected by SFPD investigators, it does not replace a professional crime analysis capability integrated with the SFPD’s CompStat program.</p>	<p>Responder</p> <p>SFPD Deputy Chief of Operations</p>	R.A.4.	<p>Recommendation</p> <p>Develop policies and procedures to determine when it is appropriate to bundle incidences and arrest a suspect who has been witnessed doing multiple break-ins while under surveillance.</p>	<p>Responder</p> <p>SFPD Deputy Chief of Operations</p>
			R.A.5.	<p>Recommendation</p> <p>Create a plan to deploy a fully-resourced serial crimes investigative unit. The unit’s mission would be to apprehend members of criminal gangs involved in robberies, burglaries, thefts, and larcenies. Staffing should include a captain, a lieutenant, several sergeants, and an appropriate number of officers.</p>	<p>Responder</p> <p>Chief of Police</p>

B. Post-arrest investigations and documentation should be rigorous to optimize the number of chargeable cases.

F.B.1.	<p>Finding</p> <p>The ADA must sometimes acquire video evidence to meet evidentiary standards after charges have been filed. This requirement distracts from what should be the primary focus -- preparing to prosecute.</p>	<p>Responder</p> <p>SFPD Deputy Chief of Operations and District Attorney</p>	R.B.1	<p>Recommendation</p> <p>Expand the department’s capability to meet all requests for video by the reviewing ADA for auto crime, including requests submitted after the case has been charged. (Civilians may be used for this purpose.)</p>	<p>Responder</p> <p>SFPD Deputy Chief of Operations and District Attorney</p>
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Response Matrix
Findings, Recommendations and Responding Parties
Auto Burglary In San Francisco

F.B.2.	Finding	Responder	R.B.2.	Recommendation	Responder
	While the ADA works closely with arresting officers and post-arrest investigators on best practices for evidence collection, neither the best practices nor elements of the POST curriculum are incorporated into professional development classes specific to auto burglary in San Francisco.	SFPD Deputy Chief of Operations		Require captains of district stations to: (i) keep track of common areas of deficiency for arrest reports and Evidence Packets (deficiencies as identified by the reviewing ADA for auto crime); and (ii) convey the information to the police Training and Education Division to aid in developing curriculum.	SFPD Deputy Chief of Operations
			R.B.3	Require the SFPD Training and Education Division and DA's Criminal Division to co-create a professional development class on best practices for evidence collection in burglary cases.	SFPD Deputy Chief of Operations and District Attorney

C. Efficient charging and prosecution require data driven assessments and expanded prosecutorial capability.

F.C.1.	Finding	Responder	R.C.1.	Recommendation	Responder
	Complicated cases involving prolific auto burglars are specially handled by three different units: the reviewing ADA of auto crimes, the Gang Unit, and the Crime Strategies Unit. Each unit's unique perspective may impede the pooling of information needed to develop best practices for prosecuting organized criminals.	Mayor's Office of Public Policy & Finance, Board of Supervisors, District Attorney		Establish a serial crimes unit as a counterpart to the SFPD's Patrol Unit Task Force and its future serial crimes unit (R.A.5.). The unit's mission would be to prosecute cross-district, serial property crimes by organized career criminals.	Mayor's Office of Public Policy & Finance, Board of Supervisors, District Attorney

Response Matrix
Findings, Recommendations and Responding Parties
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F.C.2.	Finding	Responder	R.C.2.	Recommendation	Responder
	The DA plans to adopt risk assessment software to help ADA's be more efficient and unbiased in their recommendations for bail and sentencing.	The District Attorney		Adopt data-driven risk assessments for use by the ADA in charging and encourage its criminal justice partners to consider a defendant's risk scores in decision-making throughout the adjudication process. This includes arraignment and sentencing negotiations.	The District Attorney
F.C.3.	Finding	Responder	R.C.3.	Recommendation	Responder
	While officials cite San Francisco's lenient sentencing and other factors as aggravating the property crime problem, no public safety entity aggregates data for San Francisco and adjacent jurisdictions that can be used to substantiate these claims.	The District Attorney		Expand the Crime Strategies Unit's mission to include the monitoring of factors affecting the prosecution of criminal street gangs operating in adjacent counties. The work product of the unit should include a database of indicators such as population densities, crime rates, arrest rates, and normalized sentencing outcomes for auto burglary and other property crimes.	The District Attorney
			R.C.4.	Recommendation	Responder
				The DA should require the Crime Strategies Unit to prepare an annual comparative analysis to be reviewed by the Sentencing Commission at a quarterly meeting.	The District Attorney

D. Performance indicators should be useful and transparent to the public.

F.D.1.	Finding	Responder	R.D.1.	Recommendation	Responder
	The SFPD's 2014 annual report provides statistics that include "auto burglary" in the totals for Part 1 larceny/theft crimes, which obscures the size of the problem and the risk of being victimized.	The Chief of Police		Ensure the annual report graphically shows totals of the auto burglary incidents as separate from "larceny/theft."	The Chief of Police

Response Matrix
Findings, Recommendations and Responding Parties
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F.D.2.	Finding	Responder	R.D.2.	Recommendation	Responder
	Providing auto burglary data in SF OpenData provides transparency; however, the user has to have the analytical skills and the computer technology to manipulate the data.	The Chief of Police		Present to the Board of Supervisors statistics on changes in total auto burglary incidents as well as other parameters such as “crime trends,” “arrest rates,” and “population at risk rates,” as described in the United States Department of Justice’s “Crime Statistics for Decision Making.” The presentation should describe how the crime indicators inform the future direction of policing.	The Chief of Police
F.D.3.	Finding	Responder	R.D.3.	Recommendation	Responder
	The format of the Public Safety Scorecard is highly informative because line graphs are used to visualize <i>rate</i> of auto burglary per 100,000 residents as opposed to totals of auto burglary incidents. The 22 percent increase for 2015 over 2014 better reflects the public’s safety risks than do basic totals of incidents reported.	The Chief of Police		Modify the online incident report to include a required field for the victim to self-identify as “tourist,” “visitor,” or “resident.” The data can be used to analyze demographics of victims.	The Chief of Police
F.D.4.	Finding	Responder	R.D.4.	Recommendation	Responder
	While statistics for total cases filed and prosecuted provides transparency into the operational pace of the DA’s Office, the public is currently interested in seeing numbers for cases filed and prosecuted for the City’s top property crime today -- auto burglary.	The District Attorney		Require the Crime Strategies Unit to prepare a comparative analysis of serial property crimes, arrest rates, and normalized sentencing outcomes for organized criminal gangs in San Francisco and adjacent counties.	The District Attorney

Response Matrix
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R.D.5.	<p style="text-align: center;">Recommendation</p> Require the District Attorney to present to the GAO the comparative analysis (R.D.4) and annual report (R.C.3.) of the crime strategies unit, including significant findings and recommendations.	<p style="text-align: center;">Responder</p> Board of Supervisors Government Accounting and Oversight (GAO) Committee
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E. The four Ps of deterrence: prevention, planning, programs, and punishment.

F.E.1.	<p style="text-align: center;">Finding</p> SFPD currently lacks online resources to inform residents of crime trends, safety tips to protect against victimization, injury, and property loss from crime	<p style="text-align: center;">Responder</p> Chief of Police, Deputy Chief for Administration	R.E.1.	<p style="text-align: center;">Recommendation</p> Develop web-pages on the SFPD website containing information about crime advisories, crime prevention, safety resources, and services that SFPD offers.	<p style="text-align: center;">Responder</p> Chief of Police, Deputy Chief for Administration
F.E.2.	<p style="text-align: center;">Finding</p> Auto burglars take advantage of areas with restricted visibility, low light, fast escape and hiding places.	<p style="text-align: center;">Responder</p> Mayor's Office	R.E.2.	<p style="text-align: center;">Recommendation</p> a. Mayor: Direct and coordinate inter-departmental efforts; b. Department of Public Works: Incorporate principles of crime prevention through environmental design into the ongoing maintenance and management of city property and open spaces; c. Chief of Police: Collaborate with DPW and Planning to identify areas associated with auto burglary and other crimes for attention; d. Planning Department: Include crime prevention through environmental design as part of the permitting process for government, commercial, retail, multi-residential, and mixed-use development.	<p style="text-align: center;">Responder</p> Mayor's Office Department of Public Works Chief of Police Planning Department

Response Matrix
Findings, Recommendations and Responding Parties
Auto Burglary In San Francisco

F.E.3.	Finding	Responder	R.E.3.	Recommendation	Responder
	The SF Community Ambassadors Program has been well received by residents and merchants in the neighborhoods they have been deployed.	Mayor, Mayor's Office Public Policy and Finance, City Administrator	a.	Mayor and Mayor's Office on Public Policy and Finance: Authorize and Fund the office of Civic Engagement and Immigrant Affairs to expand the Community Ambassadors Program	Mayor, Mayor's Office Public Policy and Finance, City Administrator
b.			Office of Civic Engagement and Immigrant Affairs: Deploy Ambassador teams into high auto burglary neighborhoods to serve as a safe presence and a community resource. The program should include Golden Gate Park, Geary Blvd, Palace of Fine Arts, Fisherman's Wharf.	Office of Civic Engagement and Immigrant Affairs	
c.			Office of Civic Engagement and Immigrant Affairs: deploy Ambassador events team into neighborhoods around special events such as street fairs, festivals, sporting events.	Office Civic of Engagement and Immigrant Affairs	
d.			Board of Supervisors: Support funding to expand the Community Ambassador's Program.	Board of Supervisors	
F.E.4.	Finding	Responder	R.E.4.	Recommendation	Responder
	Vigorous apprehension and prosecution of crime suspects acts as a crime deterrent to would be offenders and protects city residents and visitors/tourists.	Chief of Police and District Attorney		In the case of crimes against tourists and visitors involving career criminals and criminal street gangs, collaborate and coordinate with the United States Attorney's Office for referral of appropriate cases for federal prosecution under. 18 U.S.C. 875, Interstate Commerce and 18 U.S.C. 521, Criminal Street Gang Enhancement.	Chief of Police and District Attorney

Response Matrix
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F.E.5. Finding
 Tourists and visitors to San Francisco are the frequent targets of career criminals and organized criminal street gangs, damaging San Francisco's reputation and tourism industry.

F. Establishing a visitor and tourist assistance program is socially just and economically wise

F.F.1.	Finding	F.F.1.-F.F.7. Cross Reference to R.F.1 Mayor, BOS, BOS Public Safety Committee, Mayor's Office Public Policy, Finance, City	R.F.1. Recommendation	Responder
	Visitors/tourists, often targeted for crime, have unique needs that can often be foreseen and prepared for by victims' services organizations.		Use the customary legislative process to pass a resolution for a visitor and tourist protection and assistance program. Introduce, support, fund and sign: Prepare resolution to be introduced:	Mayor, Mayor's Office of Legislative & Government Affairs
F.F.2.	Finding For a visitor/tourist protection and assistance program to work, government must facilitate sponsorship and support from visitor- and tourism-related business.		R.F.1. Review, vet, and refine to recommend: Vote to approve:	Public Safety Committee, (B.O.S.) Board Of Supervisors,
F.F.3.	Finding Establishing programs to prevent and deter crimes against visitors/tourists and to assist with immediate needs to those visitors/tourists who have been victimized is socially just and economically wise.		R.F.1. Include in Budget:	Mayor's Office of Public Policy & Finance

Response Matrix
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F.F.4.	Finding	<p>Already existing laws and resources can be leveraged to protect San Franciscans and visitors/tourists, including federal interstate and international commerce law, a federal criminal street gang task force and associated criminal street gang sentencing enhancements, and the necessary and vigorous local criminal prosecution that seeks all available sentencing enhancements.</p>	R.F.1.	<p>Review for form: City Attorney</p> <p>Recommendation (Continued)</p> <p>The visitor/tourist protection and assistance program resolution should contain the following clauses:</p> <ol style="list-style-type: none"> 1. Recognize tourists as a valued and welcome guest to our city. 2. Acknowledge vulnerabilities unique to visitors/tourists. 3. Denounce the targeting and victimizing of visitors/ tourists. 4. Recognize the need for specialized services for visitors/tourist who have been victimized by crime. 5. Establish the program as a partnership between government and the visitor and tourism industry. 6. Designate and funds a public safety department to act as coordinating agency. 7. Authorize the agency to develop industry partnerships. 8. Authorize the agency to issue a temporary replacement identification card, for visitors and tourists who have had their identification stolen. 9. Instruct the police, sheriff and district attorney to pursue vigorous criminal prosecution. 10. Advise the district attorney to seek sentencing enhancement when it is appropriate. 11. Charge the chief of police and the district attorney to collaborate with the United States Attorney's Office, Northern Division of California, San Francisco, to refer appropriate cases to federal authorities for prosecution under interstate/international commerce law and/or Federal Criminal Street Gang Enhancements.
F.F.5.	Finding	<p>Government must provide essential services to visitor/tourist crime victims to support their immediate needs. A temporary replacement identification card supports the victim's efforts to access banking services, revise flight plans, pass through transportation security at the airport, or continue their holiday in San Francisco.</p>		
F.F.6	Finding	<p>Government, industry and not-for-profit partnerships can work together to meet needs following victimization.</p>		
F.F.7.	Finding	<p>Presently, San Francisco does not account for crimes against victims/tourists. City Government needs reliable information to develop further policy and act to protect visitors, tourists. and the City's tourism industry.</p>	R.F.1.	

Response Matrix
Findings, Recommendations and Responding Parties
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R.F.1. Continued

12. Include a visitor/tourist identification field on Police Incident Reports to facilitate research and data gathering.
 13. Require the coordinating agency to report annually to the Public Safety Committee of the Board of Supervisors. The report should provide performance metrics about services offered and make recommendations to inform future policy related to crimes against visitors/tourists.

F.F.8.	<p>Finding</p> <p>The visitor's tab on sfgov.org, the City's Internet homepage, does not provide resources for visitors/tourists in distress.</p>	<p>F.F.8. Corresponds to R.F.2.</p> <p>Responder</p> <p>Mayor and Director of Department of Technology.</p>	<p>R.F.2.</p> <p>Recommendation</p> <p>The visitor's tab on the San Francisco Gov.org homepage should contain information to assist visitors/tourists who are in need of victims assistance and other kinds of support services.</p>	<p>Responder</p> <p>Mayor and Director of Department of Technology.</p>
F.F.9	<p>Finding</p> <p>Visitor/tourist selection on SFPD Incident Reports should be a search/sort field for SFPD incident reports on datasfgov.org</p>	<p>F.F.9. Corresponds to R.F.3.</p> <p>Responder</p> <p>Mayor and Director of Department of Technology, Deputy Chief of Admin.</p>	<p>R.F.3.</p> <p>Recommendation</p> <p>Include visitor/tourist incident data as a search field on police incident report available though datasfgov.org.</p>	<p>Responder</p> <p>Mayor and Director of Department of Technology, Deputy Chief of Admin.</p>

GLOSSARY

All definitions from:

Uniform Crime Reporting Handbook (2004) United States Department of Justice, Federal Bureau of Investigation.

Crime and Delinquency in California (1993) Criminal Justice Profile Series, Law Enforcement Information Center.

California Legislative Information Website (2016). leginfo/CA.gov

ARREST: Taking a person into custody, in a case and in the manner authorized by law. An arrest may be made by a peace officer or by a private person." (P.C. 834)

BURGLARY: the unlawful entry of a structure to commit a felony or a theft. Attempted burglary is included. (UCR definition)

Burglary of a Motor Vehicle: See California Penal Code Section 459, 460, 661)

In California, Burglary of a motor vehicle is classified as 2nd Degree Burglary and is punishable by up to one year in the county jail.

Under UCR Burglary of Vehicle is classified as Larceny/Theft.

CALIFORNIA CRIME INDEX: a group of crimes chosen to serve as an index for gauging fluctuations in the overall volume and rate of crime. These crimes, chosen because of their seriousness and likelihood of being reported to the police by the public, are willful homicide, forcible rape, robbery, aggravated assault, burglary, and motor vehicle theft. These crimes are reported according to definitions taken from the FBI Uniform Crime Reporting Handbook. <http://www.plsinfo.org/healthysmc/12/glossary.html>

CITATION: a written order, issued by the police for a violation, to appear before a magistrate or probation officer at a later date

CLASSIFICATION: Determining the proper crime categories in which to report offenses in UCR. The offense's classification is based on the facts of an agency's investigation of crimes.

CLEARANCE: a crime is cleared or "solved" for crime reporting purposes.

CLEARED BY ARREST: An offense is considered cleared when at least one person involved in the commission of the offense has been (1) arrested, (2) charged, and (3) turned over to the court for prosecution.

CLEARED BY EXCEPTIONAL MEANS: clearance in which some element beyond law enforcement control prevents filing of formal charges against the offender. Agencies can clear an offense exceptionally if they can answer all of the following in the affirmative. (1) Has the investigation definitely established the identity of the offender? (2) Is there enough information to support an arrest, charge, and turning over to the court for prosecution? (3) Is the exact location of the offender known so that the subject could be taken into custody now? (4) Is there

some reason outside law enforcement control that precludes arresting, charging, and prosecuting the offender (for example, suicide, deathbed confession, double murder, etc).

COMPSTAT: Compstat is a process or philosophy of crime management, it is not a computer program or software. Compstat is a combination of technical and managerial systems that provides accurate and timely crime related intelligence. Furthermore, it is a measurement system of organizational performance and an interactive system that focuses on organization as a whole, and specifies certain policies to accomplish agency's mission

CRIMINAL STREET GANG means any ongoing organization, association or group of three or more persons, whether formal or informal, having as one of its primary activities the commission of one or more of the criminal acts... having a common name or common identifying sign or symbol, and whose members individually or collectively engage in or have engaged in a pattern of criminal gang activity.

<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=pen&group=00001-01000&file=186.20-186.34>

DIVERSION: a disposition of a criminal defendant either before adjudication or following adjudication but prior to sentencing, in which the court directs the defendant to participate in a work, educational, or rehabilitation program.

DIVERSION DISMISSED: the successful completion of a diversion program.

FBI CRIME INDEX: the FBI chose seven crimes to serve as an index for gauging fluctuations in the overall volume and rate of crime. These crimes include homicide, forcible raps, robbery, aggravated assault, burglary, larceny-theft, and motor vehicle theft. By congressional mandate, arson was added as the eighth index crime in 1979.

FELONY: a crime which is punishable with death or by imprisonment in the state prison." (P.C. 17 & 18)

FENCE: In the context of this report the word "fence" is used as a noun to refer to a person who buys and sells stolen goods, and as a verb in reference to the act of buying or selling stolen goods.

JAIL: a county or city facility for incarceration of sentenced and unsentenced persons. Also known as type I or II facility (Section 1006 California Code of Regulations).

HIERARCHY OF OFFENSES RULE: For Federal Crime Reporting Purposes Only: When an Arrest involves multiple offences only the highest among the offences are reported. The Part I offenses are as follows:

1. Criminal Homicide
 - a. Murder and Nonnegligent Manslaughter
 - b. Manslaughter by Negligence
2. Forcible Rape
 - a. Rape by Force
 - b. Attempts to Commit Forcible Rape
3. Robbery
 - a. Firearm
 - b. Knife or Cutting Instrument

- c. Other Dangerous Weapon
 - d. Strong-arm—Hands, Fists, Feet, etc.
- 4. Aggravated Assault
 - a. Firearm
 - b. Knife or Cutting Instrument
 - c. Other Dangerous Weapon
 - d. Hands, Fists, Feet, etc.—Aggravated Injury
- 5. Burglary
 - a. Forcible Entry
 - b. Unlawful Entry—No Force
 - c. Attempted Forcible Entry
- 6. Larceny-theft (except motor vehicle theft)
 - a. Pocket -picking
 - b. Purse-snatching
 - c. Shoplifting
 - d. Theft from Motor Vehicles
 - e. Theft of Motor Vehicle Parts
 - f. Theft of Bicycles
 - g. Theft from Buildings
 - h. Theft from Coin Operated Devices or Machines
 - g. All Other
- 7. Motor Vehicle Theft
 - a. Autos
 - b. Trucks and Buses
 - c. Other Vehicles
- 8. Arson
 - a.–g. Structural
 - h.–i. Mobile
 - j. Other

LARCENY THEFT: the unlawful taking, carrying, leading, or riding away of property from the possession of another (except embezzlement, fraud, forgery, and worthless checks). (UCR definition)

LARCENY THEFT FROM MOTOR VEHICLE: The theft of articles from a motor vehicle, whether locked or unlocked. This type of larceny includes thefts from automobiles, trucks, truck trailers, buses, motorcycles, motor homes, or other recreational vehicles. It also includes thefts from any area in the automobile or other vehicle including the trunk, glove compartment, or other enclosure. Some of the items included in this theft category are cameras, suitcases, wearing apparel, cellular phones, MP3 players, and packages.

Agencies must take care not to report items that are automobile parts and accessories since these fall under the category Theft of Motor Vehicle Parts and Accessories (6Xe).

Certain state (including California) statutes might interpret theft from motor vehicles as burglaries. For the UCR Program, however, agencies must classify these thefts as Theft From Motor Vehicles (6Xd) See California Penal Code Section 459.

MISDEMEANOR: a crime punishable by imprisonment in a county jail for up to one year or jail and fine.

PAROLE: an added period of control following release from prison (PC3000(a)).

P.C. (PENAL CODE): the California Penal Code contains statutes that define criminal offenses and specify corresponding punishments along with criminal justice system mandates and procedures.

PLEA OPEN: refers to the defendant pleading without any promise from the prosecution as to what sentence it will recommend. Defendants sometimes reject offers [from the prosecution] and choose open pleas in the hope that they'll receive a better sentence than they would under the prosecution's proposal. (Nolo.com www.nolo.com/legal-encyclopedia/what-open-plea.html)

PRE-FILING DEFERRAL: action taken by a prosecutor to defer the filing of felony charges against a first-time offender who committed a less serious felony. A case is filed but there is no further disposition until the subject completes the diversionary program (e.g., support group, rehabilitation program, etc.).

PRISON: a state correctional facility where persons are confined following conviction of a felony offense.

PROBATION: a judicial requirement that a person fulfill certain conditions of behavior in lieu of a sentence to confinement but sometimes including a jail sentence.

STOLEN PROPERTY: Buying, Receiving, Possessing: Buying, receiving, possessing, selling, concealing, or transporting any property with the knowledge that it has been unlawfully taken, as by burglary, embezzlement, fraud, larceny, robbery, etc.

SUPERIOR COURT: the court of original or trial jurisdiction for felony cases and all juvenile hearings. Also, the first court of appeal for municipal or justice court cases.

UNIFORM CRIME REPORTING (UCR): a federal reporting system which provides data on crime based on police statistics submitted by law enforcement agencies in the nation. DOJ administers and forwards the data for California to the federal program.

VIOLATION: breach or infringement of the terms or conditions of probation.

VIOLENT CRIMES: crimes against people. This category includes homicide, forcible rape, robbery, and aggravated assault.

VIOLENT OFFENSES: arrest offenses for crimes against people. This category includes homicide, forcible rape, robbery, aggravated assault, and kidnapping.

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Appendix A: Understanding Auto Burglary and Related Crimes.

“Auto burglary” in California is often confusing to people, because it involves two crimes charged together.

The auto burglary: a person must be caught in the act of breaking into a locked vehicle with witness testimony from police, or other credible person, or video surveillance evidence.

Theft: if the value of the property stolen is less than \$950, the additional charge would be misdemeanor/petty theft from a locked vehicle. If the value of the property stolen exceeds \$950, the additional charge would be felony/grand theft of property from a locked vehicle. Auto burglary and theft charges are the most common combination of charges that include auto burglary.

Breaking into a vehicle for the purpose of stealing the vehicle is not classified as auto burglary. Breaking into a vehicle to steal the vehicle is reported in its own category, “Vehicle theft.”

A far less common form of auto burglary occurs if a person breaks into a vehicle and then waits to murder, rob, rape, kidnap, assault the driver or another person. If the conditions of breaking into a locked vehicle were witnessed or captured on video surveillance and evidence beyond doubt of the other felony, or its intent, exists, then auto burglary and the other felony crime would be charged.

When a person returns to their vehicle and discovers that it has been broken into and property stolen, we commonly use the language “burglary.” When speaking of the epidemic rates of property theft from vehicles in San Francisco, local media often refer to these incidents collectively as auto burglary. However, most cases of auto burglary are actually classified as one of the following categories when reported.

Grand Theft/Larceny from a Locked Vehicle
Petty Theft/Larceny from a Locked Vehicle
Grand Theft/Larceny from an Unlocked Vehicle
Petty Theft/Larceny from an Unlocked Vehicle

Even if a suspect is identified by police, credible witness, or video evidence, the theft classification would remain, and the suspect additionally charged with auto burglary, under California penal code 459,

In this report of the San Francisco, Civil Grand Jury, the word phrase “auto burglary” refers to auto burglary and four related crimes:

Auto Burglary
Grand Theft/Larceny from a Locked Vehicle
Petty Theft/Larceny from a Locked Vehicle
Grand Theft/Larceny from an Unlocked Vehicle
Petty Theft/Larceny from an Unlocked Vehicle

Appendix B: Plea Open Outcomes

Table B1: Case 1 Example of Plea Open Outcomes from the SF DA Case Files

CASE 1	
Defendant Profile	Ten prior felony convictions, six of which resulted in state prison commitments. Guilty plea to auto burglary in return for felony probation but failure to appear for sentencing, subsequently arrested on second auto burglary case, charged as a felony.
Final DA Offer	Two years state prison on the second felony auto burglary case.
Plea Open Sentence	Felony probation on the first auto burglary charge, with no additional jail time; second felony auto burglary reduced to a misdemeanor, with 68 days in County Jail.

Table B2: Case 2 Example of Plea Open Outcomes from the SF DA Case Files

CASE 2	
Defendant Profile	Two grants of probation for robbery and accessory when arrested for an auto burglary case.
Final DA Offer	Two years eight months in state prison on the new auto burglary case.
Plea Open Sentence	One year in county jail and felony probation with intensive supervision.

Table B3: Case 3 Example of Plea Open Outcomes from the SF DA Case Files

CASE 3	
Defendant Profile	Prior strike conviction, multiple prior prison commitments, on felony probation for possessing stolen property when arrested for auto burglary.
Final DA Offer	Three years eight months in state prison.
Plea Open Sentence	Two years in state prison.

Appendix C: Crime Statistics for Decision Making

Crime Statistics for Decisionmaking - Uniform Crime Reporting Statistics
www.ucrdatatool.gov/data/crimestatisticsfordecisionmaking.doc

CRIME STATISTICS FOR DECISIONMAKING

The law enforcement community has an ever-increasing need for timely and accurate data for a variety of purposes such as planning, budget formulation, resource allocation, assessment of police performance, and the evaluation of experimental programs. The information in this section focuses on the use, method of computation, and limitations of basic crime indicators employed by the Uniform Crime Reporting (UCR) Program. These indicators can aid law enforcement administrators in the performance of their duties and serve as forerunners for the implementation of more sophisticated analytical tools.

Volume, rate, and trend are basic crime indicators used in the UCR Program. Each statistic provides a different perspective of the crime experience known to law enforcement officials.

Volume

Crime volume is a basic indicator of the frequency of known criminal activity. In analyzing offense data, the user should be aware that a UCR volume indicator does not represent the actual number of crimes committed; rather, it represents the number of reported offenses. With respect to murder and nonnegligent manslaughter, forcible rape, and aggravated assault, it represents the number of known victims. For robbery, burglary, larceny-theft, motor vehicle theft, and arson, it represents the number of known incidents. The crimes are divided into two components: violent and property crimes. The violent crime total includes murder and nonnegligent manslaughter, forcible rape, robbery, and aggravated assault, while the property crime total encompasses burglary, larceny-theft, motor vehicle theft, and arson.

Offense and arrest rates

Crime rates are indicators of reported crime activity standardized by population. They are more refined indicators for comparative purposes than are volume figures. The UCR Program provides three types of crime rates: offense rates, arrest rates, and clearance rates.

An offense rate, or crime rate, defined as the number of offenses per 100,000 population, is derived by first dividing a jurisdiction's population by 100,000 and then dividing the number of offenses by the resulting figure. Crime or arrest rates are derived from law enforcement agencies for which 12 months of complete offense or arrest data have been submitted.

Example:

- a. Population for jurisdiction, 75,000
- b. Number of known burglaries for jurisdiction for a year, 215

Divide 75,000 by 100,000 = .75

Divide 215 by .75 = 286.7

The burglary rate is 286.7 per 100,000 inhabitants.

The number .75 can now be divided into the totals of any offense category to produce a crime rate for that offense. The same procedure may be used to obtain arrest rates per 100,000 inhabitants.

Clearance rates

A clearance rate differs conceptually from a crime or arrest rate in that both the numerator and denominator constitute the same unit of count (i.e., crimes). Unlike a crime or arrest rate, a clearance rate represents percentage data. A clearance rate is, therefore, equivalent to the percentage of crime cleared.

The percentage of crimes cleared by arrest and exceptional means (i.e., clearance rate) is obtained first by dividing the number of offenses cleared by the number of offenses known and then multiplying the resulting figure by 100.

Example:

a. Number of clearances in robbery, 38

b. Number of total robberies, 72

Divide 38 by 72 = .528

Multiply .528 x 100 = 52.8 percent

The clearance rate for robbery is 52.8 percent.

Crime trends

Crime trend data from one period to the next are presented in the UCR Program's annual report Crime in the United States and other UCR publications. A crime trend represents the percentage change in crime based on data reported in a prior equivalent period.

These statistics play a prominent role for both offense and arrest analyses. Trends can be computed for any time frame, such as months, quarters, or years. The UCR Program employs two types of trend statistics: volume trends and rate trends. Local agencies can compute trends for a given offense for any period of time.

Trend computation requires two numbers representing the two comparable time frames. In the example below, (earlier) represents the crime volume or rate for the first period or earlier period of comparison, and (later) represents the corresponding crime volume or rate for the second period or later period of comparison. The trend is computed by first subtracting (earlier) from the (later), then dividing the difference by (earlier), and finally by multiplying the quotient by 100.

Example:

a. Murders in the jurisdiction for January through June, last year, 21

b. Murders in the jurisdiction for January through June, this year, 29

Subtract:

29

-21

8

Notice that "8" is an increase over the past year.

Divide 8 by 21 = .381

Always divide the difference by the total in the earlier time period.

Multiply .381 by 100 = 38.1 percent.

The volume trend in murder is an increase of 38.1 percent for the first 6 months of this year as compared to the first 6 months of the prior year. Note that there can never be a decline of more than 100 percent. Also, if the figure for a prior period is zero, a trend computation cannot be made.

This same computation will yield rate trends if rate figures are substituted for volume figures in the above formula.

Law enforcement employee rates

Law enforcement employee rates are expressed as the number of employees per 1,000 inhabitants. To compute such a rate, divide the jurisdiction's population by 1,000 and divide the number of employees in the law enforcement agency by this number.

Example:

- a. The jurisdiction's population, 75,000
- b. The agency's number of employees, 102

Divide 75,000 by 1,000 = 75

Divide 102 by 75 = 1.36

The employee rate is 1.36 employees per 1,000 inhabitants.

Other indicators

Another commonly computed crime indicator is a population-at-risk rate. In essence, a population-at-risk rate is a refined crime rate measured in units that are most inclined to be victimized. The burglary rate based on the gross number of inhabitants may not be as accurate as a population-at-risk rate based on the number of units subject to be burglarized (residences and/or commercial establishments). Below are some of the common indicators of population-at-risk rates for different offenses:

- a. Female Rape—The number of females 12 and older
number of rapes

Rate = $\frac{\text{number of females 12 and older}}{100,000}$

- b. Commercial burglary—the number of commercial establishments
number of
commercial burglaries

Rate = $\frac{\text{number of commercial establishments}}{100,000}$

- c. Residential burglary—the number of residences
number of

Rate = $\frac{\text{residential burglaries}}{\text{number of residences} \times 100,000}$

- d. Motor vehicle theft—the number of motor vehicle thefts per 100,000 registered
vehicles
number of

Rate = $\frac{\text{motor vehicle thefts}}{\text{number of registered vehicles} \times 100,000}$

Data limitations

When analyzing UCR statistics, direct agency-to-agency comparisons should be guarded against. Such comparisons could be misleading unless demographic differences between jurisdictions are taken into account. Every community has a unique social, ethnic, and economic configuration that may affect its crime statistics. These dissimilarities may bias the results of any comparative analysis between agencies. A jurisdiction's crime situation is complex and cannot always be treated superficially as it might be in direct agency-to-agency comparisons.

In general, the decision to use any indicator for analysis purposes must be made with care. The UCR indicators discussed previously have utility for law enforcement administrators; however, they must be used with caution. No single indicator is a panacea for crime analysis. Instead, decisions that law enforcement administrators are called upon to make require a multifaceted analytical approach.

APPENDIX D: CRIMES AGAINST TOURISTS

The Center for Problem Oriented Policing at The New York State University at Albany. Develops resources addressing a variety of policing issues. Some of the issues relevant to crimes against tourists are discussed in Guide No. 26 (2004).¹ A summary of those issues is presented in the following three tables

As a region grows economically, it also becomes a destination for visitors and tourists. There is a relationship between growth in visitors and increases in crime. Visitors and tourists are viewed as lucrative targets because they often carry cash and other valuables. Tourist and leisure visitors are often more vulnerable because they are relaxed and off guard, even careless at times. Tourists often don't report crimes and may wish not to return to testify. Table D1 below presents some factors to consider about crimes against tourists.

Table D1: Factors to Consider: Crimes Against Visitors and Tourists

The tourist is an accidental victim, in the wrong place at the wrong time.
Tourist locations are often conducive to crime, large crowds and many potential victims.
The industry provides victims, arriving and departing frequently.
Tourism can insight local animosity/bias, increasing the chances of crimes targeting tourists.
Gangs and organized crime groups may begin to specifically target tourists.
Crimes against tourists may damage a destination's image and impede industry growth.
Crimes against tourists often occur in areas with higher overall crime rates.

By understanding visitor and tourist related crimes, local governments can better prepare to meet the needs of those visitors and tourists who have been victimized by crime. In most cases, visitors and tourists are victims rather than suspects. In many cases, visitors and tourists can contribute to their own victimization. Table D2 describes ways that tourists can be a party to their own victimization.

¹ Glensor R.W., and Peak K.J (2004) Guide Number 26: Crimes against Tourists. Center for Problem Oriented Policing. State University of New York at Albany.
http://www.popcenter.org/problems/crimes_against_tourists/

Table D2: Ways Visitors and Tourists Contribute to Their Own Victimization

Taking risks, gambling, or participating in challenges they wouldn't otherwise engaging in.
Carrying and flashing large sums of money.
Going to dangerous or isolated locations.
Leaving valuable items in public view.
Looking like a tourist (looking at map, rental car, camera).
Engaging in heavy drinking and/or rowdy behavior.
Soliciting criminal activity: drugs and/or prostitution.

To better respond to and reduce crimes against visitors and tourists it is necessary to actively collect and analyze information about tourist related crimes. Table D3 presents key data areas to support police authorities in making informed decisions.²

Table D3: Data Information to Collect to Understand Visitor and Tourist Related Crimes

The number and types of visitor and tourist related incidents.
The times and locations of visitor and tourist related incidents.
Differentiate visitor/tourist as victim vs visitor/tourist as suspect.
The victim's characteristics.
The offender's characteristics.
Current public safety responses.
The effectiveness of public safety responses.

² Glensor R. W., and Peak K.J (2004) Guide Number 26: Crimes against Tourists. Center for Problem Oriented Policing. State University of New York at Albany. http://www.popcenter.org/problems/crimes_against_tourists/

In 1997, the Hawaii State Attorney General's Office established a services for tourist victims program. In 2002³, Hawaii's Attorney General identified tourists as one of several underserved victims' groups within the State and with, experience and data, reaffirmed the State's commitment to providing victims services to visitors and tourists. Table D4 presents factors for consideration identified in the Hawaii Attorney General's Statewide Victim Services Plan (2002)

Table D4: Hawaii's Victims Services for Tourist Program

Hawaii recognized that its government had to be involved in cooperation with industry not-for-profits for the program to work.
Government and industry provided services needed to be expedited to meet immediate needs of victims.
Stolen identification and passports represented a significant and immediate problem for tourists.
Assisting tourists with a temporary replacement identification made it possible to cancel and rebook airline tickets, access banking services, enjoy an alcoholic beverage, and pass through Transportation Security when they departed.
Tourists who would have returned home, continue their vacation because they were able to resolve problems.
Hawaii's program is a partnership with the visitors and tourist industry that financially supports and staffs a non-profit organization that provides visitors and tourists with direct assistance, coordinates with government, and provides appropriate referrals. assists visitors and tourists who have been victimized meet immediate needs other immediate needs, application for reimbursement for counseling or medical attention, temporary lodging, emergency cash, groceries or restaurant certificates, and calling cards to contact family or friends for support.
Examples of resources that are provided to visitors and tourists who have been victimized by crime include referral to medical and mental health care, calling cards to phone family or friends, temporary lodging, grocery or restaurant certificates, replacing prescription medication, clothing, assistance canceling credit cards and preventing identity fraud, and help with police reports and applications for reimbursement of medical treatment.

³ Chandler S.M., Kumaran, M. (2002) Hawai'i Statewide Strategic Plan for Victim Services: Department of the Attorney General. College of Social Sciences, Public Policy Center, University of Hawai'i at Manoa.



BOS-11, Opage

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Paolo Ikezoe, Lead Planner, Planning Department (415) 575-9137

RE: Publication, *Downtown Plan Annual Monitoring Report 2015*

HEARING DATE: None. Informational Item

In compliance with San Francisco’s Administrative Code Section 8.12.5 “Electronic Distribution of Multi-Page Documents”, the Planning Department has enclosed your hard copy, as Clerk of the Board of Supervisors, of the *Downtown Plan Annual Monitoring Report 2015*.

Additional hard copies may be printed from the electronic copy or requested by contacting Paolo Ikezoe of the Planning Department at 415-575-9137 or paolo.ikezoe@sfgov.org.

Digital copies of the Report are also available on the Planning Department’s web site from this link: [http://www.sf-planning.org/ftp/files/Citywide/Downtown Annual Report 2015.pdf](http://www.sf-planning.org/ftp/files/Citywide/Downtown%20Annual%20Report%202015.pdf).

2



DOWNTOWN PLAN

ANNUAL MONITORING REPORT

2015





Cover photo by
Jeremy Menzies, Photographer | San Francisco Municipal Transportation Agency

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2015 Summary & Infographic

Downtown San Francisco continued to be a resilient district for San Francisco and the region in 2015, largely because of *Downtown Plan* policies. Adopted in 1985, these policies guide land use decisions to create the physical form and pattern of a vibrant, compact, pedestrian-oriented, livable, and vital downtown.

The *Downtown Plan* directed dense employment growth to the C-3 district, generally along both sides of Market Street from the Embarcadero to Van Ness Avenue. In order to accommodate this growth, the Plan contains a series of goals, policies and targets designed to ensure that new development is supported with the infrastructure and services required of great places, pays its way, and generates a net benefit for the city.

The city's economy showed no signs of slowing in 2015, with continued declining vacancy rates, increasing rents, and growing employment, tax revenue and use fees. Downtown San Francisco appears to be sharing, if not leading, the city's economic prosperity, welcoming thousands of new jobs and residents. Downtown continues to have the majority of San Francisco's office and hotel jobs, and overall employment in the Downtown area grew by 7% over the previous year.

The housing and transportation goals are among the most important in the *Downtown Plan*. The Plan states that without sufficient and appropriate housing to serve new commercial development, local housing costs would increase, thereby compromising the vitality of downtown. The Plan also states that if employment growth increases the number of cars downtown, thereby significantly increasing traffic, the area's attractiveness and livability could be affected adversely. As a result, the Plan contains various targets relating to these policy issues.

After a significant downturn due to the global financial crisis, housing production in the city has rebounded from less than 270 net new units in 2011 to just under 3,000 in 2015. Over a third of these new housing units were located in the Downtown C-3 and DTR districts. This trend, along with the potential addition of thousands of new units of housing Downtown (almost 12,300 units in the current pipeline), will continue to increase the Downtown residential population and vitality of the district.

Available transportation data suggests that transit use for commuting has grown along with jobs in the Downtown, and that transit continues to serve a high proportion of trips for downtown workers and residents. The data also indicates that ride-sharing has declined, but this could be due to a larger nationwide trend, an increase in the use of other forms of transportation, or an increase in the number of individuals working from home.

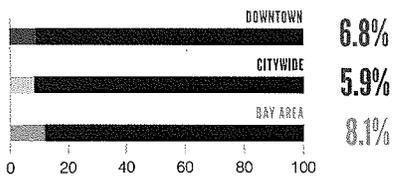
By most measures, the San Francisco *Downtown Plan* has been a success. It guided the creation of one of the most successful core areas of any American city. The vitality, job and housing density, retail activity and overall character of the downtown have improved dramatically. The Planning Department will continue to monitor these trends so that land use policy adjustments can be made as required to maintain and enhance a successful Downtown and Plan and avoid unintended consequences.

The annual changes in Downtown land use, employment, and transportation trends are summarized on the following pages (downtown's share of citywide total is listed in red when applicable).

PART 1 COMMERCIAL

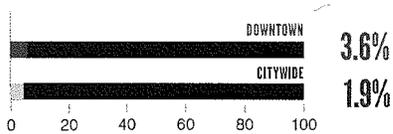
VACANCY

Office Vacancy ↓



SEE TABLE 3 (P. 5)

Retail Vacancy ↓



SEE TABLE 4 (P. 5)

Downtown Office Rent

\$68.14 / SQUARE FOOT ↑ **5%**

Hotel ↑



SEE TABLE 5 (P. 5)

COMMERCIAL DEVELOPMENT PIPELINE

Downtown share of Citywide

Office *Net Square feet*

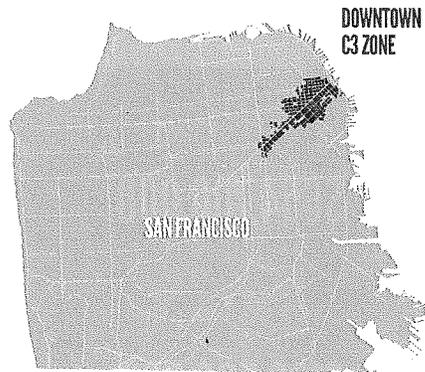


SEE TABLE 1 (P. 3)

Retail *Net Square feet*



TOTAL *Net Square feet*



■ Downtown ■ Citywide

EMPLOYMENT (JOBS)

Downtown share of Citywide

Office Jobs



↑ 9%

↑ 8%

CIE Jobs



--

↑ 2%

Retail Jobs



↑ 7%

↑ 7%

Jobs



↑ 8%

↑ 5%

Hotel Jobs



--

↓ 1%

Other Jobs



--

--

TOTAL JOBS



↑ 7%

↑ 6%

REVENUE	Business Taxes	Property Taxes												
	<table border="1"> <tr> <td>\$654,700,000</td> <td>↑ 6%</td> <td>SEE TABLE 8</td> </tr> </table>	\$654,700,000	↑ 6%	SEE TABLE 8	<table border="1"> <tr> <td>\$1,630,000,000</td> <td>↑ 3%</td> <td>SEE TABLE 9</td> </tr> </table>	\$1,630,000,000	↑ 3%	SEE TABLE 9						
\$654,700,000	↑ 6%	SEE TABLE 8												
\$1,630,000,000	↑ 3%	SEE TABLE 9												
	<table border="1"> <tr> <td>Sales & Use Taxes</td> <td></td> <td></td> </tr> <tr> <td>\$166,500,000</td> <td>↑ 19%</td> <td>SEE TABLE 10</td> </tr> </table>	Sales & Use Taxes			\$166,500,000	↑ 19%	SEE TABLE 10	<table border="1"> <tr> <td>Hotel Room Tax</td> <td></td> <td></td> </tr> <tr> <td>\$387,100,000</td> <td>↑ 2%</td> <td>SEE TABLE 11</td> </tr> </table>	Hotel Room Tax			\$387,100,000	↑ 2%	SEE TABLE 11
Sales & Use Taxes														
\$166,500,000	↑ 19%	SEE TABLE 10												
Hotel Room Tax														
\$387,100,000	↑ 2%	SEE TABLE 11												

PART 2 Infrastructure

RESIDENTIAL UNITS

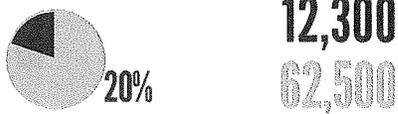
Net units

1,200 ↑ 2%
 2,472 ↓ 28%

SEE TABLES 12 & 13 (P. 9)

RESIDENTIAL PIPELINE PROJECTS

Downtown % of Citywide Units



SEE TABLE 14 (P. 10)

TRANSIT RIDERSHIP

Downtown Transit Boardings
 (Average Weekday)

Citywide

SEE TABLE 17 (P. 10)



PEAK-PERIOD TRIPS TO/FROM DOWNTOWN

160,000 646,600



AT DOWNTOWN BART STATIONS

142,000 ↑ 8% 423,100 ↑ 6%



AT 4TH & KING STATION

13,600 ↑ 12% 58,200 ↑ 11%



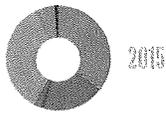
TRANSBAY LINES

13,500 ↑ 2% 178,900 ↓ 9%

■ Downtown ■ Citywide

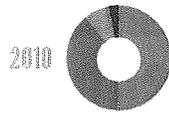
**MODE SPLIT
C-3 RESIDENTS**

2015	Mode
35%	TRANSIT
20%	CAR
3%	BIKE
35%	WALK
6%	WORK AT HOME
1%	OTHER



C-3 WORKERS

2010
51%
37%
2%
7%
1%
3%



**AVERAGE VEHICLE OCCUPANCY
(WORKERS)**

SEE TABLE 8 (P. 18)

2010		2015
1.17	DOWNTOWN C-3	na
1.18	CITYWIDE	1.14

**PRIVATELY-OWNED PUBLIC
OPEN SPACE (POPOS) & ART**

SEE TABLE 20 (P. 14)

POPOS		Public Art
83	DOWNTOWN	23
87	CITYWIDE	na

**TRANSIT IMPACT DEVELOPMENT FEE
(FY 2015-16)**

SEE TABLE 9 (P. 13)

Total

\$36,200,000

Introduction

The Downtown Plan

The *Downtown Plan*'s central premise is that a compact, walkable, and transit oriented downtown will create a lively and attractive center for the city and the region. The *Plan* also capitalizes on the city's core assets, including its transit infrastructure, visitor economy, and vibrant diversity.

The *Plan*'s vision is to create a vibrant district known the world over as a center of ideas, services, and trade, and as a place rich in human experience - characteristics that are true of all great cities. The essential components of such places are a compact mix of activities, historical values, distinctive architecture, and urban form that engenders the special excitement of a world city. To achieve this vision, the *Plan*'s objectives and policies guide land use decisions to create the physical form and pattern of a livable, compact, and pedestrian-oriented downtown.

The *Downtown Plan* emerged from growing public awareness during the 1970s that development threatened the essential character of downtown San Francisco. At issue is a potential conflict between civic objectives to foster a vital economy on the one hand and those aimed at forming the urban patterns, structures, and unique physical identity of a vibrant downtown on the other hand. The *Downtown Plan* supports land use decisions that create the conditions for a great place and a vital economy.

The *Downtown Plan* is one Area Plan of the General Plan. The Downtown area is traditionally defined as the C-3-zoned district (see Map 1). Some of the *Plan*'s policies refer to a less precisely defined area germane to housing and transportation policies that have wider effects geographically. Some policies, such as those involving net new housing units, are citywide goals.

The *Downtown Plan* guides development decisions and public policy actions; it creates programs designed to improve services and infrastructure. When the Board of Supervisors approved the *Downtown Plan* in 1985, the Board also required that the Planning Department prepare monitoring reports periodically to track performance and make adjustments if required. This document is one such report as described below.

Report Structure

This *Downtown Plan Annual Monitoring Report 2015* summarizes business and development trends affecting downtown San Francisco as required by SF Administrative Code, Chapter 10E. The report covers the 2015 calendar year or fiscal years 2014-15 or 2015-16 depending on data available. This annual report notes changes in the amount of commercial space, employment, housing production, parking supply, collection and use of fees and other revenues that occurred over the year related to the objectives of the *Downtown Plan* and statutory monitoring requirements.

Part 1 of this report, "Commercial Space, Employment and Revenue Trends," highlights the growth that the *Downtown Plan* enabled, and discusses the production of new commercial space, employment activity, and recent sales tax revenues on both a citywide and Downtown basis. Part 2, "Downtown Support Infrastructure," reviews housing, transportation, Privately Owned Public Open Spaces (POPOS) and Public Art – key elements supporting the functioning of the Downtown core.

The 25-year report, *25 Years: Downtown Plan Monitoring Report 1985-2009*, contains more detailed information and assessment. Previous annual and five-year reports are available on the Department's web site: <http://sf-planning.org/citywide-policy-reports-and-publications#dag>



Map 1.
Greater Downtown

Data Sources

This annual report includes information from the Department's *Housing Inventory*, *Commerce and Industry Inventory*, and *Pipeline Quarterly Report*. It also includes information from many other sources, including the state Employment and Development Department (EDD), the SF Municipal Transportation Agency (SFMTA), Dun and Bradstreet business data, Cassidy Turley Research Services, Cushman & Wakefield Research Services, and information gathered from the SF Department of Building Inspection, and the SF Office of the Controller.

PART 1: Commercial Space, Employment, & Revenue Trends

Originally, the *Downtown Plan* guided commercial development and most new office growth in San Francisco to the Downtown C-3 District straddling Market Street (see Map 1). The *Plan* also expanded new commercial development to the South of Market (SoMa). The *Plan's* annual limit on new office space, institutionalized by a voter initiative passed in 1986, helped to manage the pace of new office development and reduce speculation and boom-bust land use development issues.

Recent planning efforts south of Market Street encourage office, residential density, and new mixed-use neighborhoods to the south of the Downtown C-3 District. The *Transit Center District Plan*, which overlaps the C-3 District, also includes some office and residential development guidelines. The *Central SoMa Plan*, part of which also overlaps the C-3 district, is currently in draft form and includes a substantial amount of new capacity for office space. Mission Bay and Candlestick Point are two areas where more recent planning has directed substantial office development.

The *Rincon Hill Plan* directs high density housing south of the C-3 districts. The *Eastern Neighborhoods Area Plans* include rezoning in the southeast quadrant of the city to accommodate the majority of non-downtown/non-high-rise office growth. In addition,

the Eastern Neighborhoods Area Plans will establish new mixed-use residential neighborhoods encompassing light industrial and production-distribution-repair, retail, smaller offices, and institutional uses. The Eastern Neighborhoods will not be locations for dense, high-rise office developments. As a result, future high-rise office development will remain concentrated in and around the Downtown Plan Area.

Commercial Space

Pipeline Development Projects

As of the fourth quarter of 2015, there were just under 1,300 projects in the citywide development project “pipeline.”¹ Three-quarters of the projects (74%) were exclusively residential; roughly one-fifth (17%) were mixed-use with both residential and commercial components. The remaining eight percent (8%) of the projects were exclusively commercial (office, retail/entertainment, hotel, or production, distribution and repair).

In total, the commercial pipeline projects would add 23.5 million square feet (msf) of commercial space (Table 1). This includes 18 msf of office space and 3 msf of retail space

1 Planning Department, *Pipeline Report*, Quarter 4, 2015.

**Table 1.
Commercial
Project
Pipeline**

Area	Total	%	Office	%	Retail	%
Downtown C-3	6,388,524	27%	5,062,446	28%	608,938	21%
C-3-O(SD)	4,328,165		3,858,714		64,931	
C-3-S	741,911		670,057		1,994	
C-3-G	668,422		196,000		404,916	
C-3-O	529,397		409,167		18,520	
C-3-R	120,629		(71,492)		118,577	
PM, HPCP and TI	3,660,824	16%	2,939,756	16%	788,051	27%
Mission Bay	2,726,485	12%	1,985,499	11%	7,500	0%
NC Districts	113,313	0%	(25,227)	0%	93,087	3%
Rest of City	10,634,853	45%	8,049,752	45%	1,461,213	49%
TOTAL	23,523,999	100%	18,012,226	100%	2,958,789	100%

Source: Planning Department, *Pipeline Report*, Quarter 4, 2015

The Downtown C-3 districts account for about 6.4 million sf, or 27% of proposed commercial space in the pipeline. Large master planned developments in Candlestick Point, Treasure Island and Parkmerced would add about 3.7 msf (16%) of new commercial space, and Mission Bay would add 2.7 msf (12%). The rest of the city will receive about 4 msf of commercial development, or 25% of the pipeline project total. The vast majority of this development is slated for neighborhoods adjacent to downtown (other parts of SoMa and Showplace Square/Potrero Hill). The non-residential commercial projects include office, retail, visitor (hotel and entertainment), production-distribution-repair (PDR), and cultural-institutional-educational (CIE) land uses.

Of the total 6.4 msf of commercial space in the pipeline for downtown, 80% are office land uses and 10% are retail. About 3.6 msf (56%) of downtown's pipeline development is currently under construction. Another 100,000 sf worth of pipeline projects have received building permit approval or have been issued a permit, and should begin construction soon. The remaining 2.7 msf of the pipeline projects are still in the early stages of approval, with Planning applications filed or approved, and building permits filed but not yet approved with the Department of Building Inspection.

Projects under construction are typically ready for occupancy within two years. Projects not yet under construction but approved by the Planning Department are usually available for occupancy within two to four years. Projects filed for planning approval take two to four or more years to complete, depending on complexity.

Office Space

Close to two-thirds of the city's office space is located in the Downtown C-3 District (Table 2). At 343 acres (or slightly more than half a square mile), the district represents one of the densest concentrations of office space in the country.

Table 2.
Existing
Office Space

Area	Square Feet
San Francisco	112,000,000
C-3 District	70,900,000
<i>% office in C-3 District</i>	<i>63%</i>

Source: Costar Group, SF Planning.

San Francisco's office vacancy rate declined to 5.9% at the end of 2015, and is at its lowest rate since the end of 2000. (Table 3). Downtown's vacancy rate of 6.8% is slightly higher than the city overall, but lower than the Bay Area's 8.1%.

A total of 6.3 msf was leased in 2015, surpassing the 10-year average of 5.8 msf. About 4.4 msf of that activity was located in the downtown area. Market absorption of existing space in new leases amounted to 900,000 sf, 590,000 sf of which was downtown. Much of this activity is due to continued technology sector growth, though the banking, professional services and healthcare sectors saw leasing growth as well.²

By year end 2015, Downtown office rents increased to an average of \$68.14 per square foot, up 26% from \$53.97 per square foot in 2013.³ Asking office rents have increased for 22 straight quarters, and a strong rental market is expected to continue in 2016.

² Cushman & Wakefield, MarketBeat, Office Snapshot, San Francisco, Q4 2015.

³ Cushman & Wakefield, MarketBeat, Office Snapshot, San Francisco, Q4 2013 and 2015. Rates are for all building classes, gross rental rate, full service.

**Table 3.
Office Vacancy**

Area	2013	2014	2015	% Change 2014-15
San Francisco	8.2%	6.0%	5.9%	-0.1 pts
Downtown Financial District	8.8%	7.2%	6.8%	-0.4 pts
Other Downtown*	6.5%	5.1%	5.0%	-0.2 pts
Bay Area	11.9%	10.2%	8.1%	-2.1 pts

* Includes Jackson Square, South Beach, Union Square, and Yerba Buena.
Sources: Cassidy Tuttle, Office Market Snapshot, San Francisco, Q4 2015; Cushman & Wakefield Bay Area Office Report, Q4 2015.

**Table 4.
Retail Vacancy**

Area	2013	2014	2015	% Change 2014-15
San Francisco	4.5%	3.1%	1.9%	-1.2 pts
Downtown*	5.7%	6.1%	3.6%**	n/a

* Labeled as "City Center." Includes the Union Square area, the retail core of the C-3 zone.
**Starting in 2015, this figure includes only Union Square.
Source: Cushman & Wakefield, San Francisco Retail Snapshot, Q4 2015.

**Table 5.
Hotel Occupancy and Rate**

	2013	2014	2015
Average Occupancy	83.0%	86.5%	86.6%
Average Daily Room Rate	\$213.81	\$254.00	\$268.17

Source: San Francisco Center for Economic Development.

Retail Space

The Downtown C-3 Area contains about 16% (8.7 msf) of San Francisco's 56 msf of retail space, with about 1.4 msf in the Downtown Core.⁴ San Francisco's downtown is the Bay Area's preeminent retail hub, with the Union Square area serving local, regional, and visitor shopping needs. However, the majority of retail space in San Francisco is outside the downtown area, mostly along the city's many neighborhood commercial streets and shopping areas.

At the end of 2015, San Francisco's retail vacancy rate was 1.9%, one of the lowest rates in the country (Table 4). The retail vacancy rate for the Union Square area was 3.6%. Retail rents in Union Square have increased 8.3% year-over-year, and now average \$650 psf/year.⁵

There is approximately 609,000 net sf (nsf) of retail space in the development pipeline for the Downtown C-3 area, with another 2.4m nsf anticipated for the rest of the city, for a total of 3m nsf citywide. Major downtown retail projects in the pipeline include Market Place (240,000 sf) and the Transbay Transit Center (100,000 sf).

⁴ Co-Star, Retail Report, San Francisco Retail Market, 1st Quarter 2011. The Downtown Core is composed of the traditional Financial District north and south of Market Street, while the larger C-3 area adds Union Square, Yerba Buena, and the Civic Center areas.

⁵ Cushman & Wakefield, San Francisco Retail Snapshot Q4 2015.

Hotel Space

San Francisco has 223 hotels with a total of over 33,880 hotel rooms.⁶ After several years of slow activity, construction of new hotels appears to be picking up again, with four new hotels in the pipeline in and around the Downtown C-3 area: 1053 Market Street (155 rooms), 250 4th Street (215 rooms) and 72 Ellis Street (156 rooms).

Both hotel occupancy and average daily rates increased in 2015 (Table 5). Average hotel occupancy increased slightly to 86.6% from 83% in 2013. Average daily room rates increased to \$268 per room, compared to \$214 in 2013.

⁶ San Francisco Travel Association (<http://www.sanfrancisco.travel/article/san-francisco-fact-sheet>), May 27, 2016.

Employment

San Francisco employment grew 6.1% in 2015, by approximately 38,200 jobs. As of the second quarter of 2015, San Francisco had approximately 668,740 jobs (Table 6). Employment grew across all land uses except Hotel.

Downtown employment grew at a slightly faster rate (7.2%) than the city overall (6.1%). As of the first quarter of 2015, approximately 40% of all San Francisco employment was located in the Downtown C-3 zone. The majority of the city's office jobs (58%) and hotel jobs (64%) continue to be located Downtown.

Office Employment

The downtown Financial District remains the center of office employment in San Francisco. As of the second quarter of 2015, there were about 293,000 office jobs in San Francisco (Table 6). Of these jobs, about 169,670 were located in the Downtown C-3 District (Table 7), or 58% of total office employment citywide.

Downtown office employment grew 8.6% from 2014, by almost 13,400 jobs. Downtown San Francisco maintains the densest concentration of office jobs in the region, including financial, legal, and other specialized business services. Many of these jobs continue to be in the financial, insurance, and real estate sectors, though there is strong growth in the technology sector.

Table 6. Employment - Citywide

Land Use	2013	2014	2015	% Change 2013 - 2015
Office	244,262	272,208	293,014	7.6%
Retail	111,754	122,446	130,550	6.6%
Production, Distribution, Repair (PDR)	78,234	84,142	88,135	4.7%
Hotel	18,136	16,719	16,688	-0.2%
Cultural, Institutional, Educational (CIE)	156,157	130,268	133,396	2.4%
Private Households	4,113	4,756	6,953	46.2%
TOTAL	612,656	630,539	668,736	6.1%

Note: variations from other published employment numbers are due to rounding and EDD confidentiality requirements).

Source: State of California Employment Development Department (EDD), Q2 2013, Q2 2014 and Q2 2015.

Table 7. Employment - Downtown C-3 Zone

Land Use	2013	2014	2015	% Change 2014 - 2015	C-3 Share of SF Employment 2015
Office	144,496	156,298	169,671	8.6%	58%
Retail	30,286	34,993	37,412	6.9%	29%
Production, Distribution, Repair (PDR)	21,380	22,429	24,100	7.5%	27%
Hotel	11,611	10,769	10,660	-1.0%	64%
Cultural, Institutional, Educational (CIE)	28,037	23,687	23,692	0.0%	18%
Private Households	578	523	1,140	118.0%	16.4%
TOTAL	236,388	248,698	266,675	7.2%	40%

Note: variations from other published employment numbers are due to rounding and EDD confidentiality requirements).

Source: State of California Employment Development Department (EDD), Q2 2013, Q2 2014 and Q2 2015.

Retail Employment

As of the second quarter of 2015, there were 130,550 retail jobs in San Francisco (Table 6). About 37,400 (29%) of these jobs are found in the C-3 District (Table 7). This is roughly the same share of retail jobs reported in 2014.

Hotel Employment

San Francisco's hotel jobs are heavily concentrated downtown. As of the second quarter of 2015, there were approximately 16,700 hotel jobs in the city. About 10,660 (64%) of these jobs were in the C-3 District.

Revenue

This section reports tax revenues from business taxes (including registration and payroll), property taxes (including transfer tax and annual tax), sales and use taxes, and the hotel tax for the 2015-2016 fiscal year (FY).⁷ The information reported for FY15-16 are revenue projections for the full fiscal year, and are based on the amount collected as of March 31, 2016. In general, the FY 2015-16 budget assumed increases in tax revenue thanks to continued economic growth.⁸

Business Taxes

Business tax revenue (Table 8) in FY 2015-16 is estimated at \$654.7 million, up 6% from \$616 million in FY 2014-15. In November 2012, San Francisco voters approved the Gross Receipts Tax and Business Registration Fees Ordinance (Proposition E), which introduced major changes to the way businesses are taxed in the city. On January 1, 2014, the City started collecting a Gross Receipts tax, and phasing out the existing Payroll tax. In this fiscal year, total business tax revenue is comprised of business payroll tax, registration tax, gross receipts tax, and administrative office tax.

Business payroll taxes assess the payroll expense of persons and associations engaging in business in San Francisco and continue to represent the vast majority of business taxes collected. This tax imposes a fee on all businesses that employ or contract with one or more employees to perform work or render services

within the city. In FY 2015-16, the Controller's Office estimated that it will collect \$464.2 million in payroll taxes, down 8.3% from \$506.4 million in FY 2014-15.

Business registration tax is an annual fee assessed for general revenue purposes on all business in the city. The formula for calculating this fee was amended as part of Prop E, resulting in significantly higher collections starting in FY 13-14. The Controller's Office estimates that approximately \$35.7 million in business registration fees will be collected in FY 2015-16, up 5.3% from \$33.9 million in FY 2014-15.

Gross receipts and Administrative office taxes are based on a business's gross receipts from business done in San Francisco, rather than on a business's payroll expense. As the Gross Receipts Tax is phased in to replace the Payroll Tax, collections have grown significantly, to an estimated \$133.1 million in FY 2015-16, a 141% increase over FY 14-15. The Controller's Office estimates that approximately \$21.7 in administrative office taxes will be collected in FY 2015-16.

Property Taxes

Real property taxes (Table 9) are the largest single source of tax revenue for the City. The Controller's Office expects property taxes to increase in fiscal year 2015-16.⁹ Together, an estimated \$1.63 billion in property related taxes will be collected in FY 2015-16, up 2.7% from \$1.59 billion last year.

Real property taxes allocated to the general fund in FY 2015-16 are estimated at \$1.37 billion, up 8% from \$1.27 billion in FY 2014-15 (Table 9).

Property transfer taxes are estimated to decrease by 18.6% during the reporting period. Projected collections for FY 2015-16 are estimated to be about \$256 million, down from \$314.6 million in FY 2014-15. (Table 9). Unlike real property taxes, which are collected annually and based on property valuation assessments, property transfer tax is highly volatile because it is collected only at the time of sale and is based on sales price.

⁷ Fiscal Year 2015 begins on July 1, 2015 and ends on June 30, 2016.

⁸ City and County of San Francisco, Controller's Office, FY 2015-16 Nine-Month Budget Status Report, May 19, 2016.

⁹ Ibid.

Sales Tax

Sales tax revenues (Table 10) fluctuate with economic conditions and reflect consumer confidence and spending. Of the 8.75% sales tax rate, San Francisco receives 1%, with the rest going to the State and other districts. A portion of this revenue is deposited in the City's general fund with the balance allocated by law for specific programs and services.

As shown in Table 10, FY 2015-16 sales tax collections are expected to increase 18.8% to \$166.5 million from \$140.1 million in FY 2014-15.

Hotel Tax

The hotel tax rate (Table 11) remained at 14% for the 2015-16 fiscal year reporting period. A substantial portion of this revenue is dedicated to the Moscone Convention Center, grants for the arts, museums, and other visitor amenities with the balance deposited into the City's general fund.

As shown in Table 11, \$307 million in hotel taxes are expected to be collected and deposited into the general fund in fiscal year 2015-16. This represents a 1.8% decrease from FY 2014-15, when \$394.3 million was deposited into the general fund. This decrease comes despite record occupancy and average daily rates, and is due to ongoing litigation involving deferred payments from prior years.

Table 8. Business Taxes

Revenue Source (\$ Millions)	FY 2013-14	FY 2014-15	FY 2015-16*	% Change 2014-15
Payroll	\$467.4	\$506.4	\$464.2	-8.3%
Registration	\$33.9	\$33.9	\$35.7	5.3%
Gross Receipts	\$20.7	\$55.2	\$133.1	141.1%
Administrative Office	\$12.7	\$20.5	\$21.7	5.9%
Total	\$534.7	\$616.0	\$654.7	6.3%

* Estimates from Office of the Controller, FY 2015-16 Nine-Month Budget Status Report, May 9, 2016

Table 9. Property Taxes

Revenue Source (\$ Millions)	FY 2013-14	FY 2014-15	FY 2015-16*	% Change 2014-15
Property Tax	\$1,177.4	\$1,272.6	\$1,374.0	8.0%
Property Transfer Tax	\$261.9	\$314.6	\$256.0	-18.6%
TOTAL	\$1,439.3	\$1,587.2	\$1,630.0	2.7%

* Estimates from Office of the Controller, FY 2015-16 Nine-Month Budget Status Report, May 9, 2016

Table 10. Sales and Use Taxes

Revenue Source (\$ Millions)	FY 2013-14	FY 2014-15	FY 2015-16*	% Change 2014-15
Sales and Use Tax	\$133.7	\$140.1	\$166.5	18.8%

* Estimates from Office of the Controller, FY 2015-16 Nine-Month Budget Status Report, May 9, 2016

Table 11. Hotel Room Tax

Revenue Source (\$ Millions)	FY 2013-14	FY 2014-15	FY 2015-16*	% Change 2014-15
Hotel Room Tax	\$310.1	\$394.3	\$387.1	-1.8%

* Estimates from Office of the Controller, FY 2015-16 Nine-Month Budget Status Report, May 9, 2016

PART 2: Downtown Support Infrastructure

This section discusses the *Downtown Plan's* housing and transportation targets. The *Downtown Plan* was developed with the assumption that significant employment growth and office development would occur and that this growth must be managed to enhance—not detract from—the Downtown. In the absence of new policies and programs, automobile traffic would continue to grow and important historic buildings located north of Market Street could be lost.

The Plan established a special use district around the Transbay Terminal to shift office construction to that area as a means of reducing further disruption to the financial center north of Market Street. As an incentive to save historic buildings and to shift office development to the planned area south of Market Street, the Plan enabled owners of buildings designated for preservation to sell development rights to developers in the special use district. New commercial development would provide revenue to partially cover the costs of improvements. Specific programs were created to address needs for additional housing, transit, child care and open space, as were specific targets for new housing production and transportation management.

In December 2010, the Transfer of Development Rights ordinance was amended by the Board of Supervisors to allow eligible owners of historic buildings to sell development rights to any C-3 zoned lot.

Housing

Residential Units Completed

Citywide 2015 housing production of about 2,950 net new units is a 16% decrease from last year's production of 3,514 units (Table 12). The net change in units accounts for alterations, conversions and demolitions. Housing production in 2015 surpassed the *Downtown Plan's* annual goal of 1,000 to 1,500 net new housing units citywide.

In the Downtown area, comprised of the C-3 and adjacent Downtown Residential (DTR) districts, a total of 1,200 net new units were constructed, representing 40% of citywide housing production for the year (Table 13).

Table 12.
Net Housing Change:
Citywide

Change	2013	2014	2015	% Change 2014-15
New construction	2,330	3,454	2,472	-28%
+ alterations, conversions	59	155	507	na
- less demolitions	-429	-95	-25	na
Total net change	1,960	3,514	2,954	-16%

* Net change accounts for units gained or lost due to alterations, conversions and demolitions.
Source: SF Planning Department, *Housing Inventory*.

Table 13.
New Housing Construction: Downtown
and Citywide

Area	2013	2014	2015	% Change 2014-15
Downtown	941	1,172	1,200	2%
C-3 Districts	495	777	810	4%
DTR Districts	446	395	390	-1%
Citywide	2,330	3,454	2,472	-28%

Source: SF Planning *Housing Inventory*.

Residential Pipeline Projects

As of the fourth quarter 2015, the citywide pipeline of projects under construction or seeking planning approval and building permits contained a total of about 62,500 residential units, up 43% from 43,600 units in 2012. Taken together, the Downtown C-3 and DTR zoning districts comprise the largest number of housing units in the pipeline: 12,285 units, or 20% of the city's total pipeline. The remainder of units in the pipeline are located in large master-planned developments such as Candlestick-Hunters Point (10,950 units), Treasure Island (7,800 units), Parkmerced (5,680 units), or scattered throughout the rest of the city (25,800 units) (see Table 14).

The permit status of the proposed units is as follows: 20% are under construction (6,000 units); 21% hold a building permit that has been approved, reinstated, or issued, 38% have filed for a building permit, 12% have planning approval and need to seek a building permit, and 10% have filed for planning approval.

Table 14. Residential Project Pipeline (net units)

Rank	Area	Units	% Share
1	Greater Downtown*	12,285	20%
2	Candlestick-HP	10,947	18%
3	Treasure Island	7,800	12%
4	Parkmerced	5,679	9%
	Rest of city	25,803	41%
	TOTAL	62,514	100%

*Includes Downtown C-3 and DTR zoning districts.
 Source: Planning Department, Pipeline Report, Quarter 4, 2015.

Approximately 24,000 units (just under 50%) are associated with the three large projects that will be built out over a longer period (Candlestick, Treasure Island and Parkmerced). These units have all received planning approval.

The remaining approximately 26,300 units would be expected to be built out under the more typical time frames: two years from beginning construction and two to four years from planning approval. If production were to follow the pace of the city's average annual production, roughly 2,100 units per year over the past ten years, the 26,300 units associated with smaller projects would be expected to be built out over 12-13 years.

Jobs Housing Linkage Program (JHLP)

Prompted by the *Downtown Plan*, the City determined that employment growth associated with large office development projects would attract new residents and therefore increase demand for housing. In response, the Office Affordable Housing Production Program (OAHPP) was established in 1985 to require large office developments to contribute to a fund to increase the amount of affordable housing. In 2001, the OAHPP was re-named the Jobs-Housing Linkage Program (JHLP) and revised to require all commercial projects with a net addition of 25,000 gross square feet or more to contribute to the fund.

In fiscal year 2014-2015, \$7.1 million was collected in Jobs-Housing Linkage fees (Table 15).

Table 15. Jobs-Housing Linkage Fees Collected

Fiscal Year	Revenue
2012-2013	\$5,678,329
2013-2014	\$11,974,893
2014-2015	\$7,145,637

Source: San Francisco Department of Building Inspection

Transportation

This section reports on *Downtown Plan* transportation targets including an inventory of parking spaces, vehicle occupancy rates, peak period transit ridership, commute mode split, and fees collected by the Transit Impact Development Fee (TIDF) as required by the Downtown Plan monitoring ordinance.

Parking Inventory

Downtown Plan policies discourage new long-term commuter parking facilities (surface lots and garages) in and around the periphery of downtown. No new long-term parking facilities have been built Downtown since Plan adoption, although the supply of off-street parking in new buildings (see Table 16) continues to grow with new development, as allowed under the Planning Code.

Table 16.
**Net Parking Change -
Downtown C-3 Zone***

* Approved projects only

Year	Net Parking
2013	605
2014	n/a
2015	n/a

As the department's Permit and Project Tracking System (PPTS) continues to roll out, more accurate accounting of parking spaces included in new downtown development should be possible in the coming years.

There are over 25,640 off-street parking spaces in the Downtown C-3 district, about 15% of the 166,520 off-street parking spaces citywide.¹ The SFMTA on-street parking census counts roughly 5,300 on-street parking spaces in the C-3 district.²

1 SFMTA, Off-Street Parking Census 2011

2 SFMTA, On-Street Parking Census April 2014

Table 17.
**Local and Regional
Transit Ridership
(Average Weekday)**

Regional Transit Agency	2013	2014	2015	% Change 2014-15
MUNI	679,664	682,583	645,915	n/a*
To/From Downtown (Peak)	185,671	192,764	159,718	n/a*
BART	392,293	399,145	423,120	6.0%
Downtown Stations**	128,862	132,542	141,986	7.1%
Caltrain	47,060	52,611	58,245	10.7%
4th and King Station	10,786	12,160	13,571	11.6%
AC Transit	192,553	196,778	178,851	-9.1%
Transbay Lines	13,897	13,233	13,500	2.0%

* In 2014 the method for counting ridership, both systemwide and into and out of downtown, was changed, and 2015 figures are thus not directly comparable to previous years.

**Downtown stations include Embarcadero, Montgomery, Powell and Civic Center.

Sources: SFMTA, BART, Caltrain and AC Transit.

Peak Period MUNI Transit Ridership

According to available Automatic Passenger Count (APC) data collected by the San Francisco Municipal Transportation Agency (SFMTA) in Fiscal Year 2015 (FY 2014-15), the downtown area continues to be a major origin and destination of transit trips within the city. Of the approximately 646,600 total weekday boardings in FY2015, about 160,000 (25%) trips were to or from Downtown during the peak period (7:00 - 9:00 am and 4:00-6:00 pm; Table 17).

Regional Transit Ridership

Downtown San Francisco's jobs draw workers from all around the region. One of the goals of the *Downtown Plan* is to develop transit as the primary mode of transportation to and from Downtown for suburban commuters as well as intra-city commuters.

Ridership continues to grow on many of the regional transit lines that serve Downtown San Francisco. The agencies for which data is available – BART, Caltrain, and AC Transit – all saw increased ridership across the portions of their networks that serve downtown San Francisco. Ridership on BART and Caltrain continues to break records (Table 17).

Downtown Commute Mode Split

Another goal of the *Downtown Plan* is that transit's share would increase from 64% when the Plan was adopted in 1984 to 70% by 2000 for all peak period commute trips to and from the Downtown C-3 District. While 70% transit mode-split has never been achieved, the share of downtown workers commuting by means other than single-occupancy vehicle now appears to surpass 70%.

The most recent commute mode information for workers with jobs located in the Downtown C-3 District is available at the census tract level, through the 2006-2010 ACS Census Transportation Planning Package (see Map 2). According to these figures, just over half (51.4%) of downtown workers commute via public transportation. This compares to 32.4% of all San Francisco residents, and 36.9% of individuals working in San Francisco. 27.4% of downtown workers drove alone to their jobs, 9.5% carpooled, and 6.6% walked. In general, individuals who work in Downtown San Francisco are far more likely to take transit, and less likely to drive alone, to their jobs than their counterparts city, region, and nation-wide.

Vehicle Occupancy Rate

The *Downtown Plan* sought to increase ridesharing into downtown with a goal of increasing vehicle occupancy from 1.48 persons per vehicle in 1985, when the Plan was adopted, to 1.66 persons per vehicle by the year 2000. Indicative information is available for the census tracts that generally correspond to the zone (see Map 2).

The average vehicle occupancy for downtown workers has been declining steadily, mirroring nationwide trends. In 1980, five years before the *Downtown Plan's* adoption, vehicle occupancy was 1.28 passengers per car. In 1990 it dropped to 1.22, and by the 2000 Census, vehicle occupancy had dropped to 1.21 for workers. The latest available data at this scale comes from the 2006-2010 ACS Census Transportation Planning Package, which shows vehicle occupancy falling even

further, to 1.17 for downtown workers (Table 18).³ This figure is slightly less than that for all San Francisco workers (1.18) but still higher than the regional average (1.1 persons per vehicle).⁴

Vehicle occupancy rates for workers and residents are now available from the 2014 (2010-2014) American Community Survey (ACS) for the City of San Francisco and the Bay Area. For smaller areas, such as the Downtown C-3 census tracts, information is only available for residents.

However, the decline in vehicle occupancy does not necessarily mean that more vehicles are entering downtown during peak hours. Census data shows the number of solo commuters holding relatively steady since 2000, while the number of 2 and 3+ carpools declined. However, that decline is more than made up for by increases in transit use, biking, and working from home, suggesting that downtown workers who previously carpooled, may be switching to those modes.

Transit Impact Development Fee (TIDF)

In 1981, as a precursor to the *Downtown Plan* and responding to a substantial increase in downtown office development, San Francisco enacted a fee to recover a portion of additional transit operating and capital costs incurred by this growth. Initially, all new office developments were required to pay \$5 per square foot of office space to cover the added transit service to downtown office buildings. In 2004, the Municipal Transportation Agency (MTA) modified this fee to include all proposed non-residential developments in San Francisco.

San Francisco has collected about \$36.2 million in TIDF revenues to date for fiscal year 2015-16 (Table 19). This is almost triple the amount collected in the previous fiscal year.

³ The vehicle occupancy rate is the average number of individuals riding in a vehicle. The lowest possible rate is 1, where all vehicles are single occupant.

⁴ These rates are for commute trips to work and do not necessarily reflect peak period patterns.



Map 2. C-3 Zone and corresponding Census Tracts

Table 18. Average Vehicle Occupancy

Area	CTPP 2006-2010		ACS 2014*	
	Workers	Residents	Workers	Residents
San Francisco	1.18	1.13	1.14	1.10
Downtown C-3 zoned census tracts	1.17	1.08	NA	1.12
Bay Area	1.10	1.10	1.08	1.08

* ACS 2008-2012 estimates are subject to margins of error of around 0.02, therefore the difference since the 2010 Census may not be statistically significant.

Sources: US Census, Census Transportation Planning Package 2006-2010 and American Community Survey 2008-2012.

Table 19. Transit Impact Development Fee (TIDF) Collections

Fiscal Year	Revenue
2013-14	\$12,572,845
2014-15	\$13,380,933
2015-16*	\$36,231,651

*2016 is a partial year
Source: San Francisco Controller's Office.

Privately-Owned Public Open Space (POPOS) and Public Art

Presuming that significant employment and office development growth would occur, the *Downtown Plan* requires new commercial development to support associated urban service improvements, including specific programs for open space and art.

POPOS

Privately-owned public open spaces (POPOS) are publicly accessible spaces in forms of plazas, terraces, atriums, and small parks that are provided and maintained by private developers. In San Francisco, POPOS are mostly in the Downtown office district. Prior to 1985, developers provided POPOS under three general circumstances: voluntarily, in exchange for a density bonus, or as a condition of approval. The *Downtown Plan* created the first requirements for developers to provide publicly accessible open space as a part of projects in C-3 Districts. The goal was to provide quality open space in sufficient quantity and variety to meet the needs of downtown workers, residents and visitors. Since then, project sponsors may provide POPOS instead of their required open spaces, and locate them in other districts such as Eastern Neighborhoods (Section 135 of the Planning Code).

Public Art

The public art requirement created by the *Downtown Plan* is commonly known as the “1% for Art” program. Its purpose is to ensure that the public has access to a variety of high-quality art. This requirement, governed by Section 429 of the Planning Code, provides that construction of a new building or addition of 25,000 square feet or more within the downtown C-3 district triggers a requirement to provide public art that equals at least 1% of the total construction cost. After more than 25 years since the adoption of the *Downtown Plan*, development has created an extensive outdoor gallery that enriches the Downtown environment for workers and tourists alike.

Table 20.
Number of Privately-Owned Public Open Space (POPOS)

POPOS	< 1985	1985–2015	Total
In C-3 District	50	34	83
with Art	2	21	23
Outside C-3 District	2	2	4
with Art	1	1	2
TOTAL	52	34	87

Source: SF Planning Department.

Development

In 2015, one new POPOS was opened – a plaza space in front of the newly completed 535 Mission Street. This brings the total number of POPOS in the Downtown C-3 district to 87 (Table 20).

Downtown development has added 34 POPOS since 1985, approximately 60% of which include public art. The public art requirement has produced 39 pieces of art related to 31 development projects.

Acknowledgments

Mayor

Edwin M. Lee

Board of Supervisors

London Breed, President
John Avalos
David Campos
Malia Cohen
Mark Farrell
Jane Kim
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Rich Hillis
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Data Sources:

AC Transit
Association of Bay Area Governments (ABAG)
Bay Area Rapid Transit
California Department of Finance
California Employment Development Department
Caltrain
Cassidy Turley
Costar Group
Cushman & Wakefield
Dun & Bradstreet
San Francisco Controller's Office
San Francisco Department of Building Inspection
San Francisco Planning Department
San Francisco Municipal Transportation Agency
Terranomics
U.S. Bureau of Labor Statistics
U.S. Census Bureau



**SAN FRANCISCO
PLANNING
DEPARTMENT**

FOR MORE INFORMATION ABOUT THIS REPORT, CONTACT:

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NOTE: For additional information that is available on the Planning Department web site under the heading "Data and Analysis Reports," please see previous reports (annual, five-year, and 25-year) at: <http://www.sf-planning.org/index.aspx?page=1663>



SAN FRANCISCO PLANNING DEPARTMENT

LTN, C page

File 160550

June 16, 2016

Ms. Angela Calvillo, Clerk
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
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**Re: Transmittal of Planning Department Case Number 2013.1753XPCA
Waiving Inclusionary Housing Requirements, Exempting Certain Floor Area
from the Calculation of Gross Floor Area and Transferable Development
Rights Requirements, and Authorizing Land Dedication at No Cost – 1066
Market Street**

BOS File No: 160550

Planning Commission Recommendation: Approval

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2016 JUN 17 PM 12:39

Dear Ms. Calvillo,

On May 17, 2016 the Board of Supervisors initiated the proposed Planning Code Amendment Ordinance;

On June 16, 2016 the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the adoption of the proposed Planning Code Amendment Ordinance;

The proposed Ordinance initiated by Supervisor Jane Kim would 1.) waive Inclusionary Housing Requirements per Section 415 and in exchange require a dedication of land located at 101 Hyde Street and authorize the City to accept this land dedication, and 2.) permit the project at 1066 Market Street to develop above the basic floor area ratio limits by 21,422 square feet from basic floor area ratio limits without being required to purchase Transfer of Development Rights to allow the additional development.

The Planning Commission found that the proposed Project could not have a significant effect on the environment as shown in the analysis of the Mitigated Negative Declaration and affirmed the decision to issue a Mitigated Negative Declaration, as prepared by the San Francisco Planning Department.

At the June 16, 2016 hearing, the Commission voted to recommend approval of the proposed Planning Code Amendment Ordinance. Please find attached documents relating to the

Commission's action. If you have any questions or require further information please do not hesitate to contact me.

Sincerely,



TAM FOR

AnMarie Rodgers
Senior Policy Advisor

cc:

Mayor's Office, Nicole Wheaton
Supervisor Jane Kim
City Attorney, Kate Stacy

Attachments (one copy of the following):

Final Mitigated Negative Declaration for 101 Hyde Street

Planning Commission Resolution No. 19592, upholding the Mitigated Negative Declaration for 1066 Market Street

Planning Commission Resolution No. 19664, adopting approval recommendation for the Ordinance entitled, "Waiving Inclusionary Housing Requirements, Exempting Certain Floor Area from the Calculation of Gross Floor Area and Transferable Development Rights Requirements, and Authorizing Land Dedication at No Cost - 1066 Market Street"

On March 17, 2016, the Commission upheld the PMND and approved the issuance of the Final Mitigated Negative Declaration (FMND) as prepared by the Planning Department in compliance with CEQA, the State CEQA Guidelines and Chapter 31.

On March 17, 2016, the Planning Department/Planning Commission reviewed and considered the Final Mitigated Negative Declaration (FMND) and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"): and

The Planning Department/Planning Commission found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, and that the summary of comments and responses contained no significant revisions to the Draft IS/MND, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

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

On April 18, 2016, Donald Falk filed an appeal to the Conditional Use Authorization and Sue Hestor filed an appeal to the Mitigated Negative Declaration. On May 2, 2016, Sue Hester filed a withdrawal of the appeal to the Mitigated Negative Declaration. The Board of Supervisors scheduled a hearing for the Conditional Use Authorization appeal on May 17, 2016, which was continued to June 21, 2016.

On May 17, 2016, the Board of Supervisors introduced the Ordinance waiving Inclusionary Affordable Housing requirements set forth in Planning Code Section 415 et seq., exempting 21,422 square feet from the calculation of gross floor area pursuant to Planning Code Section 124 to allow the additional floor area, and exempting 21,422 square feet from Planning Code Sections 123 and 128 to reduce any required transferable development rights by such amount, for a project located at 1066 Market Street in San Francisco, in exchange for the dedication of certain real property to the San Francisco Mayor's Office Housing and Community Development at no cost; authorizing actions in furtherance of this ordinance; and adopting findings regarding the Final Mitigated Negative Declaration under the California Environmental Quality Act; making findings under Planning Code Section 302; and making findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1.

On June 16, 2016, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to modify Downtown Project Authorization Application No. 2013.1753X, previously approved under Motion Number 19593, to amend Section 415 findings and conditions of approval for affordable housing and to allow land dedication instead;

Also on June 16, 2016, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the adoption of the Ordinance waiving Inclusionary Affordable Housing

requirements set forth in Planning Code Section 415 et seq., exempting 21,422 square feet from the calculation of gross floor area pursuant to Planning Code Section 124 to allow the additional floor area, and exempting 21,422 square feet from Planning Code Sections 123 and 128 to reduce any required transferable development rights by such amount, for a project located at 1066 Market Street in San Francisco, in exchange for the dedication of certain real property to the San Francisco Mayor's Office Housing and Community Development at no cost; authorizing actions in furtherance of this ordinance; and adopting findings regarding the Final Mitigated Negative Declaration under the California Environmental Quality Act; making findings under Planning Code Section 302; and making findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1, Application No. 2013.1753PCA.

The Planning Department, Jonas P. Ionin, is the custodian of records; all pertinent documents are located in the File for Case No. 2013.1753CXVPCA, at 1650 Mission Street, Fourth Floor, San Francisco, California.

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

The Commission has reviewed the proposed Planning Code Amendment Ordinance; and

RESOLVED, that the Planning Commission hereby adopts the findings regarding the Final Mitigated Negative Declaration under the California Environmental Quality Act issued by Motion No. 19592, based on the findings as stated below.

FURTHER RESOLVED, that the Commission recommends approval on the Planning Code Amendment as proposed, and adopt the Resolution to that effect.

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments and the record as a whole, including all information pertaining to the Project in the Planning Department's case files, this Commission finds, concludes, and determines as follows:

1. The MND is adequate, accurate and complete, and reflects the independent judgment and analysis of the Planning Department. The Project, as shown in the analysis of the MND, could not have a significant effect on the environment. The Planning Commission adopted the MND in Resolution No. 19592.
2. The Commission finds the Project at 1066 Market and the associated dedication of real property to the San Francisco Mayor's Office of Housing and Community Development at no cost a benefit to the City.
3. The Project is desirable because it would replace an underutilized commercial building and surface parking lot with a 12-story, 14-level mixed use, residential above ground floor retail

building. The Project will add 304 dwelling units to San Francisco's housing stock and includes approximately 4,540 square feet of ground floor retail and approximately 12,300 square feet of common open space.

4. As further set forth in the findings for the Downtown Project Authorization (Motion No. 19665), which are incorporated by reference as though fully set forth herein, the Project supports various goals of the General Plan.
5. **General Plan Compliance.** The Project is, on balance, consistent with the Objectives and Policies of the General Plan, for the reasons set forth in the findings for the Downtown Project Authorization (Motion No. 19665), which are incorporated by reference as though fully set forth herein.
6. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the Project complies with said policies, for the reasons set forth in the Downtown Project Authorization (Motion No. 19665), which are incorporated by reference as though fully set forth herein.
7. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) for the reasons set forth in the Downtown Project Authorization (Motion No. 19665), which are incorporated by reference as though fully set forth herein, and also in that, as designed, the Project would contribute to the community by adding 304 dwelling units to the City's housing stock, approximately 4,540 square feet of ground floor retail, activating the streets onto which the Project fronts, and providing approximately 12,300 square feet of common open space to residents of the Project, thereby constituting a beneficial development.
8. Based on the foregoing, the public necessity, convenience and general welfare require the proposed Planning Code amendment.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on June 16, 2016.

Jonas Ionin
Commission Secretary

AYES: Richards, Antonini, Hillis, Johnson, Moore, Wu
NOES: None
ABSENT: Fong
ADOPTED: June 16, 2016



SAN FRANCISCO PLANNING DEPARTMENT

Mitigated Negative Declaration

PMND Date: April 15, 2015; amended on May 29, 2015 (deletions to the PMND are shown in ~~strike through~~ and additions are shown in **bold double underline**)

Case No.: 2012.0086E

Project Title: 101 Hyde Street

Zoning: C-3-G (Downtown-General) Zoning District
80-X Height and Bulk District

Block/Lot: 0346/003A

Lot Size: 10,632 square feet

Project Sponsor: Costa Brown Architecture Inc.
Albert Costa, (415) 986-0101

Lead Agency: San Francisco Planning Department

Staff Contact: Christopher Espiritu – (415) 575-9022
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PROJECT DESCRIPTION:

The proposed project would include the demolition of a single-story, 20-foot-tall, approximately 7,500-square-foot, commercial building. The existing building was constructed in 1960 and is currently used as a United States Postal Service facility. Under the proposed project, an eight-story, 80-foot-tall, mixed-use building with 85 dwelling units and approximately 4,923 square feet of ground-floor retail space with frontages on both Hyde Street and Golden Gate Avenue would be constructed. The project would include one below-grade level of parking that would accommodate 15 off-street vehicle parking spaces (including one car share space and two handicapped-accessible spaces) and 96 bicycle parking spaces (including 10 bike racks on the sidewalk), which would be accessible from an existing curb cut on Golden Gate Avenue. The project site is a corner lot bounded by Turk Street to the north, Golden Gate Avenue to the south, Hyde Street to the east, Larkin Street to the west, and within San Francisco's Downtown/Civic Center neighborhood. The project site is located adjacent to the Uptown Tenderloin Historic District, which is listed on the National Register of Historic Places.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages 110-116.

Mitigated Negative Declaration

CASE NO. 2012.0086E
101 Hyde Street

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.


SARAH B. JONES
Environmental Review Officer

June 4, 2015
Date of Issuance of Final Mitigated
Negative Declaration

cc: Albert Costa, Kate Conner, M.D.F

INITIAL STUDY
(2012.0086E: 101 Hyde Street)

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Initial Study
101 Hyde Street Project
Planning Department Case No. 2012.0086E

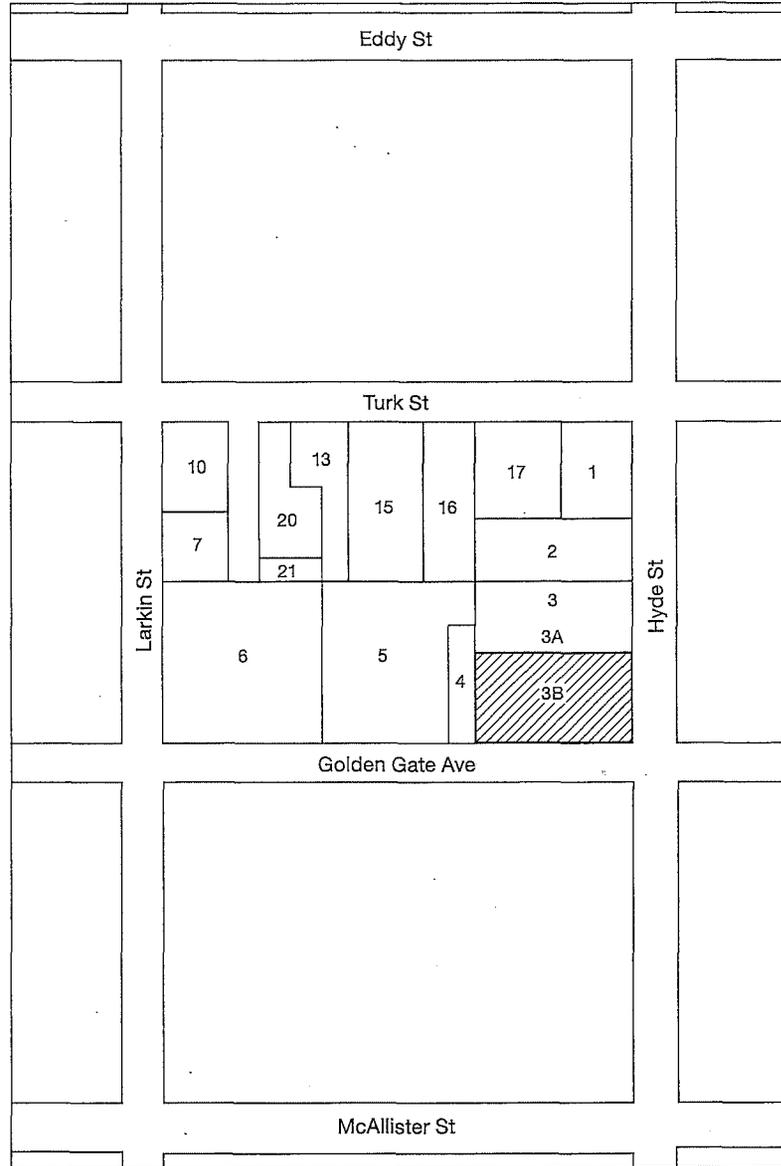
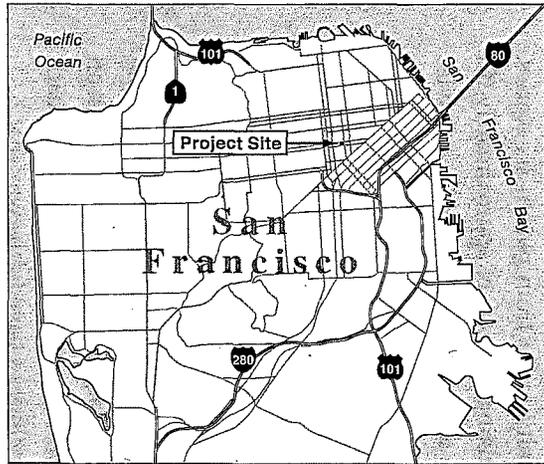
A. Project Description

PROJECT LOCATION AND SITE CHARACTERISTICS

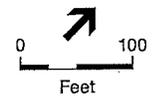
The approximately 10,632-square-foot (0.25-acre) project site is located at the northwest corner of Golden Gate Avenue and Hyde Street in San Francisco's Downtown/Civic Center neighborhood, also commonly known as the Tenderloin area, on a block bounded by Turk Street to the north, Hyde Street to the east, Larkin Street to the west, and Golden Gate Avenue to the south (see **Figure 1**). The project site is currently occupied by an approximately 20-foot-tall, one-story, 7,500-square-foot, commercial building (see **Figure 2**, p. 3). The existing building, which was constructed in 1960, is currently used as a United States Postal Service (USPS) Box Unit with limited services. A limited-service branch of the USPS does not have a retail counter, but instead contains post office boxes for on-site mail delivery, as well as package pickup services. Prior to its current use, the existing building was used as a bank branch (Bank of America) from 1960 until 1991. Major interior and exterior renovations occurred in 1991 to retrofit the building for its current USPS use.

The existing building is of a commercial architectural style built in a rectilinear plan and contains a flat roof and concrete block façade that includes painted murals along the bottom ten feet of the building's primary (Hyde Street and Golden Gate Avenue) façades. Several large, aluminum-frame windows extending nearly to the ground are located along the Golden Gate Avenue facade. A recessed entry is located along the Hyde Street facade with another door located along the Golden Gate Avenue facade. Two horizontal cornice bands wrap around the building below the roofline. Within the larger Tenderloin neighborhood, most of the small-scale commercial uses in the project area have residential units above the ground story. The majority of the buildings in the project vicinity range from two to six stories. Notable buildings within the project vicinity include City Hall (a walking distance of approximately 0.3 miles from the project site), Main Library (walking distance of approximately 0.2 miles), Davies Symphony Hall (walking distance of approximately 0.6 miles), War Memorial Opera House (walking distance of approximately 0.5 miles), Veterans' Building (walking distance of approximately 0.4 miles), Asian Art Museum (walking distance of approximately 0.2 miles), Philip Burton Federal Building (walking distance of approximately 0.2 miles), and Hiram W. Johnson State Office Building (walking distance of approximately 0.2 miles). Immediately adjacent to project site is the southwestern corner of the Uptown Tenderloin Historic District, which is listed on the National Register of Historic Places.

The project site is a rectangular lot with a 77-foot-long frontage along Hyde Street and a 137.5-foot-long frontage along Golden Gate Avenue. The existing building footprint encompasses the entire lot width on Hyde Street and extends approximately 119 feet on Golden Gate Avenue, resulting in an 18.5-foot setback from the western property line. The setback on Golden Gate Avenue includes a paved driveway that



 Project Site
 3B Lot Number
 346 Assessor's Block





2012.0086E: 101 Hyde Street
Figure 2
 Existing Site Plan

SOURCE: San Francisco Planning Department, ESA

provides access to a single loading bay that extends for most of the depth of the building. No other loading is currently provided on the project site and there are no off-street vehicle parking spaces provided on-site. There are three street trees located along the Golden Gate Avenue frontage, while there are none located along the Hyde Street frontage, however, there are two sidewalk openings where trees previously were planted.

The project site is generally flat—Hyde Street and Golden Gate Avenue each has a slope of less than 1.5 percent—and is located at an elevation of 56 feet San Francisco Datum.¹ The project site is located within the C-3-G (Downtown General Commercial) Use District,² the 80-X Height and Bulk District (80-foot maximum height, no bulk limits), and is adjacent to the Uptown Tenderloin Historic District, which is listed on the National Register of Historic Places.

PROPOSED PROJECT

The proposed project would involve the demolition of an existing one-story, approximately 20-foot-tall, commercial building and the construction of a new 80-foot-tall, eight-story, approximately 80,000-square-foot, mixed-use building with approximately 4,923 square feet of ground-floor retail use, 85 dwelling units, and basement-level parking for 15 vehicles. The proposed ground floor would contain three retail spaces. The westernmost retail space would be approximately 141 square feet with an entrance on Golden Gate Avenue, the second retail space would be approximately 1,662 square feet with an entrance located on the Golden Gate Avenue frontage, while the third retail space would be approximately 3,120 square feet with an entrance located on Golden Gate Avenue near Hyde Street. Tenants for these ground-floor retail spaces have not yet been determined.

On floors two through eight, the proposed building would contain a total of 85 residential units. The residential unit mix would consist of 16 studios, 13 junior one-bedroom units, 43 one-bedroom units, 7 two-bedroom units, and 6 three-bedroom units (see Table 1, below). The first residential floor (floor two) would contain 13 units, while the remaining residential floors (floors three through eight) would each contain 12 units. Each residential floor would have an L-shaped hallway, with the units located on either side of the hallway that is parallel to Golden Gate Avenue, and units located along the Hyde Street frontage. Residential access into the building would be provided through a canopied entryway on the ground floor on Golden Gate Avenue. The entryway would lead into a residential lobby which would contain a concierge area, a mail room and the residential elevators. A separate door from the residential lobby would lead to a stairwell connecting all residential floors. A secondary exit stair would be provided in the western portion of the site, with direct egress to Golden Gate Avenue, and an exit stair from the basement garage would be located at the building's northeastern corner on Hyde Street. The recycling/garbage room would be located on the ground-floor level, adjacent to the garage driveway.

¹ San Francisco Datum (SFD) establishes the City's zero point for surveying purposes at approximately 11.3 feet above the mean sea level established by the current 1988 North American Vertical Datum.

² The project area is considered to be the westernmost portion of the City's downtown.

The proposed project would also provide two common open spaces that would be accessible to building residents only, including an approximately 1,764-square-foot deck located on the first residential level (second floor) along the western portion of the project site, as well as an approximately 3,686-square-foot roof deck surrounded by a windscreen and partially covered a fixed canopy; ~~because the second-floor deck would not meet *Planning Code* requirements for exposure from and obstructions within required open space, only the roof deck would count towards the *Code* required open space requirement of 3,888 square feet and the project would therefore require a Variance from the provisions of *Planning Code* Section 135(d) concerning the required amount of open space.~~ In addition, one unit at the fifth floor and three units at the eighth floor would have private open spaces (decks), totaling almost 500 square feet. The proposed structure would be approximately 80 feet in height to the roof, with the mechanical penthouse for the elevator overrun, stair towers, and windscreen extending an additional 10 feet above the roofline.³ See **Table 1**, and **Figures 3 through 8**, pp. 7 through 12.

Architectural Style

The proposed building would be constructed using reinforced, poured-in-place concrete in a contemporary architectural style, employing concrete, metal, and glass as the primary building materials. Along the primary facades on Hyde Street and Golden Gate Avenue, the proposed design would differentiate the retail uses from the residential uses above. The ground level would feature large glass storefronts, framed in aluminum, on top of a concrete base-walled bulkhead, with each retail space separated by concrete walls. A canopy would hang over the residential entryway, midway along the Golden Gate Avenue facade.

The primary façades for the residential floors (floors two through eight) of the building, including a feature element at the corner of Hyde Street and Golden Gate Avenue, would be composed of three façade systems: a curtain wall system with opaque panels, glass and aluminum bay windows over a panelized rain screen system, and a lower horizontal earth-tone section (at the second and third floors) with composite graffiti-resistant panels that resemble Corten steel (a corrosion-resistant steel that forms a rust-like appearance). Operable windows would be located throughout the facades for light, air and rescue. A parapet, faced in the same panelized rain screen system, would extend above the roof line around the perimeter of the building. **Figure 9**, p. 13 depicts visual simulations of the proposed project.

Parking, Loading, and Bicycle Facilities

As noted above, the existing building on the project site does not contain any off-street parking spaces, although one loading bay is located along the building's western facade. This loading bay is accessed through a curb cut and driveway along Golden Gate Avenue (along the west side of the existing building). The proposed project would maintain the existing curb cut and it would be used to provide access to a vehicular ramp into the below-grade garage. The below-grade garage would contain 15 parking spaces, including two handicapped-accessible parking spaces and one car-share space, for use of building residents. In addition, 86 bicycle parking spaces would be provided within secure locations in

³ These roof-top features are exempt from the height limit.

TABLE 1
PROJECT CHARACTERISTICS AND PLANNING CODE COMPLIANCE

Proposed Use	Description	Gross Building Area (GSF) ^a	Gross Floor Area (GFA) ^a
Residential	7 stories; 85 units	63,148 sq. ft.	62,865 sq. ft.
Retail	Ground floor (part)	4,923 sq. ft.	0
Lobby & residential services	Ground floor (part)	4,690 sq. ft.	0
Auto Parking ^b	15 spaces in basement	6,912 sq. ft.	0
Bicycle Parking	86 spaces in basement 10 bicycle racks on sidewalk	1,342 sq. ft.	
Bldg. services; roof	Basement (remainder)	1,999 sq. ft.	0
TOTAL	—	83,014 sq. ft.	62,865 sq. ft.
Site area		10,632 sq. ft.	
Floor area ratio		—	5.9
Permitted FAR			6.0
Residential Open Space ^c (commonly accessible)		3,686 sq. ft.	
Required Residential Open Space ^c (commonly accessible)		3,888 sq. ft.	
Private Open Space (four dwelling units)		496 sq. ft.	

Project Component	Number
Dwelling Units (total)	85
Studios	16
Junior one-bedroom units	13
One-bedroom units	43
Two-bedroom units	7
Three-bedroom units	6
Parking Spaces	
Auto ^d	15 (21 permitted by Code)
Bicycle (Class 1)	86 (86 required)
Bicycle (Class 2)	10 (10 required)
Height of Building	80 feet ^e
Number of Stories	8

^a Square footage figures are rounded. Gross floor area (GFA) is calculated for *Planning Code* compliance purposes (per Sec. 102.9) and excludes certain portions of the building, including accessory parking and loading space, mechanical and building storage space, ground-floor lobby space and 5,000 gross square feet of ground-floor "convenience" retail space per storefront.

^b Includes ramp to garage and garage circulation space.

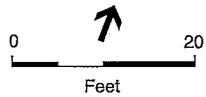
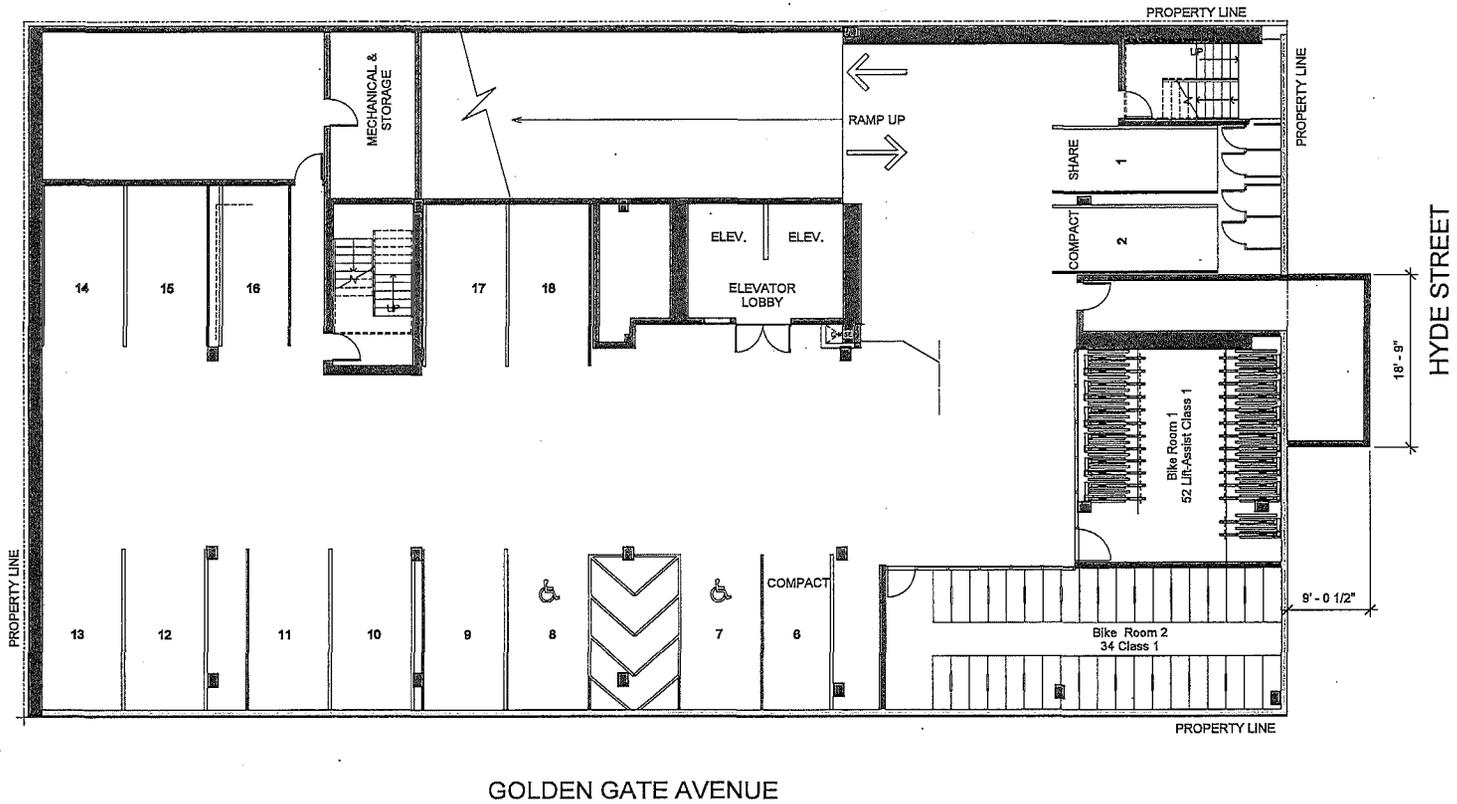
^c Common residential open space provided includes only *Planning Code*-compliant roof deck: an additional 1,764 sq. ft. of open space would be provided on the second-floor courtyard; however, the courtyard would not satisfy the exposure requirement of *Planning Code* Section 135. Common open space required excludes the four units that would be provided with private open space.

^d Includes one car-share space and two disabled-accessible spaces.

^e Excludes elevator/stair penthouse, windscreen and roof deck.

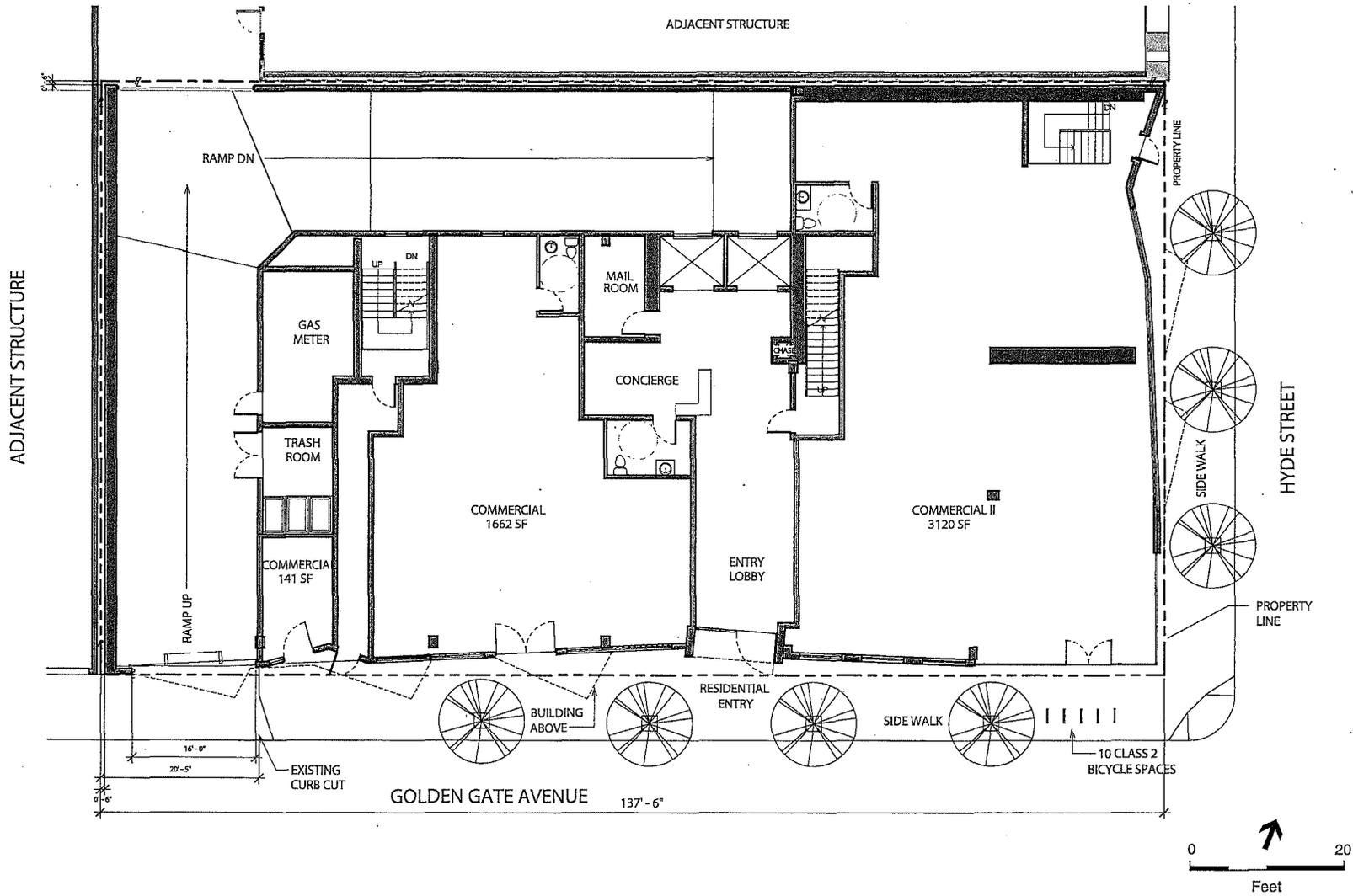
SOURCE: Costa Brown Architecture, Inc., February 2015.

7



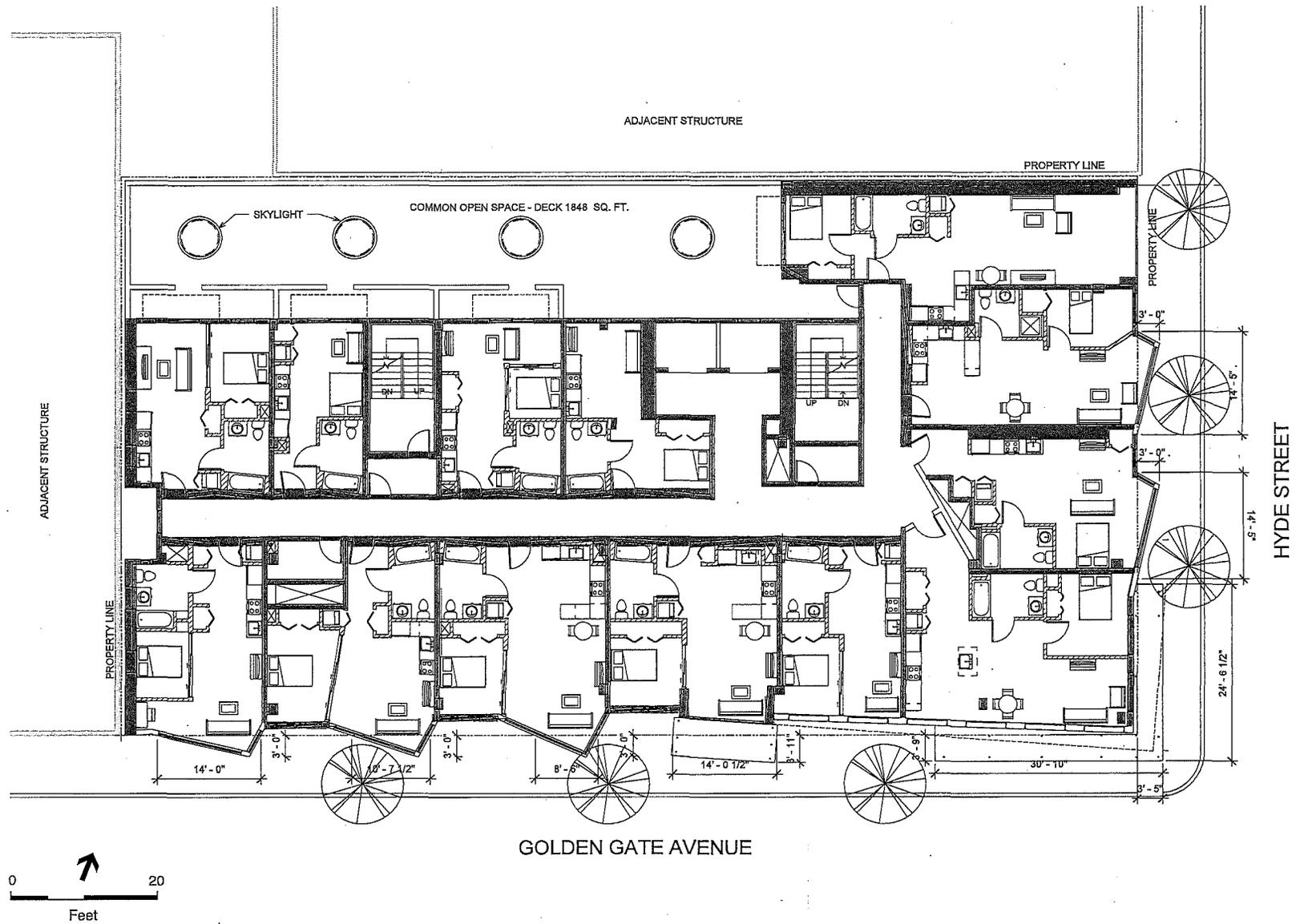
SOURCE: Costa Brown Architecture, Inc.

2012.0086E: 101 Hyde Street
Figure 3
 Proposed Garage-Level Plan



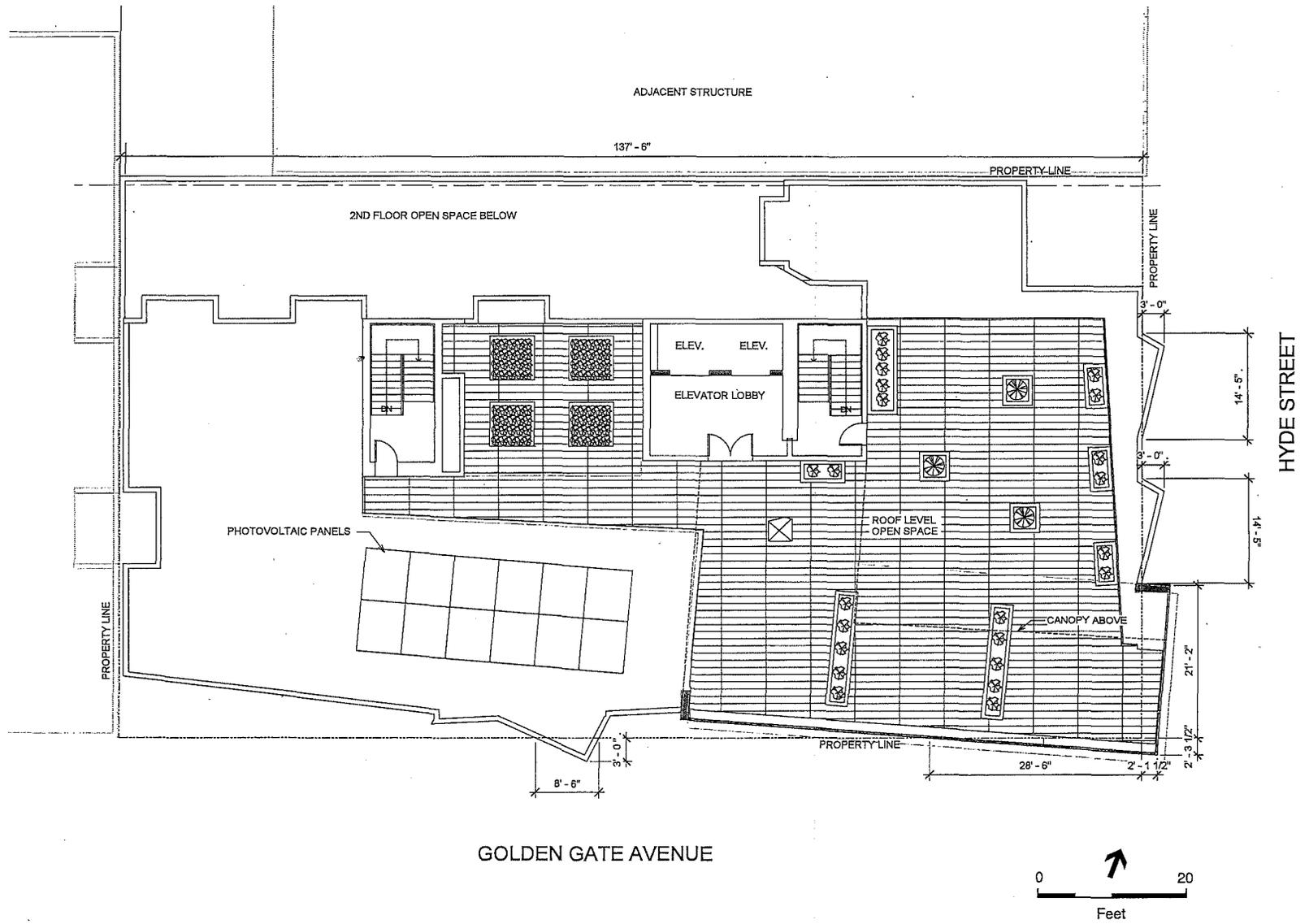
SOURCE: Costa Brown Architecture, Inc.

2012.0086E: 101 Hyde Street
Figure 4
Proposed First-Floor Plan



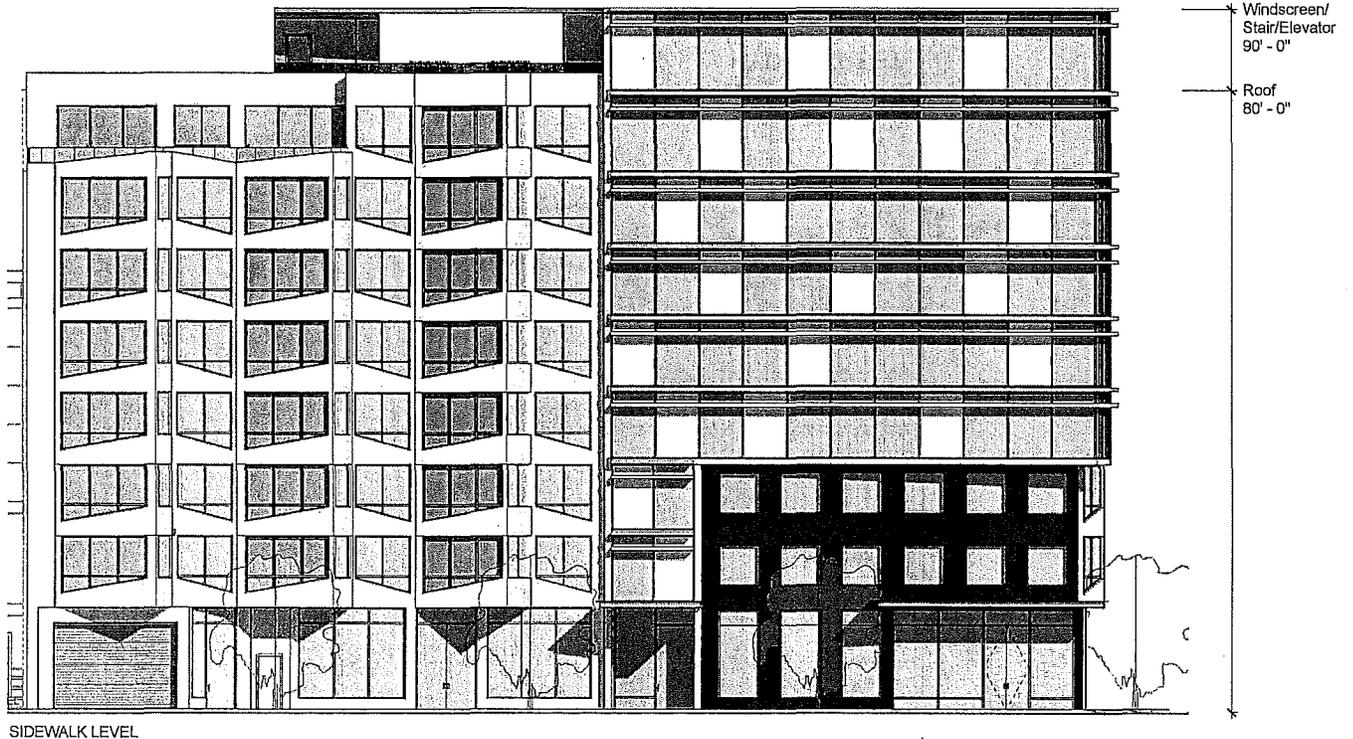
SOURCE: Costa Brown Architecture, Inc.

2012.0086E: 101 Hyde Street
Figure 5
Proposed Second-Floor Plan



SOURCE: Costa Brown Architecture, Inc.

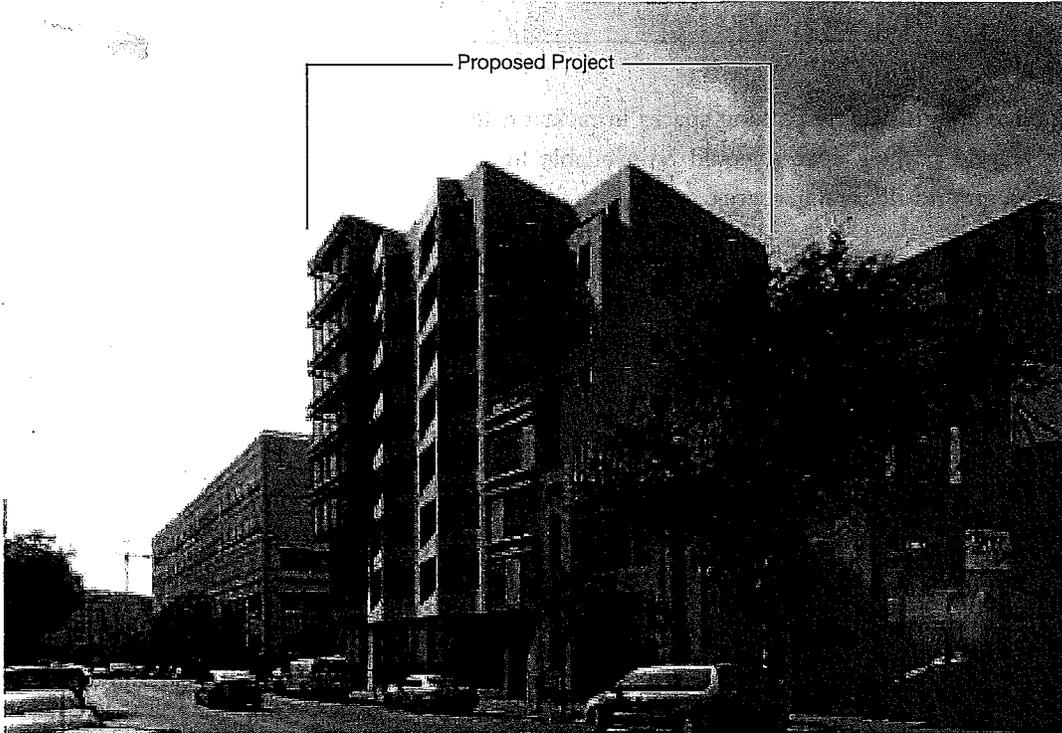
2012.0086E: 101 Hyde Street
Figure 7
Proposed Roof Plan



SOUTH (GOLDEN GATE AVENUE) ELEVATION



EAST (HYDE STREET) ELEVATION



Visual Simulation of Proposed Project from Hyde Street looking south



Visual Simulation of Proposed Project from Golden Gate Avenue looking east

the garage and 10 bicycle parking spaces in racks on the sidewalk adjacent to the proposed structure. These bicycle parking spaces would be available to residents of the building and employees of the proposed ground-floor retail spaces.

The proposed project would not include any street widening or other types of street modifications, nor would the existing curb cut/driveway on Golden Gate Avenue be widened to accommodate the proposed project. Moreover, the approximately five on-street parking spaces on Golden Gate Avenue and three on-street parking spaces on Hyde Street that are adjacent to the project site would not be permanently affected by the proposed project.

During the construction phase of the proposed project, worker parking would occur off-site. No designated parking for construction workers would be provided and they would be expected to park on the street or in nearby garages, or to use transit.

Landscaping

Three existing Carob trees (*Ceratonia siliqua*) are located in the Golden Gate Avenue sidewalk adjacent to the project site. On Hyde Street, there are two openings in the sidewalk formerly occupied by street trees, but there are no street trees present. There are no trees currently on the on-site. As part of the proposed project, the existing street trees would be removed and 11 new trees would be planted along the project sidewalks, in accordance with *Planning Code* Section 138.1(c)(1).

Foundation and Excavation

The proposed project would excavate to a maximum depth of approximately 13 feet below the ground surface (bgs) for construction of the below-grade garage, which would result in the removal of approximately 5,200 cubic yards of soil. The project sponsor proposes to install a mat foundation to support the proposed building. Pile driving would not be required as part of the proposed project.

Construction Schedule

Demolition and construction of the proposed project are estimated to occur over a period of 18 months from ground breaking, which is anticipated to occur during fall 2015. The proposed project would be constructed in one continuous phase, with all construction materials accommodated on site and on the adjacent Hyde Street and Golden Gate Avenue sidewalks.

Project Approvals

Planning Commission

The project sponsor would be required to obtain a Downtown Project Authorization from the Planning Commission per *Planning Code* Section 309 for projects within a C-3 zoning district over 50,000 square feet in area or over 75 feet in height, and for granting exceptions to the requirements of certain sections of the *Planning Code*. The project at 101 Hyde Street requires

authorization under Section 309 as the project would be located within the C-3-G district. The structure is proposed to have a gross floor area of approximately 62,865 square feet, and would be 80 feet tall.

As part of the Downtown Project Authorization, the project sponsor is seeking an exception, pursuant to *Planning Code* Section 309, from the provisions of *Planning Code* Section 134(e) governing the configuration of rear yards, to provide open space in a configuration other than a rear yard (i.e., resident-only accessible open spaces on the second story and on the roof) and exception to Reduction of Ground-Level Wind Currents in C-3 Districts.

Approval Action: Approval of the Downtown Project Authorization by the San Francisco Planning Commission is the Approval Action for the proposed project for the purposes of a CEQA appeal. The Approval Action date would establish the start of the 30-day appeal period for appeal of the Final Mitigated Negative Declaration to the Board of Supervisors pursuant to Section 31.04(h) of the San Francisco Administrative Code.

Zoning Administrator

~~The proposed project would require a Variance from the *Planning Code* requirements for provision of less than the required amount of residential open space (Section 135(d)), permitted obstructions within required open space (Section 135(e)), and exposure requirements for required open space (Section 135(e)(2)).~~

Department of Building Inspection

Approval of demolition and building permits would require review and approval by the Planning Department and Department of Building Inspection (DBI).

Department of Public Works

Removal of existing street trees adjacent to the project site would require a permit from the Department of Public Works (DPW), pursuant to Article 16 (Sections 801 et. seq.) of the *Public Works Code*.

If a condominium (subdivision) map is proposed for adoption, approval would be required by DPW, pursuant to the City's *Subdivision Code*.

The project could require a permit from DPW if night construction is proposed that would generate noise of 5 decibels or more in excess of ambient noise levels, according to Section 2908 of the *San Francisco Police Code* (Noise Ordinance).

If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), the project would require a street space permit from the Bureau of Street Use and Mapping of DPW.

Department of Public Health

Approval of an Enhanced Ventilation Proposal as required pursuant to Article 38 of the *Health Code*.

Approval of a Work Plan for Soil and Groundwater Characterization and, if determined necessary by the Department of Public Health, a Site Mitigation Plan, pursuant to Article 22A of the *Health Code*.

San Francisco Municipal Transportation Agency

If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), the project would require a special traffic permit from the San Francisco Municipal Transportation Agency (SFMTA) Sustainable Streets Division. Also, the proposed project includes ten Class 2 spaces (racks) on the sidewalk, which would require review and approval by SFMTA.

San Francisco Public Utilities Commission

Approval by the San Francisco Public Utilities Commission (SFPUC) would be required for any changes to sewer laterals (connections to the City sewer). The SFPUC must approve an erosion and sediment control plan prior to the start of construction, and must also approve compliance with post-construction stormwater design guidelines, including a stormwater control plan that complies with the City's Stormwater Design Guidelines.

B. Project Setting

The project site is located in San Francisco's Downtown/Civic Center neighborhood (in an area more commonly known as the Tenderloin), generally bounded by Polk Street to the west, Geary Street to the North and Market Street to the south and east. The Tenderloin is a densely built, primarily residential neighborhood that contains a variety of other uses, including commercial, entertainment and institutional uses. Among the Tenderloin's residential uses are a number of single-room occupancy (SRO) hotels. The Tenderloin as a whole can be generally considered a mid-rise district, although the immediate project vicinity also includes a number of buildings two and three stories in height. While the project site is located adjacent to a mix of two- and five-story buildings, the project block includes buildings of similar height to the proposed 80-foot-tall building.

Surrounding the project site, land uses consist primarily of neighborhood-serving retail uses on the ground level with residential units above. Along Hyde Street, land uses on the project block include

multi-family residential buildings, an automotive repair shop, a hotel, a dry cleaner, a convenience store, and a small restaurant. Across the street from the project site on Golden Gate Avenue, flanking both sides of Hyde Street, is the University of California, Hastings College of Law (approximately 0.09 miles); a Hastings-owned parking garage is farther west on the south side of Golden Gate Avenue, with the Shi-Yu Lang Central YMCA and retail uses on the ground floor (approximately 0.08 miles). Adjacent to the project site to the west, along the north side of Golden Gate Avenue, are the offices and apartments associated with the AIDS Housing Alliance and the Saint Anthony Foundation Madonna Senior Housing facility (51 studio apartments for women over 60 with limited financial assets), and residential-over-retail buildings (approximately 0.07 miles). To the east along Golden Gate Avenue uses include residential buildings, restaurants, offices, employee union buildings, and an empty lot. The recently renovated Kelly Cullen Community, a supportive housing facility, is one block east of the project site in the eight-story former Central YMCA building (approximately 0.08 miles).

Consistent with the pattern of the larger Tenderloin neighborhood, most of the small-scale commercial uses in the project area have residential units above the ground story. The majority of the buildings in the project vicinity range from two to six stories and most extend to the lot line with no front setbacks. Vegetation in the area is generally limited to street trees. Nearby public parks and open spaces include the Turk and Hyde Mini Park, one block to the north of the project site (approximately 0.06 miles); United Nations Plaza, two blocks to the southeast of the project site (approximately 0.2 miles); and Civic Center Plaza, two blocks to the southwest of the project site (approximately 0.3 miles).

The area surrounding Civic Center Plaza contains City Hall, the Main Library, and a number of prominent cultural institutions, including Davies Symphony Hall, the War Memorial Opera House and Veterans' Building, and the Asian Art Museum. The Philip Burton Federal Building and the Hiram W. Johnson State Office Building are each located one block east of the site, at Golden Gate Avenue and Larkin Street. The closest state highway to the project site is U.S. Highway 101, which extends along Van Ness Avenue, three blocks to the west of the project site. Lastly, the project site is immediately adjacent to the southwestern corner of the Uptown Tenderloin Historic District, which was listed as a historic district in the National Register of Historic Places in 2009.

C. Compatibility With Existing Zoning and Plans

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the <i>Planning Code</i> or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SAN FRANCISCO PLANNING CODE

The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the city's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*.

Allowable Uses

The project is located in the C-3-G (Downtown – General) Use District, which covers the western portions of Downtown. As stated in *Planning Code* Section 210.2, the C-3-G District is composed of a variety of uses, including retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. Many of these uses have a Citywide or regional function, although the intensity of development is lower here than in the downtown core area further to the east.

The requirements associated with the C-3-G Use District are described in Section 210.2 of the *Planning Code* with references to other applicable articles of the *Planning Code* as necessary (for example, for provisions concerning parking, rear yards, street trees, etc.). As in the case of other downtown districts, no off-street parking is required for individual commercial buildings. In the vicinity of Market Street, the configuration of this district reflects easy accessibility by rapid transit. Any resulting potential impacts of the proposed project and applicable *Planning Code* provision are discussed below under the relevant topic headings.

Within the C-3-G Use District, retail sales and service uses (including eating and drinking uses) on the ground floor and residential uses above ground floor, as proposed by the project, are principally permitted.⁴

Height and Bulk

The project site is within an 80-X Height and Bulk District. This district allows a maximum building height of 80 feet, and has no bulk limit. The proposed project would be 80 feet high, measured from ground level to the top of the roof, with various rooftop elements with a height of 10 feet above the roof, such as stair and elevator penthouses, that are exempt from the height limit, extending no more than 16

⁴ *Planning Code* Section 210.2.

feet, as allowable under Section 260 (b)(1)(A) of the *Planning Code*. Therefore, the proposed structure would comply with the 80-X Height and Bulk District.

Street Trees

Planning Code Section 138.1(c)(1) requires that for every 20 feet of property frontage along each street, one 24-inch box tree be planted, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. In compliance with Section 138.1(c)(1), the proposed project would plant 11 street trees: seven along Golden Gate Avenue (where three trees that currently exist would be removed for the project) and four along Hyde Street (where no trees currently exist).

Open Space

~~Because only the roof deck would count towards the *Planning Code* required open space requirement, the project would require a Variance from the provisions of *Planning Code* Section 135(d) concerning the required amount of open space, as well as for exposure from and obstructions within open space.~~

Rear Yard Requirements

Planning Code Section 134 requires a rear yard equivalent to 25 percent of total lot depth at all residential levels. The proposed project would provide open space within a second-story commonly accessible deck, and on a roof deck, but not within a rear yard. Therefore, the project applicant is requesting an exception from the rear yard requirements of *Planning Code* Section 134(e), pursuant to the procedures of Section 309, to allow for open space in a configuration other than a rear yard.

Parking and Loading

According to *Planning Code* Section 151.1, off-street parking for residential or commercial uses in the C-3-G District is not required; for residential uses, 0.25 parking spaces per unit are principally permitted and up to 0.75 parking spaces per unit are permitted with a Conditional Use authorization. For retail uses, up to one parking space per each 500 square feet of gross floor area up to 20,000 square feet is permitted. The proposed project would provide 15 automobile parking spaces for the 85 residential units, which is principally permitted under Section 151.1. No parking is proposed for the retail use. *Planning Code* Section 155.2 requires, for new residential buildings, one secure (Class 1) bicycle parking space (bicycle locker or space in a secure room) be provided for each unit, along with one Class 2 space (publicly accessible bicycle rack) for each 20 units, or 85 Class 1 spaces and four Class 2 spaces for the proposed project. Section 155.5 also requires one Class 1 space for each 7,500 occupied square feet of retail space and one Class 2 space for each 750 occupied square feet of retail space, or one Class 1 space and six Class 2 spaces for the proposed project.⁵ The total requirement would therefore be 86 Class 1 spaces and 10 Class 2 spaces (racks). The project would provide 86 Class 1 bicycle spaces in two secure rooms in the basement garage, which would comply with Section 155.2. Ten Class 2 spaces (racks) would be provided on the sidewalk, which would require review and approval from SFMTA. *Planning Code* Section 152.1

⁵ This calculation assumes all the retail space is occupied floor area.

does not require off-street loading for residential buildings of less than 100,000 square feet or retail uses of less than 10,000 square feet. Therefore, the proposed project would not be required to provide off-street loading spaces, and none are proposed.

PLANS AND POLICIES

San Francisco General Plan

In addition to the *Planning Code* and its land use zoning requirements, the project site is subject to the *San Francisco General Plan (General Plan)*. The *General Plan* provides general policies and objectives to guide land use decisions. The *General Plan* contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that set forth goals, policies, and objectives for the physical development of the City. In addition, the *General Plan* includes area plans that outline goals and objectives for specific geographic planning areas, such as the greater downtown, including the project site, policies for which are contained in the Downtown Plan, an area plan within the *General Plan*.

A conflict between a proposed project and a *General Plan* policy does not, in itself, indicate a significant effect on the environment within the context of the California Environmental Quality Act (CEQA). Any physical environmental impacts that could result from such conflicts are analyzed in this Initial study. In general, potential conflicts with the *General Plan* are considered by the decision-makers (normally the Planning Commission) independently of the environmental review process. Thus, in addition to considering inconsistencies that affect environmental issues, the Planning Commission considers other potential inconsistencies with the *General Plan*, independently of the environmental review process, as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified in this environmental document would be considered in that context and would not alter the physical environmental effects of the proposed project that are analyzed in this Initial Study.

The aim of the Downtown Plan is to encourage business activity and promote economic growth downtown, as the City's and region's premier center, while improving the quality of place and providing necessary supporting amenities. Centered on Market Street, the Plan covers an area roughly bounded by Van Ness Avenue to the west, Steuart Street to the east, Folsom Street to the south, and the northern edge of the Financial District to the north. The Plan contains objectives and policies that address commerce, housing, and open space; preservation; urban form; and transportation.

The proposed project would not obviously or substantially conflict with any goals, policies, or objectives of the *General Plan*, including those of the Downtown Plan. The compatibility of the proposed project with *General Plan* goals, policies, and objectives that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

Priority Policies

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the subsection of Section E of this Initial Study addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Topic 1, Land Use and Land Use Planning, Question 1c); (3) preservation and enhancement of affordable housing (Topic 2, Population and Housing, Question 2b, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Topic 4, Transportation and Circulation, Questions 4a, 4b, and 4f); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Topic 1, Land Use and Land Use Planning, Question 1c); (6) maximization of earthquake preparedness (Topic 13, Geology and Soils, Questions 13a through 13d); (7) landmark and historic building preservation (Topic 3, Cultural Resources, Question 3a); and (8) protection of open space (Topic 8, Wind and Shadow, Questions 8a and 8b; and Topic 9, Recreation, Questions 9a and 9c).

Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in Section E, Evaluation of Environmental Effects, of this Initial Study, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

In addition, the proposed project would comply with the City's Residential Inclusionary Affordable Housing Program requirements (*City Planning Code* Section 415, et seq.), either by including 10 below-market-rate (BMR) units on-site, by making an in-lieu payment, or by constructing 17 units off-site.

Regional Plans and Policies

The principal regional planning documents and the agencies that guide planning in the nine-county Bay Area are *Plan Bay Area*, the region's first Sustainable Communities Strategy, developed in accordance with Senate Bill 375 and adopted jointly by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC); the Bay Area Air Quality Management District (BAAQMD)'s *2010 Clean Air Plan*; the San Francisco Regional Water Quality Control Board's *San Francisco Basin Plan*; and the *San Francisco Bay Plan*, adopted by the San Francisco Bay Conservation and Development Commission. Due to the relatively small size and infill nature of the proposed project, there would be no anticipated conflicts with regional plans.

D. Summary of Environmental Effects

The proposed project could potentially affect the environmental factor(s) checked below, for which mitigation measures would be required to reduce potentially significant impacts to less than significant. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|---|--|--|
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Wind and Shadow | <input type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Cultural and Paleo. Resources | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural/Forest Resources |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

E. Evaluation of Environmental Effects

All items on the Initial Study Checklist that have been checked "Less than Significant with Mitigation Incorporated," "Less than Significant Impact," "No Impact" or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked "Less than Significant with Mitigation Incorporated" and "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable." For all of the items checked "Not Applicable" or "No Impact" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Wildlife. For each checklist item, the evaluation has considered the impacts of the proposed project both individually and cumulatively.

SENATE BILL 743 AND PUBLIC RESOURCES CODE SECTION 21099

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014.⁶ Among other provision, SB 743 amends the California Environmental Quality Act (CEQA) by adding *Public Resources Code* Section 21099 regarding analysis of aesthetics and parking impacts for urban infill projects.⁷

⁶ SB 743 can be found on-line at: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743.

⁷ *Public Resources Code* Section 21099(d).

Aesthetics and Parking Analysis

Public Resources Code Section 21099(d), effective January 1, 2014, states, "Aesthetic and parking impacts of a residential, mixed- use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."⁸ Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area⁹
- b) The project is on an infill site¹⁰
- c) The project is residential, mixed-use residential, or an employment center¹¹

The proposed project meets each of the above three criteria because it (1) is located within one-half mile of several rail and bus transit routes, (2) is located on an infill site that is already developed with a post office and is surrounded by other urban development, and (3) would be residential project with ground-floor retail space.¹² Thus, this Initial Study does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.

Public Resources Code Section 21099(e) states that a Lead Agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetics impacts do not include impacts on historical or cultural resources. As such, there will be no change in the Planning Department's methodology related to design and historic review.

The Planning Department recognizes that the public and decision makers nonetheless may be interested in information pertaining to the aesthetic effects of a proposed project and may desire that such information be provided as part of the environmental review process. Therefore, some of the information that would have otherwise been provided in an Aesthetics section of this Initial Study (such as visual simulations) has been included in Section A, Project Description. However, this information is provided solely for informational purposes and is not used to determine the significance of the environmental impacts of the project, pursuant to CEQA.

⁸ *Public Resources Code* Section 21099(d)(1).

⁹ *Public Resources Code* Section 21099(a) defines a "transit priority area" as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the *Public Resources Code* as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

¹⁰ *Public Resources Code* Section 21099(a) defines an "infill site" as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

¹¹ *Public Resources Code* Section 21099(a) defines an "employment center" as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and located within a transit priority area.

¹² San Francisco Planning Department, Transit-oriented Infill Project Eligibility Checklist, March 30, 2015. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2012.0086E.

Similarly, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this Initial Study presents a parking demand analysis for informational purposes and will consider any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce onsite parking spaces that affects the public right-of-way) as applicable in the transportation analysis.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact LU-1: The proposed project would not physically divide an established community. (Less than Significant)

As discussed in the Section A, Project Description (page 1), the 10,632-square-foot project site is located at the northwest corner of Hyde Street and Golden Gate Avenue in the Downtown/Civic Center neighborhood (see Figure 1). The project site is currently occupied by a 7,500-square-foot, one-story, approximately 20-foot-tall post office building and one existing off-street loading/parking space. The site is generally flat.

The proposed project would include the demolition of the existing building on-site and the construction of a new eight-story structure consisting of approximately 4,923 square feet of retail space on the ground floor (intended for three retail establishments) and 85 dwelling units above. The proposed mixed-use structure would be approximately 80 feet above grade to the roofline, with an additional approximately 16 feet in height for the proposed rooftop features (exempt from the height limits for this zoning district).

Given that the existing building only contains a single-story commercial space with no dwelling units, the proposed project would intensify the use of the project site, but would not alter the general land use pattern of the immediate area, which already includes nearby buildings with commercial uses on the ground floor with residential uses above. Although most buildings in the project area range from two to six stories, the proposed building, at eight stories, would not physically divide the established community, because the project would be built within the existing street configuration and would not impose any impediments to pedestrian or other travel through the neighborhood. In terms of overall mass, the proposed building would be smaller than the University of California, Hastings College of Law

buildings across Golden Gate Avenue, with facades that extend the entirety of that block along Hyde Street. Additionally, the project would be considerably shorter than the nearby Philip Burton Federal Building and Hiram W. Johnson State Office Building to the west on Golden Gate Avenue, and the Hastings College of the Law residential building at McAllister and Leavenworth Streets.

Because the proposed project would establish a mixed-use building within proximity to other similar mixed-use establishments, and would not introduce an incompatible land use to the area, the project would have a less-than-significant impact on physically dividing an established community.

Impact LU-2: The proposed project would not conflict with any applicable land use plans, policies or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

Land use impacts are also considered to be significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those, like the BAAQMD 2010 *Clean Air Plan*, which directly address environmental issues and/or contain targets or standards, must be met in order to preserve or improve characteristics of the City's physical environment.

The proposed project would not obviously or substantially conflict with applicable plans, policies, and regulations such that an adverse physical change would result. In addition, the proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. Therefore, the proposed project would have a less-than-significant impact with regard to conflicts with existing plans and zoning.

Impact C-LU-1: The proposed project would not make a considerable contribution to any significant cumulative land use impacts. (Less than Significant)

As of March 2015, there are no active Planning Department cases or active building permits on the project block, other than those dealing with minor building alterations. However, there are several proposed and recently approved projects within approximately one-quarter mile of the project site, which include the following:

- 121 Golden Gate Avenue (Case No. 2005.0869) – This project will construct 90 senior housing units, to be operated by Mercy Housing, and replacement space for the St. Anthony Foundation dining hall and kitchen, along with foundation offices. (Under construction)
- 100 Van Ness Avenue (Case No. 2013.0068) – The project will convert the 29-story, 400-foot tall former California State Automobile Association office building at Van Ness Avenue and Hayes Street to approximately 399 residential units and approximately 6,885 square feet of ground-floor retail space. (Under construction)
- Trinity Place (1169 Market Street) – This project demolished the former Trinity Plaza residential building and is constructing approximately 1,900 residential units, including 360 rent-controlled replacement units for tenants of the now-demolished building, in four towers at Eighth and Market Streets. (Under construction; two of four buildings are complete, and work is ongoing.)

- 101 Polk Street (Case No. 2011.0702) – This project proposes a 13-story, 162-unit residential building on a parcel now used for surface parking at the northwest corner of Polk and Hayes Streets. The project would include 51 vehicle spaces and 62 bicycle spaces in a subgrade garage. (Under construction)
- 1390 Market Street (Case No. 2005.0979) – This project will demolish an existing two-story retail and office building adjacent to the Fox Plaza tower and replace it with an 11-story, 120-foot-tall building containing 230 dwelling units and 17,500 square feet of retail space. (Approved by the Planning Commission May 28, 2009)
- 351 Turk Street & 145 Leavenworth Street (Case No. 2012.1531) – The proposal is to construct two 80-foot-tall residential hotels on two vacant lots on the block immediately east of the project site. The two buildings would provide a total of 244 group housing units, as defined by the *Planning Code*, as replacement housing for 238 group housing units in five existing hotels—in the Tenderloin or, in one case, just across Market Street—proposed for conversion to tourist rooms. The project would also provide 3,800 square feet of ground-floor retail space, 16 vehicle parking spaces, and 184 bicycle spaces. (CEQA Environmental Review Class 32 Exemption issued September 15, 2014.)
- 150 Van Ness Avenue (Case No. 2013.0973) – This project proposes demolition of an existing vacant office building, attached garage, and a surface parking lot and construction of a 12-story, 120-foot tall residential building with approximately 420 dwelling units and ground-floor retail space. (Environmental review in progress.)

Recently completed and approved projects nearby include the 17-story AVA residential project, containing 250 dwelling units and 3,000 square feet of ground floor retail, at 55 Ninth Street (a walking distance of approximately 0.4 miles from the project site), the 750-unit NEMA project at 8 Tenth Street (approximately 0.5 miles from the project site), and the 160 mostly “micro” units approved at 1321 Mission Street (approximately 0.5 miles from the project site). Slightly farther away at a walking distance of approximately 0.6 miles from the project site are several other projects, including 115 dwelling units under construction at 1415 Mission Street and the 190 affordable units under construction at 1400 Mission Street. In addition to the above, the recently renovated Kelly Cullen Community, a supportive housing facility, is one block east of the project site in the eight-story former Central YMCA building located at 220 Golden Gate Avenue (a walking distance of approximately 0.08 miles from the project site).

Because of the project’s relatively modest size and because the project represents an infill development within a dense residential neighborhood that is well-served by transit, the proposed project at 101 Hyde Street is unlikely to combine with the above projects or any other nearby developments in such a way that would result in substantial cumulative adverse land use impacts. Thus, the proposed project would not result in any significant cumulative land use or planning impacts, since it would cause no change in the mix of land uses in the vicinity, and thus could not contribute to any overall change in neighborhood character or any overall conflict with applicable environmental plans. Furthermore, this project would not combine with other projects in the vicinity to physically divide an established community, conflict with applicable plans and policies adopted to avoid or mitigate environment effects, or change the existing character of the vicinity.

For the above reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would result in a less-than-significant cumulatively considerable land use impact.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
2. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PH-1: The proposed project would not induce substantial population growth either directly or indirectly. (Less than Significant)

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented.

The proposed project would include the demolition of a single-story commercial building on-site. The existing facility, a USPS Box Unit, employs fewer than ten people. Prior to the implementation of the proposed project, the existing USPS facility would be required to close. Given the limited services provided at the existing facility (post office boxes and package pickup services, without a retail counter), it is not expected that this facility would be replaced elsewhere (either in the proposed retail space on-site or elsewhere in the city). Instead, it is likely that the USPS would provide those services at a nearby USPS branch, such as the post office at 1390 Market Street (Fox Plaza), located approximately 4½ blocks (a walking distance of approximately 0.5 miles) southwest of the project site.¹³

The proposed project, an infill development consisting of retail space on the ground floor with dwelling units above, would be located in an urbanized area and would not be expected to substantially alter existing development patterns in the Tenderloin neighborhood, or in San Francisco as a whole. The proposed project would include approximately 4,923 square feet of retail space on the project site, which would be a net reduction of 2,577 square feet, as compared to the 7,500 square feet of commercial uses that currently exist on site. In addition, the project would also include the construction of 85 residential units above the proposed retail space. Since the project is located in an established urban neighborhood, it

¹³ Diana Alvarado, Real Estate Specialist, U.S. Postal Service, telephone communication, August 23, 2013. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2012.0086E.

would not require, or create new demand for, the extension of municipal infrastructure. The addition of the new residential units would increase the residential population on the site by approximately 156 persons.¹⁴ While the addition of 156 residents would be noticeable to residents of immediately adjacent properties, this increase would not result in a substantial increase to the population of the City and County of San Francisco. The 2010 U.S. Census indicates that the population in the project vicinity is approximately 5,075 persons.¹⁵ The proposed project would increase the population near the project site by an estimated 3 percent, and the overall population of the City and County of San Francisco by less than 0.01 percent.¹⁶

Based on the total size of the proposed commercial uses on the project site, the new businesses would employ a total of approximately 14 staff at the proposed building once it is completed.^{17,18} The retail employment in the proposed project would not likely offer sufficiently high wages such that it would be anticipated to attract new employees to San Francisco. Therefore, it can be anticipated that most of the employees would live in San Francisco (or nearby communities), and that the project would thus not generate demand for new housing for the potential retail employees. In the context of the average household occupancy of the Tenderloin neighborhood, the proposed project would not be anticipated to result in a substantial population increase. Moreover, the residential and employment growth that would be accommodated by the proposed project is included within current growth projections for San Francisco, as developed by ABAG and MTC for *Plan Bay Area* and modified by the Planning Department. These projections forecast that San Francisco is expected to gain approximately 101,000 households and 270,000 residents between 2010 and 2040, reaching a population of over 1 million, a 35 percent increase in residential population. Employment is forecast to increase by 34 percent (191,000 jobs) during this period, to a total of approximately 760,000.^{19,20} Therefore, in light of the above, additional population/employees associated with the project would have a less-than-significant impact related to population growth, both directly and indirectly.

¹⁴ The project site is located in Census Tract 124.01, which is generally bounded by Ellis Street to the north, Golden Gate Avenue to the south, Leavenworth Street to the east and Larkin Street to the west. The population calculation is based on Census 2010 data, which estimates 1.84 persons per household in Census Tract 124.01. It should be noted that this census tract has somewhat smaller households than the citywide average of 2.3 persons per household.

¹⁵ The population estimate is based on data from the 2010 Census for Census Tract 124.01.

¹⁶ This calculation is based on the estimated Census 2010 population of 805,235 persons in the City and County of San Francisco.

¹⁷ San Francisco Planning Department (SFPD), *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002.

¹⁸ Based on Planning Department *Transportation Impact Analysis Guidelines for Environmental Review* (see footnote 17, p. 31) which assumes 350 square feet per retail employee.

¹⁹ Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), *Plan Bay Area Jobs-Housing Connection Strategy*, revised May 16, 2012. Available on the internet at http://www.onebayarea.org/pdf/IHCS/May_2012_Jobs_Housing_Connection_Strategy_Main_Report.pdf. Accessed November 12, 2014.

²⁰ San Francisco Planning Department, *San Francisco Land Use Allocation, Central SoMa*, January 6, 2014. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2011.1356E (Central SoMa Plan EIR).

Impact PH-2: The proposed project would not displace a substantial number of existing housing units, people, or employees, or create demand for additional housing elsewhere. (Less than Significant)

The proposed project would not displace any residents or housing units, since no residential uses or housing units currently exist on the project site. As noted above, the proposed project would either relocate or eliminate a small number of jobs related to the existing USPS Box Unit operations on the site. However, the three existing USPS employees would be relocated to other locations and so would not be displaced from the workforce. An estimated 14 new jobs would be created with the establishment of approximately 4,923 square feet of retail uses on the project site. The retail employment in the proposed project would not likely offer sufficiently high wages such that it would be anticipated to attract new employees to San Francisco. Therefore, it can be anticipated that most of the employees would live in San Francisco (or nearby communities), and that the project would thus not generate demand for new housing for the potential retail employees. While the elimination of three jobs related to the existing USPS Box Unit facility may negatively impact those individuals, it would not be considered a displacement of a substantial number of employees. Also, the project would not create a substantial demand for new housing elsewhere, because the project provides for new housing. Therefore, the proposed project would have a less-than-significant impact related to the displacement of housing, displacement of employees, or the creation of a demand for additional housing elsewhere.

Impact C-PH-1: The proposed project would not make a considerable contribution to any cumulative significant effects related to population or housing. (Less than Significant)

As described above, the proposed project would not result in substantial population growth or displace any existing residences. The proposed project, by itself, would not result in significant physical environmental effects related to housing demand or population. The proposed project, in combination with other projects such as those listed in above in Section E.1 Land Use and Land Use Planning, would not collectively result in significant impacts related to population and housing. The approved and proposed projects (including the proposed project and 351 Turk Street & 145 Leavenworth Street) within Census Tract 124.01 would collectively add approximately 605 new residents within 329 dwelling units into the project vicinity, which would represent a residential population increase of 12 percent. These, approved and proposed projects would be required to pay an affordable housing in-lieu fee or provide percentage of the total number of units either on-site or off-site as affordable units.

Over the last several years, the supply of housing has not met the demand for housing within San Francisco. In July 2013, the Association of Bay Area Governments (ABAG) projected regional housing needs in the *Regional Housing Need Plan for the San Francisco Bay Area: 2014 – 2022*. The jurisdictional need of San Francisco for 2014 – 2022 is 28,869 dwelling units consisting of 6,234 dwelling units within the very low income level (0 – 50 percent); 4,639 within the low income level (51 – 80 percent); 5,460 within the moderate income level (81 – 120 percent); and 12,536 within the above moderate income level (120 percent plus).²¹ These numbers are consistent with the development

²¹ Association of Bay Area Governments (ABAG), *Regional Housing Need Plan for the San Francisco Bay Area: 2014 – 2022*, July 2013. This document is available online at http://www.abag.ca.gov/planning/housingneeds/pdfs/2014-22_RHNA_Plan.pdf, accessed August 15, 2014.

pattern for the region's Sustainable Communities Strategy, Plan Bay Area, a state-mandated, integrated long-range transportation, land use, and housing plan.²² As part of the planning process for Plan Bay Area, San Francisco identified Priority Development Areas, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. Census Tract 124.01 was identified within a Priority Development Area. Therefore, although the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would increase the population in the area, it would not induce substantial population growth, as this population growth has been anticipated. Furthermore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects would not result in substantial numbers of housing units or people displacement as the majority of the approved and proposed projects would demolish vacant buildings and/or construct new buildings on surface parking lots.

Further, the proposed project would not displace any existing housing units or people, and the existing USPS employees would be relocated to other USPS locations. The project would not generate substantial demand for housing elsewhere, nor would the project, as an infill development on a single parcel, be anticipated to induce substantial growth. Residential and employment growth due to the proposed project, along with cumulative projects, would not exceed already acknowledged growth projections for San Francisco as set forth in *Plan Bay Area* and modified by the Planning Department. Because of this consistency with existing growth forecasts, cumulative effects related to growth inducement would not be significant.

Based on the above, the proposed project would result in less-than-significant cumulative impacts related to population or housing.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

²² Metropolitan Transportation Commission and ABAG, *Plan Bay Area*, July 2013. This document is available online at <http://onebayarea.org/plan-bay-area/final-plan-bay-area.html>, accessed August 15, 2014.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CP-1: The proposed project would not result in a substantial adverse change in the significance of historic architectural resources. (Less than Significant)

The project site is located adjacent to the Uptown Tenderloin Historic District that is listed on the National Register of Historic Places. This section evaluates both whether the existing building on the project site is a historic resource whose demolition would be considered a significant impact as defined under CEQA, and whether the new building proposed for construction would adversely affect the adjacent historic district. This analysis is based on a Historic Resources Evaluation (HRE) prepared by a qualified historic resources consultant and a subsequent Historic Resource Evaluation Response (HRER) prepared by the Planning Department's historic preservation staff.^{23,24}

Existing Building

The existing building on the project site is a single-story, concrete structure that was built in 1960 as a branch bank by Bank of America, and was converted to use as a post office box facility for the U.S. Postal Service in 1991. The building was originally designed in a Mid-Century Modern architectural style, but was substantially altered in the conversion to postal use. The architect was Aleck L. Wilson, in association with Wurster, Bernardi and Emmons as consulting architects. The 101 Hyde Street building is adjacent to, but not within, the National Register-listed Uptown Tenderloin Historic District. The existing building is not listed in Article 10 (landmarks) or Article 11 (Downtown historic and aesthetic resources) of the *Planning Code*, nor is it listed in any other local, state, or national registers. Given the absence of any current historic designation, to be considered a historical resource under CEQA, the building would normally have to be determined eligible for listing in the California Register of Historical Resources on the basis of association with important events (Criterion 1), association with important person(s) (Criterion 2); association with a master architect or as an example of particularly important design (Criterion 3); or because of information potential, normally associated with archaeological resources (Criterion 4). If an existing building meets one or more of the criteria, it must also possess sufficient physical integrity so as to be able to convey its importance in association with the criteria.

The Bank of America branch at 101 Hyde Street was part of a wave of post-World War II (and post-Great Depression) branch bank design that sought to bring to bank design a storefront feel, in contrast to the

²³ Garavaglia Architecture, Inc., *101 Hyde Street: Historic Resources Evaluation Report*, May 13, 2014. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2012.0086E.

²⁴ Gretchen Hilyard, Preservation Planner, San Francisco Planning Department, *Historic Resource Evaluation Response*, Case No. 2012.0086E: 101 Hyde Street," May 23, 2014. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2012.0086E.

grand Neoclassical bank designs that were common in the early part of the 20th century. The original design of the principal Hyde Street and Golden Gate Avenue façades featured highly contrasting facades of glass panels sandwiched by concrete panels above and below, mounted in aluminum frames, with double doors of aluminum in each façade. “Bank of America” was spelled out in aluminum letters along the upper band of concrete panels on each façade. The 1991 renovation, however, completely demolished the Hyde and Golden Gate façades and replaced them with simplified exterior walls that are clad in a combination of stucco and tile. The principal exterior feature of the building today is a mural painted on the Hyde Street façade in 2011, funded by the North of Market Tenderloin Community Benefit District and a San Francisco Community Challenge Grant.

Figure 10 contrasts the original design of the building with its current condition.²⁵ Although the original design was noteworthy in the context of the post-war banking boom, the building was completely altered in the 1991 remodel. Moreover, the building was constructed outside the period of significance of the Uptown Tenderloin Historic District (1906-1957 under important events Criterion A and 1906-1931 under important design Criterion C).²⁶

Architect Aleck L. Wilson practiced architecture for 56 years, until his death in 1976. Among his other known extant commissions in San Francisco are A.P. Giannini Junior High (now Middle) School at 39th Avenue and Ortega Street in the Sunset District (ca. 1952); Pelton Junior High School (now Thurgood Marshall Academic High School) on Conking Street in the Silver Terrace neighborhood (1958); and a 22-story Pacific Telephone (now AT&T) building on Pine Street between Grant Avenue and Kearny Street (1960).²⁷ Wilson also designed Barrows Hall on the University of California, Berkeley, campus (1964), and buildings on the U.C. Davis campus and, according to his obituary in the San Francisco Chronicle, several other buildings for Pacific Telephone and Standard Oil. Earlier in his career, he was a chief designer and project architect for the 1939 Golden Gate International Exposition on Treasure Island. Although Wilson had a lengthy career, research has not shown that he is considered a “master” architect; the HRE notes, however, that “a greater understanding of his body of work may develop as more of his building[s] pass the 50 year mark.” Regardless, the building’s loss of integrity renders moot its association with Wilson.

Research did not indicate associations between the existing building and important people, other than potentially architect Aleck L. Wilson.

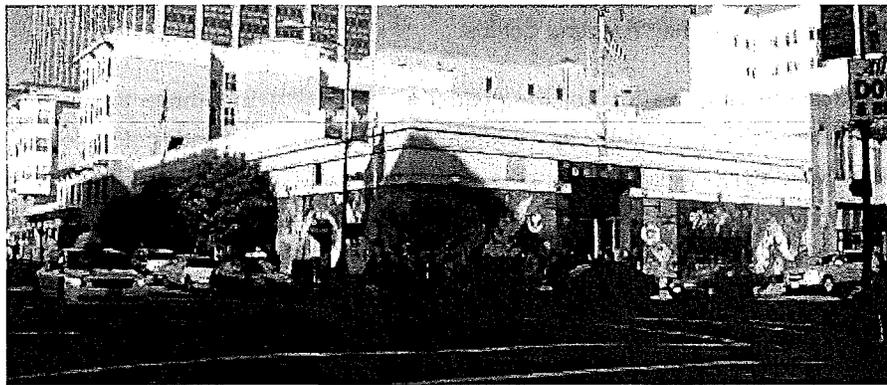
²⁵ Two other examples of the mid-century trend in bank design exist in the general vicinity, at 275 Ellis Street (Wurster, Bernardi and Emmons, 1963) and 1660 California Street (Neil Smith Associates, 1965), and although neither is used as a bank branch any longer, they retain considerably more integrity than does 101 Hyde Street.

²⁶ Michael R. Corbett and Anne Bloomfield, “Uptown Tenderloin Historic District” National Register of Historic Places Nomination Form, 2008. District listed on the National Register, February 5, 2009. This document is available at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2012.0086E.

²⁷ This shadow cast by this building on St. Mary’s Square, directly across Pine Street, was one of the catalysts for the passage years later of Proposition K, the “Sunlight Ordinance,” which restricts shadow on City parks (*Transit Center District Plan Final EIR*, Case No. 2007.0558E, p. C&R-95).



Bank of America, 101 Hyde Street, 1961



U.S. Post Office, 101 Hyde Street, 2013

SOURCE: Garavaglia Architecture

Figure 10
Exterior Alterations to Existing Building on Project Site

Based on the above, the existing 101 Hyde Street building's loss of integrity, as a result of the 1991 remodeling, renders the building ineligible for listing on the California Register. Therefore, the building is not a historical resource, and its demolition would result in a less-than-significant effect.

Uptown Tenderloin Historic District

The Uptown Tenderloin Historic District was listed on the National Register of Historic Places in 2009. The National Register is the official federal list of historical resources that have architectural, historic or cultural significance at the national, state or local level. The National Register of Historic Places is administered by the National Park Service, an Agency of the Department of the Interior. Listing of a property on the National Register of Historic Places does not prohibit demolition or alteration of that property, but does denote that the property is a resource worthy of recognition and protection.

According to the National Register nomination form,²⁸ the Upper Tenderloin Historic District “is a largely intact, visually consistent, inner-city high-density residential area constructed during the years between the earthquake and fire of 1906 and the Great Depression.” The district includes all (or part) of 33 City blocks generally bounded by the north side of Geary Street on the north, Taylor and Mason Streets on the east, Turk and McAllister Streets and Golden Gate Avenue on the south, and Polk and Larkin Streets on the west. The nomination form continues:

The district is formed around its predominant building type: a 3- to 7- story, multi-unit apartment, hotel, or apartment-hotel constructed of brick or reinforced concrete. On the exteriors, sometimes only signage clearly distinguishes between these related building types. Because virtually the entire district was constructed in the quarter-century between 1906 and the early 1930s, a limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically oriented visual imagery using similar materials and details.

Among the character-defining features of the district are the following: three- to seven-story building heights; brick or concrete exterior walls; bay windows on street-facing facades; double-hung wood-sash windows (earlier buildings); casement windows with transoms (later buildings); fire escapes; flat roofs surrounded by parapets; decorative cornices; brick or stucco facings with details of molded galvanized iron, terra cotta or cast concrete; deep set windows; segmented arches or iron lintels at window openings; some buildings feature sandstone or terra cotta rusticated bases, columns, sills, lintels, quoins, entry arches, keystones, string courses, etc.; buildings occupy entire width of lot creating a continuous street wall; light courts; many buildings feature ground-story commercial use with residential above; prominent entry sequences; signs include engraved stone panels with building names, painted wall signs, bronze plaques with names or addresses adjacent to entry vestibules, and neon signs; building types include: hotels, lodging houses, dwellings, flats, apartments, parking garages, stores, churches, film exchanges, halls and clubs, bathhouses; and street furniture including streetlights, granite curbs, utility plates, and sidewalk stamps.

The HRE evaluated the proposed project in the context of the *Secretary of the Interior’s Standards for Rehabilitation*; specifically, Standard No. 9, which is most commonly used to address issues of compatibility between a proposed new building and the design qualities of an adjacent historic district. That standard states, “New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property [in this case, the district]. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.”

The HRE report found, with respect to differentiation of new from old, “The proposed building is markedly new in design and materials, and does not attempt to create a false sense of history by imitating any design features or historical characteristics of the adjacent Uptown Tenderloin Historic District.” The report noted that certain aspects of the project design would be compatible with the historic district,

²⁸ Michael R. Corbett and Anne Bloomfield, *op. cit.* (see footnote 26, p. 29).

including concrete wall surfaces, rectilinear bays abutting adjacent buildings, the proportion of glass to wall surface, and casement windows. "Taken individually," the report stated, "other design elements serve to differentiate the building from the historic district; these include the use of composite panels to imitate weathering steel." The report also found that the project, while taller than adjacent and most nearby structures, would be generally in scale with surrounding buildings and the neighborhood as a whole. The report concluded that by stating that the proposed project "will not substantially damage the overall historic qualities that qualify the district for listing as a historic resource."²⁹

The Planning Department's preservation staff concurred with the HRE, stating in the project's Historic Resources Evaluation Response:

Staff finds that the proposed project would not cause a significant adverse impact to a historic resource such that the significance of a historic resource would be materially impaired. The proposed project is located outside the boundaries of the Uptown Tenderloin Historic District and the overall building design is compatible with the character of other contemporary infill projects found within the district in terms of massing, scale, composition and materials. Although the proposed building design is contemporary in nature, some elements of the design reference the character-defining features of the adjacent historic district, including: ground floor storefront height and composition referencing historic storefront scale and configuration; articulation of the street-facing facades with projecting bay windows, punched window openings; and the organization of the building into smaller vertical masses to reference the traditional lot width found within the district. The proposed project would not materially impair the significance of the National Register-listed Uptown Tenderloin Historic District and would not cause a significant adverse impact.³⁰

In light of the above, the proposed project would have a less-than-significant impact on the significance of historical architectural resources.

Impact CP-2: The proposed project could result in damage to, or destruction of, as-yet-unknown archeological remains, should such remains exist beneath the project site. (Less than Significant with Mitigation)

When determining the potential for encountering archeological resources, relevant factors include the location, depth, and areal extent of excavation proposed, as well as any recorded information on known archeological resources in the area. A Preliminary Archeological Review (PAR) has been prepared by the Planning Department's staff archeologist for the project and is summarized below.³¹ The project sponsor

²⁹ Garavaglia Architecture, *op. cit.* (see footnote 23, p. 29); p. 24.

³⁰ San Francisco Planning Department, *op. cit.* (see footnote 23, p. 29), p. 9.

³¹ Allison Vanderslice, SF Planning Department, Environmental Planning Division, Preliminary Archeological Review: Checklist, dated July 5, 2013. Case No. 2012.0086E. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2012.0086E.

supplied soil profiles from a geotechnical investigation conducted around the project site; however, no borings were conducted within the project site as the existing building covers the entire site.³²

Excavation would be required to install the proposed below-grade garage, elevator, and related utilities. The garage floor level would be approximately 10 feet below ground surface (bgs) and the placement of a mat foundation would require additional excavation, for total maximum excavation depth of approximately 13 feet bgs.

The project site is underlain by native sand dune deposits to an approximate depth of 10 to 15 feet below ground surface.³³ Prehistoric features are unlikely to have been located within the loose, natural sand dune deposits; rather, it is more probable that prehistoric features were created on more stable surfaces, such as the denser deposits found below 15 feet bgs. The block within which the project site is located was likely filled in and graded during the 1860s.

There are no recorded prehistoric sites within the upland north of Market Street area. In the project vicinity to the south of Market, there is a fairly substantial concentration of known prehistoric sites extending from near First Street to Eighth Street and even further westward. Additionally, older prehistoric deposits do appear in deeper subsurface layers. Prior to being filled, the project site was on the edge of a historical stream/marsh and historical maps show with trees and chaparral at the west edge of the City in the 1850s. The first development on the subject block included two small buildings shown on the 1859 U.S. Coast Survey map, which are within or to the west of the project site. From 1850 to 1869, the Yerba Buena Cemetery was located approximately one block to the south of the project site. Development is shown within the project block on the 1869 U.S. Coast Survey map, but not within project site. A stable is shown just west of the project site on the 1886 Sanborn Map and was expanded by the 1899 Sanborn Map and was still there in 1905.³⁴ The site was vacant following the 1906 Earthquake and Fire until at least the 1913 Sanborn map. A gas station stood on the project site, from the 1920s until the late 1950s, when the building was constructed in 1959 as a Bank of America branch. The current building does not appear to have a basement and it appears that the site has had minimal disturbance beyond the placement of gas tanks for the gas station.

There are no recorded archeological sites in the immediate vicinity of the project site. An archeological research design and treatment plan (ARDTP) was prepared for 121 Golden Gate Avenue (approximately one block east of the site) by Archeo-Tec in 2008. This ARDTP states that there is some potential for burials associated with Yerba Buena Cemetery (1850-1869) to be present within the site.³⁵ However, because of its distance from the cemetery and uphill location, the preliminary archeological review

³² Rockridge Geotechnical, *Geotechnical Study – Proposed Mid-Rise Building 101 Hyde Street, San Francisco CA*, September 10, 2012. Available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2012.0086E.

³³ Rockridge Geotechnical, *op. cit.* (see footnote 32, p. 38).

³⁴ Garavaglia Architecture, *op. cit.* (see footnote 23, p. 29).

³⁵ Allison Vanderslice, *op. cit.* (see footnote 31, p. 38).

concluded that it is highly improbable that these burials associated with the Yerba Buena Cemetery are present on the current project site. Recent testing and monitoring at that site found no potentially significant archeological resources.

The proposed excavation related to the installation of the below-ground garage and foundations would reach the existing native sand dune deposits, where prehistoric features are unlikely to have been located. Although the possibility of encountering prehistoric features is more probable in denser deposits below 15 feet bgs, the project could potentially disturb cultural resources if such resources were present. Therefore, the proposed project would result in a significant impact on archeological resources. Implementation of **Mitigation Measure M-CP-2 (Archeological Resources (Testing))** below would reduce the potential impact to a less-than-significant level.

Mitigation Measure M-CP-2: Archeological Resources (Testing)

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Consultation with Descendant Communities: On discovery of an archeological site³⁶ associated with descendant Native Americans or the Overseas Chinese an appropriate representative³⁷ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy

³⁶ By the term "archeological site" is intended here to minimally included any archeological deposit, feature, burial, or evidence of burial.

³⁷ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

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

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

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

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation

with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.

- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (*Pub. Res. Code Sec. 5097.98*). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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

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

Impact CP-3: The proposed project would not indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant)

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources as they represent a limited, non-renewable resource and once destroyed, cannot be replaced.

Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units that may be fossiliferous include sedimentary formations.

Unrecorded paleontological resources could be disturbed during project construction; however, given the shallow depth of excavation (maximum of approximately 13 feet bgs), it is unlikely that paleontological resources or unique geologic features would be located at the project site. Because the likelihood of accidental discovery of paleontological resources or unique geological features is small, there would be a less-than-significant impact on unique paleontological resources or geologic features. Therefore, the potential accidental discovery of paleontological resources or unique geologic features during construction would be a less-than-significant impact.

Impact CP-4: The project may disturb human remains. (Less than Significant with Mitigation)

There are no known human remains, including those interred outside of formal cemeteries, located in the immediate vicinity of the project site. As described above under Impact CP-2, there is some potential for burials associated with Yerba Buena Cemetery (1850-1869), but due to the project site's distance and uphill location, the probability burials associated with the Yerba Buena Cemetery are present on the current project site is low. In the event that construction activities disturb unknown human remains within the project site, any inadvertent damage to human remains would be considered a significant effect. With the implementation of Mitigation Measure M-CP-2 (Archeological Resources (Testing)), as described above, the proposed project would have a less-than-significant impact related to unknown remains.

Impact C-CP-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in a cumulatively considerable contribution to a significant cumulative impact on cultural resources. (Less than Significant with Mitigation)

The proposed project would demolish an existing structure that is not a historic resource. Therefore, demolition of the existing building at 101 Hyde Street would have no effect on historical (historic architectural) resources, and could not contribute to any significant cumulative effect on such resources. With respect to effect on the adjacent National Register-listed Uptown Tenderloin Historic District, as stated above, the proposed project would have a less-than-significant effect on the district. While the project would be substantially different in style, and taller than, buildings in the district, it would be generally compatible in style, height, and massing with other nearby newer construction, including the Hiram W. Johnson State Office Building at 455 Golden Gate Avenue and the Hastings College of the Law parking garage across Golden Gate Avenue from the project site. There are also a number of comparably tall, relatively newer (than the district) residential buildings nearby within the district—as non-contributors—including 455 Eddy Street/350 Turk Street, 421 Turk Street, 450 Turk Street, 240 Turk Street, 201 Turk Street, and 111 Jones Street. However, the base height limit in the neighborhood of the historic

district (much of which is also included in the North of Market Residential Special Use District) has a maximum height limit of 130 feet and requires special Planning Commission authorization for buildings taller than 80 feet, requiring consideration of, among other factors, preservation of historic buildings and the existing scale of development, maintenance of sunlight in public spaces, and conservation of affordable housing. These controls have served, and are anticipated to continue to serve, as a not insignificant moderating influence on development in an around the Uptown Tenderloin Historic District, as evidenced by the fact that most development in recent years has been no taller than approximately 85 to 90 feet, or eight to nine stories, and has been developed on one or two parcels, but not on sites substantially larger than was undertaken historically. Accordingly, it is not anticipated that the proposed project, in combination with other past, present, and reasonably foreseeable future projects in the vicinity, would result in substantial adverse changes to the National Register-listed Uptown Tenderloin Historic District, and the cumulative effect on historical (historic architectural) resources would be less than significant.

Archeological resources are non-renewable members of a finite class. All adverse effects to archeological resources erode a dwindling cultural/scientific resource base. Federal and state laws protect archeological resources in most cases, either through project redesign or by requiring that the scientific data present within an archeological resource be archeologically recovered. Excavation for installation of the below-ground parking garage, elevator, and utilities would occur in terrain underlain primarily by fill materials that are not anticipated to contain cultural resources. Excavation in a small area would reach into the native sand dune deposits. Although loose, natural sand deposits are unlikely to contain prehistoric resources prehistoric features could be found in denser deposits found below 15 feet bgs. As discussed above, the proposed project would have a significant impact related to archeological resources and disturbance of human remains. The project's impact, in combination with other projects in the area that would also involve ground disturbance and which could also encounter previously recorded or unrecorded archeological resources or human remains, could result in a significant cumulative impact to archeological resources. The project's potential contribution to the significant cumulative impact would be cumulatively considerable. However, implementation of **Mitigation Measure M-CP-2 (Archeological Resources (Testing))** (as previously described), would reduce the project's contribution to the significant cumulative impact to a less-than-significant level.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, Topic 4(c) is not applicable to the project. Due to the scope and location of the proposed project, the Planning Department determined that a Transportation Study would not be required for this project.

Setting

The project site is located on a corner lot within the Tenderloin neighborhood of San Francisco, at the intersection of Hyde Street and Golden Gate Avenue. The project block is bounded by Turk Street to the north, Hyde Street to the east, Larkin Street to the west, and Golden Gate Avenue to the south.

The intersection of Hyde Street and Golden Gate Avenue is signalized. Hyde Street is a one-way southbound roadway that has three traffic lanes, flanked by a metered parking lane on either side of the street. Golden Gate Avenue is a one-way eastbound roadway that has three traffic lanes, flanked by metered parking lanes on each side of the street. Bicycle lanes in the project vicinity include the Bike

Route 20 on McAllister Street and Larkin Street, Bike Route 25 on Polk Street, and Bike Route 30 on Grove Street.

The San Francisco *General Plan* designates Golden Gate Avenue as a Major Arterial and Hyde Street as a Secondary Arterial.^{38,39} Golden Gate Avenue is also listed as a Major Arterial in the Congestion Management Program (CMP) Network and Other Major Arterial as part of the City's Freight Traffic Routes.

The project site can be accessed by a number of Muni bus routes, including the 5-Fulton (with the nearest stops located within one block [300 feet] the project site), 19-Polk (within one block [425 feet]), and 31-Balboa (within two blocks [550 feet]), all of which are within walking distance of the project site. In addition, the project site is within three blocks of the Muni Metro Civic Center station, which has access to J, K, L, N, M, and K/T lines at a walking distance of approximately 1,000 feet from the project site on Market Street between the end of 7th and 8th Street. The street-level Muni F line stop and the Golden Gate Transit lines transfer stop are within three blocks of the project site (at Seventh and Market Streets at a walking distance of approximately 1,300 feet from the project site). BART service is also provided at the Civic Center station.

The project site contains part of a 33-foot-wide driveway located along the Golden Gate Avenue frontage, the western portion of which is used by the adjacent building. The proposed project would retain the existing driveway, which would be used to access the below-grade parking garage.

Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, nor would the proposed project conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand measures. (Less than Significant)

Policy 10.4 of the Transportation Element of the *San Francisco General Plan* states that the City will "Consider the transportation system performance measurements in all decisions for projects that affect the transportation system." To determine whether the proposed project would conflict with a transportation- or circulation-related plan, ordinance or policy, this section analyzes the proposed project's effects on intersection operations, transit demand, impacts on pedestrian and bicycle circulation, parking and freight loading, as well as construction impacts.

³⁸ Major arterials are cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses. San Francisco *General Plan*, Transportation Element, Map 6, adopted July 1995.

³⁹ Secondary Arterials are primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system. San Francisco *General Plan*, Transportation Element, Map 6, adopted July 1995.

Trip Generation and Traffic Impacts

Based on Planning Department *Transportation Impact Analysis Guidelines for Environmental Review*⁴⁰, the proposed project would generate a net addition of approximately 1,390 person-trips per day, about 218 daily vehicle trips, and approximately 28 vehicle trips in the p.m. peak hour (see Table 2).⁴¹ Of the

TABLE 2
DAILY AND PM PEAK HOUR TRIP GENERATION

Trip Generation Mode Split	Daily Trips	P.M. Peak-Hour Trips
Auto	315	38
Transit	522	80
Walk	436	50
Other	115	13
Total	1,388	181
Vehicle Trips	218	28
Parking Demand	Short Term	Long Term
Parking Spaces	10	99
Loading Demand	Average Hour	Peak-Hour
Loading Spaces	0.1	0.2

SOURCE: ESA, May 2014

181 p.m. peak hour vehicle trips, 38 would be by auto, 80 by transit, 50 would be pedestrian trips, and 13 would be via "other" modes (including bicycles, motorcycles, and taxis). The trip generation calculations conducted for the proposed project estimate that the project would generate approximately 28 vehicle trips during the p.m. peak hour. Residents and businesses along Hyde Street and Golden Gate Avenue would experience an increase in vehicular activity as a result of the proposed project; however, this increase would not be above levels that are common, and generally accepted, in urban areas. The change in traffic within the project area as a result of the proposed project would be undetectable to most drivers although it could be noticeable to those immediately adjacent to the project site. These 28 p.m. peak hour vehicle trips are not anticipated to substantially affect existing levels of service at intersections within the project vicinity. This is because, assuming the signals operate at cycles lasting 60 seconds, the average of two additional cars per cycle would not be sufficient to alter intersection level of service or to substantially affect the average time at which cars are stopped at a red light. Moreover, the 28 peak-hour vehicles would represent less than 5 percent of the p.m. peak-hour volume on Golden Gate Avenue and less than 3 percent of the p.m. peak-hour volume on Hyde Street, based on SFMTA traffic counts.⁴²At

⁴⁰ San Francisco Planning Department (SFPD), *op. cit.* (see footnote 17, p. 31).

⁴¹ ESA, Trip Generation Spreadsheet, 101 Hyde Street, May 23, 2014. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2012.0086E.

⁴² SFMTA, SFMTA Traffic Count Data 1993-2013. Available on the internet at: <http://www.sfmta.com/sites/default/files/adtcounets.accessible5.pdf>. Accessed November 12, 2014.

present, the existing building is used as a USPS Box Unit, meaning that it does not have a retail counter but instead offers post office boxes for mail delivery as well as package pickup service. Due to the limited nature of services offered at the facility, existing vehicle trips to and from the building were not calculated, but are not expected to be substantial. For this reason, all trips associated with the proposed project are considered to be new trips for the purposes of environmental analysis.

Loading

Loading demand for the proposed project would be about 3 truck stops per day; peak hourly loading demand would be less than one loading space, for both the retail and residential uses. No off-street loading spaces would be provided for the proposed project. This would be consistent with *Planning Code* Section 152, which does not require any loading spaces for retail establishments under 10,000 square feet or for apartment buildings under 100,000 square feet. Given the modest loading activity anticipated, delivery vehicles would be expected to use existing commercial loading zones (yellow zones) in the project vicinity, and the project would not result in significant loading impacts and loading impacts are considered less than significant. Any double-parking by delivery vehicles could temporarily reduce traffic capacity on project area street(s); enforcement of existing traffic laws could avoid or minimize any potential impacts, and occasional double-parking generally would not be expected to significantly impede traffic or cause safety concerns. Residential move-in and move-out activities are anticipated to occur primarily from the metered parking spaces at the curb on Golden Gate Avenue, with items carted to the residential elevators through the ground floor lobby. Curb parking on Golden Gate Avenue would need to be reserved through DPW and SFMTA. Likewise, trash and recycling pickup would not adversely affect traffic, as these activities typically occur outside the peak hours.

Construction Activities

Project construction would last approximately 18 months. During the construction period, temporary and intermittent transportation impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. It is not anticipated that project construction would require any travel lane closures on Hyde Street or Golden Gate Avenue. Although not anticipated, any temporary traffic lane closures would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by DPW and the City's Transportation Advisory Staff Committee (TASC) that consists of representatives of City departments including SFMTA, DPW, Fire, Police, Public Health, Port and the Taxi Commission.

Throughout the construction period, there could be a potential for a temporary lessening of local street capacity due to the slower movement and larger turning radii of construction trucks, which would affect both traffic and transit operations. However, these effects would be temporary and intermittent, and would thus not be considered significant impacts.

Therefore, in light of the above, the project would have a less-than-significant impact related to conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system nor regarding conflict with an applicable congestion management program.

Impact TR-2: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (Less than Significant)

The proposed project would not include any design features that would substantially increase traffic hazards (e.g., a new sharp curve or dangerous intersections), and would not include any incompatible uses, as discussed in Topic 1, Land Use and Land Use Planning. Therefore, the proposed project would not cause adverse impacts associated with traffic hazards. The proposed project would maintain an existing driveway located on Golden Gate Avenue as an entrance to the below-grade garage. The project would maintain the existing distance between the driveway and the Hyde Street/Golden Gate Avenue intersection, which is sufficient to ensure safe vehicle movements entering and exiting the project site. Based on the above, the proposed project would have a less-than-significant impact related to transportation hazards due to a design feature or resulting from incompatible uses.

Impact TR-3: The proposed project would not result in inadequate emergency access. (Less than Significant)

The proposed project would not result in a significant impact with regard to emergency access and would not interfere with existing traffic circulation or cause major traffic hazards. The proposed building would be required to comply with the standards contained in the *Building and Fire Codes*, and the Department of Building Inspection (DBI) and Fire Department would review the final building plans to ensure sufficient access and safety. Emergency access to the residential units will be provided through the main lobby. The proposed project would, therefore, have a less-than-significant impact on emergency access conditions on and near the project site.

Impact TR-4: The proposed project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such features. (Less than Significant)

Transit Conditions

The project site is well served by public transit. The project would generate about 80 peak-hour transit trips, according to the *SF Guidelines*. These additional riders could easily be accommodated on the multiple Muni lines (5, 19, 31, F, J, K, L, N, M, and K/T lines) and BART and Golden Gate Transit lines that exist in the project vicinity, as described above in the Setting, p. 44. These bus and rail lines link the neighborhood to the rest of the City, the East Bay, the North Bay, and the Peninsula, as well as facilitating connections to the far East Bay through a variety of transit networks. It is estimated that the project would generate approximately 522 daily and 80 p.m. peak-hour transit trips, which would be distributed among Muni, BART, and Golden Gate Transit lines. The addition of the project-generated transit riders would not substantially increase the peak hour capacity utilization of the MUNI bus and light rail lines or the regional transit lines serving the proposed project. Bus stops serviced by multiple Muni routes are

located within one block (300 feet) north and south of the site, and Golden Gate Transit buses operate on Golden Gate Avenue (inbound) and McAllister Street (outbound; one block [300 feet] south of the site), respectively. Muni and Golden Gate Transit bus stop are located within one block [300 to 425 feet] of the project site, and BART and Muni Metro are three blocks (1,000 feet) south, at Civic Center Station. The project would not include new curb cuts or off-street parking that would conflict with bus operations on either Hyde Street or Golden Gate Avenue; therefore, no impacts to bus circulation would occur.

It should be noted that transit-related policies include, but are not limited to: (1) discouragement of commuter automobiles (*Planning Code* Section 101.1, established by Proposition M, the Accountable Planning Initiative); and (2) the City's "Transit First" policy, established in the City's Charter Section 16.102. The proposed project would not conflict with transit operations as discussed above and would also not conflict with the transit-related policies established by Proposition M or the City's Transit First Policy. Therefore, impacts to the City's transit network would be considered less than significant.

Pedestrian Conditions

Trips by walking and other modes, such as bicycling, would number approximately 63 in the p.m. peak hour. Pedestrian access to the residential component of the proposed project would be via a residential lobby on Golden Gate Avenue, while pedestrian access to the retail spaces would be via three entrances on Golden Gate Avenue. Sidewalks in the project area have adequate capacity and are not congested and the project would not result in safety hazards for pedestrians; therefore, no pedestrian impacts would be anticipated.

Bicycle Conditions

The project would provide 86 Class 1 bicycle parking spaces (all in the below-grade garage), along with 10 Class 2 bicycle spaces (racks) on the sidewalk outside the building. This would meet the requirement of *Planning Code* Sec. 155.2, which requires one Class 1 bicycle parking space for every dwelling unit and minimum of one Class 2 parking space per 20 units, along with one Class 1 space for each 7,500 occupied square feet of retail space and one Class 2 space for each 750 occupied square feet of retail space.

The *San Francisco Bicycle Plan* includes goals and objectives to encourage bicycle use in the City, describes the existing bicycle route network (a series of interconnected streets and pathways on which bicycling is encouraged) and identifies improvements to achieve the established goals and objectives. In the project vicinity, there are designated bicycle routes on Polk and Larkin (Bike Route 25), Grove (Bike Route 30), and McAllister Streets (Bike Route 20), all of which are within one-quarter mile of the project site.

The proposed project would provide adequate bicycle access and bicycle parking (as shown on Figures 3 and 4 in the Project Description, pp. 7 and 8), and would not result in hazardous conditions for bicyclists, and therefore would have a less-than-significant impact related to conflicting with the City's *Bicycle Plan*, or other plan, policy or program related to bicycle use in San Francisco.

Impact C-TR-1: The proposed project in combination with past, present, and reasonably foreseeable future projects, would not result in substantial cumulative transportation impacts.

Because the street grids north and south of Market Street are different, many Market Street intersections include three or four streets, rather than two. This configuration exists at the intersection of Hyde, Market, and Eighth Streets (three blocks from the project site); Larkin, Market, and Ninth Streets (five blocks from the site); and Golden Gate Avenue and Taylor, Market and Sixth Streets (three blocks from the site). McAllister Street, which provides access to the project site from westbound Market Street via McAllister and Larkin Streets and Golden Gate Avenue, intersects Market Street at Jones Street (five blocks driving distance from the site) but does not intersect a north-south street in the South of Market street grid. Because the multi-leg configuration of Market Street intersections tends to result in the greatest levels of congestion in the vicinity of each intersection, these intersections are the focus of this cumulative analysis.

A review of transportation analyses for projects in the general vicinity indicates that the intersections of Hyde, Market, and Eighth Streets and Larkin, Market, and Ninth Streets, which would serve as the most direct routes between freeways and the project site, would operate at an acceptable Level of Service (LOS C) under cumulative conditions, meaning there would be no significant cumulative effect.⁴³ The intersection of Golden Gate Avenue and Taylor, Market and Sixth Streets is projected, in the Draft EIR for the 5M project, to operate at LOS E under cumulative conditions (which include effects of other proposed and approved nearby development discussed under Impact C-LU-1, p. 25), which is an unacceptable LOS. However, the number of project vehicle trips using this intersection would likely be insufficient to result in a considerable contribution to a significant cumulative impact. No LOS information is available for the fourth Market Street intersection (Market, McAllister, and Jones Streets); however, this intersection carries relatively lower traffic volumes than the other three and would not likely operate at an unacceptable LOS under cumulative conditions. Based on the foregoing, the project would not contribute considerably to a significant cumulative traffic impact, and the project's cumulative impact would be less than significant.

Certain Muni bus and light rail lines currently operate at capacity in excess of Muni's 85 percent threshold, and would continue to do so under cumulative conditions. The proposed project's 80 peak-hour Muni riders, however, when divided among the many lines that serve the project site, would not make a considerable contribution to impacts on Muni ridership, even with the addition of riders from proposed and approved nearby development discussed under Impact C-LU-1, p. 25. Likewise, the lesser project ridership on regional transit would not make a considerable contribution to any adverse effects on those carriers. As a result, no significant cumulative transit impacts would occur.

Bicycle and pedestrian impacts are by their nature site-specific and generally do not contribute to impacts from other development projects. Bicycle trips throughout the City may increase under the cumulative

⁴³ 5M Project Draft EIR (Case No. 2011.0409E; DEIR published October 2014); 1177 Market Street Final EIR (Case No. 2002.1179E; Final EIR certified August 3, 2006).

scenario due to general growth. Bicycle trips generated by the proposed project would include bicycle trips to and from the project site. However, as stated in the project analysis, the proposed project would not create potentially hazardous conditions for bicyclists or pedestrians or otherwise interfere with bicyclist or pedestrian accessibility to the site and adjoining areas. Increases in the number of motor vehicle trips could increase some conflicts between bicyclists and pedestrians and the new vehicles; however, the volume of these conflicts would not likely be considered significant. Considering the proposed project's growth with reasonably foreseeable future projects and growth throughout the City, the cumulative effects of the proposed project on bicycle and pedestrian facilities would not be considerable, even in the context of proposed and approved nearby development discussed under Impact C-LU-1, p. 25. Furthermore, the proposed project would not add a conflict (e.g., new curb cut or loading zone) along a near or long-term project identified in the San Francisco Bicycle Plan, nor would it conflict with the Better Streets Plan. For the above reasons, the proposed project would result in less-than-significant cumulative bicycle- and pedestrian-related impacts.

As described above, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in cumulatively considerable transportation and circulation impacts.

In light of the foregoing, the project would result in a less-than-significant impact with regard to transportation, both individually and cumulatively.

Parking Discussion

As previously discussed in Section E (page 22), CEQA Section 21099, effective January 1, 2014, has eliminated the requirement to analyze parking impacts for certain urban infill projects. The proposed project meets the definition of a mixed-use residential project located on an infill site in a transit priority area as discussed in Section E, above. Accordingly, parking impacts can no longer be considered in determining the significance of the proposed project's physical environmental effects under CEQA. Although not required, this Initial Study nevertheless presents a parking demand analysis for informational purposes. The analysis also considers any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce onsite parking spaces that affects the public right-of-way) as applicable.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial deficit in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a deficit in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial deficit in parking caused by a project creates hazardous conditions or

significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous *General Plan* policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As stated above, the project site is well served by Muni (metro and bus) and BART, and bicycle lanes and sidewalks are prevalent in the vicinity.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e., walking, bicycling, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

The parking demand for the new residential uses associated with the proposed project was determined based on the methodology presented in the *Transportation Guidelines*.⁴⁴ On an average weekday, the demand for parking would be 99 spaces for the proposed residential units and 10 spaces for the retail spaces. The project would provide a total of 15 on-site parking spaces, all for the residential units. While the proposed off-street parking spaces would be less than the calculated parking demand anticipated for the project, this unmet parking demand would not result in a significant impact in this case. At this location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit with stops located within two to three blocks (1,300 feet or less) of the project site and bicycle lanes/routes located within one quarter mile of the site. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays are created.

Further, the project site is located in a C-3-G use district, where under Section 151.1 of the *Planning Code*, the proposed project would not be required to provide any off-street parking spaces. However, the

⁴⁴ San Francisco Planning Department (SFPD), *op. cit.* (see footnote 17, p. 31).

proposed project would provide 15 vehicle parking spaces, including 1 car share spaces and two handicapped-accessible spaces, within a below-grade parking garage.

It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. The Planning Commission may not support the parking ratio proposed (15 parking spaces to 85 units). In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission may not support the provision of any off-street parking spaces. This is, in part, owing to the fact that the parking spaces are not 'bundled' with the residential units. In other words, residents would have the option to rent or purchase a parking space, but one would not be automatically provided with the residential unit.

If the project were ultimately approved with no off-street parking spaces, the proposed project would have an unmet demand of 109 spaces. As mentioned above, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces nearby (e.g., the University of California, Hastings College of Law garage or the Civic Center Garage) and through alternative modes such as public transit and bicycle facilities. Given that the unmet demand could be met by existing facilities and given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

In summary, the proposed project would not result in a substantial unmet parking demand with or without the off-street parking currently proposed that would create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, Topics 5(e) and 5(f) are not applicable.

Impact NO-1: The proposed project would not result in the exposure of persons to or generation of noise levels in excess of established standards, nor would the proposed project result in a substantial permanent increase in ambient noise levels or otherwise be substantially affected by existing noise. (Less than Significant)

The proposed project would include new sensitive receptors in the form of residences. In addition, other sensitive receptors (primarily residences) are located on the project block along Golden Gate Avenue and Hyde Street, in close proximity to the project site, as well as elsewhere throughout the project vicinity, which largely comprises buildings with upper-story residential units, particularly to the north and east.

Applicable Noise Standards

The Environmental Protection Element of the *San Francisco General Plan* contains Land Use Compatibility Guidelines for Community Noise. These guidelines, which are similar to state guidelines promulgated by the Governor's Office of Planning and Research (OPR), indicate maximum acceptable noise levels for various newly developed land uses. The proposed uses for this project most closely correspond to the "Residential – All Dwellings, Group Quarters" land use category in the Land Use Compatibility Guidelines.⁴⁵ For this land use category, the maximum "satisfactory, with no special insulation requirements" exterior noise levels are approximately 60 dBA (Ldn).^{46,47} Where exterior noise levels exceed

⁴⁵ San Francisco General Plan. Environmental Protection Element, Land Use Compatibility Chart for Community Noise. Available online at http://www.sfplanning.org/ftp/general_plan/I6_Environmental_Protection.htm. Accessed on May 13, 2013.

⁴⁶ The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

60 dBA (Ldn) for a new residential building, it is generally recommended that a detailed analysis of noise reduction requirements be conducted prior to final review and approval of the project, and that the needed noise insulation features be included in the project design.

In addition, Appendix Chapter 12 of the *California Building Code* (CBC) contains acoustical requirements for interior sound levels in habitable rooms of multi-family developments. In summary, the CBC requires an interior noise level no higher than an Ldn of 45 dB. Projects exposed to an exterior Ldn of 60 dB, or greater, require an acoustical analysis showing that the proposed design will limit interior levels to the prescribed allowable interior level. Additionally, if windows must be in the closed position to meet the interior standard, the design must include a ventilation or air-conditioning system to provide fresh-air and therefore, a habitable interior environment. An Environmental Noise Feasibility Study was prepared for the proposed project by an acoustical consultant, and is discussed below.⁴⁸

Existing Noise in Project Site Vicinity

Ambient noise levels in the project vicinity are typical of noise levels found in San Francisco, which are dominated by vehicular traffic, including, cars, Muni buses, and emergency vehicles. Both Hyde Street and Golden Gate Avenue along the project's eastern and southern façades, respectively, are fairly heavily traveled streets, and generate moderate to high levels of traffic noise. While land uses in the project site vicinity do not generate a substantial amount of noise, high traffic volumes along the surrounding roads results in a relatively loud noise environment.

Two long-term continuous (48-hour) noise monitor measurements were conducted in the project vicinity in order to quantify the existing noise environment in the project vicinity. The results of the conducted noise measurements are provided in Table 3.

TABLE 3
RESULTS OF NOISE MONITOR MEASUREMENTS IN PROJECT VICINITY

Monitor	Location	Measured Ldn
L1	Approximately 50 feet west of the Hyde Street centerline, approximately 70 feet north of the Golden Gate Avenue centerline, 10 feet above the roof of the existing building.	74 dB
L2	Approximately 135 feet west of the Hyde Street centerline, approximately 40 feet north of the Golden Gate Avenue centerline, 10 feet above the roof of the existing building.	72 dB

SOURCE: Charles M. Salter Associates, Inc., January 2013.

⁴⁷ The Ldn or DNL is the Leq, or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. Leq is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

⁴⁸ Charles M. Salter Associates, Inc., *Environmental Noise Feasibility Study, 101 Hyde Street*, January 29, 2013. This document is available for review as part of Case File No. 2012.0086E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Project Noise Exposure

The proposed project would include new sensitive receptors in the form of residences. The proposed project would be required to incorporate Title 24 noise insulation features such as double-paned windows and insulated walls as part of its construction, which would reduce indoor noise levels by at least 25 decibels. Given the relatively high exterior noise levels in the project vicinity, the noise study included design recommendations to ensure that interior noise levels are in accordance with Title 24 standards and the *San Francisco Building Code*. The noise study recommended that the project include sound rated assemblies at exterior building facades, with window and exterior door assembly Sound Transmissions Class (STC) ratings that meet the City standards. The noise study estimated that exterior doors and windows along Golden Gate Avenue would require an STC rating of 40 for living rooms and an STC rating of 38 for bedrooms. Along Hyde Street, exterior door and windows would require an STC rating of 41 for living rooms and an STC rating of 36 for bedrooms. The exterior windows of the units located at the corner of the building (at Golden Gate Avenue and Hyde Street) would likely necessitate an STC rating of 45. The noise study further recommended that a qualified acoustical engineer review the project design as it is further developed to refine the specific STC ratings once building design and site layout has been refined and to review the glazing and frame submittals, if non-tested assemblies are to be used, which may require the STC ratings of the recommended glass to be increased. Because windows must be closed to achieve the interior noise criteria (45 dBA, Ldn), the noise study also noted that an alternate means of providing outside air (e.g., fresh-air exchange units, HVAC, Z-ducts, etc.) to habitable spaces is required for building facades exposed to an exterior Ldn of 60 dB, or greater. The Department of Building Inspection would review the final building plans to ensure that the project meets the interior noise requirements of Title 24 and the *San Francisco Building Code*. Accordingly, the potential environmental impacts associated with locating residential uses in an area that currently exceeds acceptable ambient noise levels for such uses would be less than significant.

Noise from Project Operations

The proposed project would involve demolition of the existing building on-site and construction of an 80-foot-tall, eight-story, approximately 80,000-square-foot mixed-use building in its place. Vehicular traffic makes the greatest contribution to ambient noise levels throughout most of San Francisco. Generally, traffic must double in volume to produce a noticeable increase in the ambient noise level in the project vicinity. The proposed project would generate approximately 218 daily vehicle trips, with 28 of those trips occurring in the p.m. peak hour. This increase in vehicle trips would not cause traffic volumes to double on nearby streets, and it would not have a noticeable effect on ambient noise levels in the project site vicinity. The proposed project would contain ground-floor retail with residential uses above and would not include features or uses that would generate substantial noise. Therefore, operational noise from the proposed project, including traffic-related noise, would not significantly increase the existing ambient noise levels in the project vicinity.

In addition to vehicle-related noise, building equipment and ventilation are also noise sources. Specifically, mechanical equipment produces operational noise, such as heating and ventilation systems. Mechanical

equipment would be subject to Section 2909 of the Noise Ordinance. As amended in November 2008, this section of the Ordinance establishes a noise limit from mechanical sources such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line. For noise generated by residential uses, the limit is 5 dBA in excess of ambient; while for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient; and for noise on public property, including streets, the limit is 10 dBA in excess of ambient. In addition, the Noise Ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours.

Compliance with Section 2909, serves to minimize stationary source noise from building operations. Given that the proposed project's vehicle trips would not cause a doubling of traffic volumes on nearby streets, thereby resulting in a noticeable increase in ambient noise levels, and that any proposed mechanical equipment would be required to comply with the Noise Ordinance, the proposed project would not result in a noticeable increase in ambient noise levels. Thus, the project's impact related to project operations would be less than significant.

Impact NO-2: During construction, the proposed project would result in a substantial temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project. (Less than Significant)

Demolition, excavation, and building construction would cause a temporary increase in noise levels within the project vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. According to the project sponsor, the construction period would last approximately 18 months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and affected receptor, and the presence (or absence) of barriers. Impacts would generally be limited to demolition and the periods during which new foundations and exterior structural and facade elements would be constructed. Interior construction noise would be substantially reduced by exterior walls. However, there would be times when noise could interfere with indoor activities in nearby residences and other businesses near the project site.

As noted above, construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, hoerams, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project would be required to comply with regulations set forth in the Noise Ordinance.

The nearest sensitive receptors to the project site are the residential uses along Hyde Street and Golden Gate Avenue (the adjacent AIDS Housing Alliance and the Saint Anthony Foundation Madonna Senior

Housing facility are the closest such receptors, both located at 350 Golden Gate Avenue). These uses would experience temporary and intermittent noise associated with site clearance and construction activities as well as the passage of construction trucks in and out of the project site. Site excavation would involve removal of approximately 5,200 cubic yards of soil for a below-grade garage. No pile driving is anticipated as part of the project and a mat foundation would be the preferred foundation type for the project.

Noise impacts would be temporary in nature and would be limited to the 18-month period of demolition and construction. Moreover, the project demolition and construction activities would be required to comply with the Noise Ordinance requirements, which prohibit construction after 8:00 p.m. Although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in this urban environment and would not be considered significant.

Impact C-NO-1: The proposed project would not make a considerable contribution to any cumulative significant noise impacts. (Less than Significant)

Construction activities in the vicinity of the project site, such as excavation, grading, or construction of other buildings in the area, would occur on a temporary and intermittent basis, similar to the project. Project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site, and there is only one future project identified (351V Turk Street and 145 Leavenworth Street project) that is close enough (within 0.15 miles) to result in any cumulative construction noise impact. However, the 351V Turk Street and 145 Leavenworth Street Project is separated from the proposed project by multiple buildings and would be unlikely to noticeably combine with project construction noise, even if the two were constructed simultaneously. As such, construction noise effects associated with the proposed project are not anticipated to combine with those associated with other proposed and ongoing projects located near the project site. Therefore, cumulative construction-related noise impacts would be less than significant.

Localized traffic noise would increase in conjunction with foreseeable residential and commercial growth in the project vicinity. However, the proposed project's limited number of vehicle trips (218 vehicle trips) would not contribute considerably to any cumulative traffic-related increases in ambient noise, and therefore cumulative traffic noise impacts would not be significant. Moreover, the proposed project's mechanical equipment would be required to comply with the Noise Ordinance and would therefore not be expected to contribute to any cumulative increases in ambient noise levels.

In light of the above, the proposed project would result in less-than-significant cumulative impacts related to noise.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. AIR QUALITY—Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties. The BAAQMD is responsible for attaining and maintaining air quality in the SFBAAB within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. The CAA and the CCAA require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the *2010 Clean Air Plan*, was adopted by the BAAQMD on September 15, 2010. The *2010 Clean Air Plan* updates the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The 2010 Clean Air Plan contains the following primary goals:

- Attain air quality standards;
- Reduce population exposure and protect public health in the San Francisco Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

The *2010 Clean Air Plan* represents the most current applicable air quality plan for the SFBAAB. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of air quality plans.

Criteria Air Pollutants

In accordance with the state and federal CAAs, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the SFBAAB experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment⁴⁹ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.⁵⁰

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 4 identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB.

TABLE 4
CRITERIA AIR POLLUTANT SIGNIFICANCE THRESHOLDS

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

⁴⁹ "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

⁵⁰ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2010, p. 2-1. Available on the internet at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Draft_BAAQMD_CEQA_Guidelines_May_2010_Final.ashx?la=en. Accessed November 12, 2014.

Ozone Precursors. As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, BAAQMD Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).⁵¹ These levels represent emissions by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Although this regulation applies to new or modified stationary sources, land use development projects result in ROG and NO_x emissions as a result of increases in vehicle trips, architectural coating and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects and those projects that result in emissions below these thresholds, would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ROG and NO_x emissions. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Particulate Matter (PM₁₀ and PM_{2.5})⁵². The BAAQMD has not established an offset limit for PM_{2.5}. However, the emissions limit in the federal NSR for stationary sources in nonattainment areas is an appropriate significance threshold. For PM₁₀ and PM_{2.5}, the emissions limit under NSR is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels below which a source is not expected to have an impact on air quality.⁵³ Similar to ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices (BMPs) at construction sites significantly control

⁵¹ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, p. 17. Available on the internet at <http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/CEQA/Revised%20Draft%20CEQA%20Thresholds%20%20Justification%20Report%20Oct%202009.ashx?la=en>. Accessed March 7, 2015.

⁵² PM₁₀ is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM_{2.5}, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

⁵³ BAAQMD, *op. cit.* (see footnote 51, p. 63), p. 16.

fugitive dust⁵⁴ and individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.⁵⁵ The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.⁵⁶ The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust to ensure that construction projects do not result in visible dust. The BMPs employed in compliance with the City's Construction Dust Control Ordinance is an effective strategy for controlling construction-related fugitive dust.

Other Criteria Pollutants. Regional concentrations of CO in the Bay Area have not exceeded the state standards in the past 11 years and SO₂ concentrations have never exceeded the standards. The primary source of CO emissions from development projects is vehicle traffic. Construction-related SO₂ emissions represent a negligible portion of the total basin-wide emissions and construction-related CO emissions represent less than five percent of the Bay Area total basin-wide CO emissions. As discussed previously, the Bay Area is in attainment for both CO and SO₂. Furthermore, the BAAQMD has demonstrated, based on modeling, that in order to exceed the California ambient air quality standard of 9.0 ppm (8-hour average) or 20.0 ppm (1-hour average) for CO, project traffic in addition to existing traffic would need to exceed 44,000 vehicles per hour at affected intersections (or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited). Therefore, given the Bay Area's attainment status and the limited CO and SO₂ emissions that could result from a development projects, development projects would not result in a cumulatively considerable net increase in CO or SO₂, and quantitative analysis is not required.

Local Health Risks and Hazards

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic

⁵⁴ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejffdh/content/FDHandbook_Rev_06.pdf, accessed February 16, 2012.

⁵⁵ BAAQMD, *op. cit.* (see footnote 51, p. 63), p. 27.

⁵⁶ BAAQMD, *CEQA Air Quality Guidelines, op. cit.* (see footnote 50, p. 63).

substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.⁵⁷

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care (child care) centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than that for other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, 350 days per year, for 70 years. Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

Exposures to fine particulate matter (PM_{2.5}) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.⁵⁸ In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (ARB) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.⁵⁹ The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the "Air Pollutant Exposure Zone," were identified based on health-protective criteria that consider estimated cancer risk, exposure to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations. Each of these criteria is discussed below. The project site is located within the Air Pollutant Exposure Zone.

Excess Cancer Risk. For cancer risk from all modeled sources, the criterion used is emissions from all modeled sources greater than 100 per one million population. The above 100 per one million persons (100 excess cancer risk) criterion is based on United State Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and

⁵⁷ In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

⁵⁸ SFDPH, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

⁵⁹ California Air Resources Board (ARB), Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

community-scale level.⁶⁰ As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,⁶¹ the USEPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.⁶²

Fine Particulate Matter. For fine particulate matter, the criterion used is PM_{2.5} concentrations from all modeled sources greater than 10 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, “Particulate Matter Policy Assessment.” In this document, USEPA staff concludes that the then-current federal annual PM_{2.5} standard of 15 $\mu\text{g}/\text{m}^3$ should be revised to a level within the range of 13 to 11 $\mu\text{g}/\text{m}^3$, with evidence strongly supporting a standard within the range of 12 to 11 $\mu\text{g}/\text{m}^3$.⁶³ The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM_{2.5} standard of 11 $\mu\text{g}/\text{m}^3$, as supported by the USEPA’s Particulate Matter Policy Assessment, although lowered to 10 $\mu\text{g}/\text{m}^3$ to account for uncertainty in accurately predicting air polluting concentrations using emissions modeling programs.

Proximity to Freeways. For proximity to freeways, the criterion used is a distance of 500 feet. According to the ARB, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses in close proximity to freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution, lots that are within 500 feet of freeways are included in the Air Pollutant Exposure Zone.

Health Vulnerable Locations. Based on the BAAQMD’s evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94105, 94124, and 94130) in the worst quintile of Bay Area Health vulnerability scores as a result of air pollution-related causes were afforded additional protection by

⁶⁰ BAAQMD, *op. cit.* (see footnote 51, p. 63), p. 67.

⁶¹ 54 Federal Register 38044, September 14, 1989.

⁶² BAAQMD, *op. cit.* (see footnote 51, p. 63), p. 67.

⁶³ United States Environmental Protection Agency (USEPA). *Policy Assessment for the Review of Particulate Matter National Ambient Air Quality Standards*. April 2011. EPA 452/R-11-003. Available online at www.epa.gov. Accessed December 29, 2014.

lowering the standards for identifying lots in the Air Pollutant Exposure Zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) PM_{2.5} concentrations in excess of 9 µg/m³.⁶⁴

The above citywide health risk modeling was also used as the basis in approving a series of amendments to the *San Francisco Building and Health Codes*, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or *Health Code*, Article 38 (Ordinance 224-14, effective December 8, 2014) (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. As noted above, the project site is within the Air Pollutant Exposure Zone.

Construction Air Quality Impacts

Project-related air quality impacts fall into two categories: short-term impacts from construction and long-term impacts from project operation. The following addresses construction-related air quality impacts resulting from the proposed project.

Impact AQ-1: The proposed project's construction activities would generate fugitive dust and criteria air pollutants but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

Construction activities (short-term) typically result in emissions of ozone precursors and PM in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and PM are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROG's are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project includes demolition of the existing building on the project site and construction of a new 80-foot-tall, 85-unit residential structure above ground-floor retail and basement parking. During the project's approximately 18-month construction period, construction activities would have the potential to result in emissions of ozone precursors and PM, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current

⁶⁴ San Francisco Planning Department and San Francisco Department of Public Health, *2014 Air Pollutant Exposure Zone Map (Memo and Map)*, April 9, 2014. These documents are part of San Francisco Board of Supervisors File No. 14806, Ordinance No. 224-14 (Amendment to *Health Code* Article 38).

health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the ARB, reducing PM_{2.5} concentrations to state and federal standards of 12 µg/m³ in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths annually.⁶⁵

Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Demolition, excavation, grading, and other construction activities can cause wind-blown dust that adds particulate matter to the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the *San Francisco Building and Health Codes* generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the work day. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. Article 21 (Section 1100 *et. seq.*) of the *San Francisco Public Works Code* (added by Ordinance 175-91) restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission (SFPUC). Non-potable water must be used

⁶⁵ ARB, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, October 24, 2008; Table 4c.

for soil compaction and dust control activities during project construction and demolition. The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

Compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that potential dust-related air quality impacts would be reduced to a less-than-significant level.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 4, above, the BAAQMD, in its *CEQA Air Quality Guidelines* (May 2011), developed screening criteria. If a proposed project meets the screening criteria, then construction of the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new development on greenfield⁶⁶ sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

In general, according to the screening thresholds, for high-rise residential development, a project would have to exceed approximately 250 dwelling units to be expected to result in significant impacts from construction emissions of criteria pollutants. At 85 units plus ground-floor retail, the project would be less than half the screening threshold size. Therefore, quantification of construction-related criteria air pollutant emissions is not required and the proposed project's construction activities would result in a less-than-significant criteria air pollutant impact.

Impact AQ-2: The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, which would expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)

The project site is within the Air Pollutant Exposure Zone, as described above, and would include new sensitive land uses in the form residential units. Existing sensitive land uses (primarily residences) are located on the project block along Golden Gate Avenue and Hyde Street, in close proximity to the project site, as well as elsewhere throughout the project vicinity, which largely comprises buildings with upper-story residential units, particularly to the north and east. There are also child care centers nearby at 144 Leavenworth Street near Golden Gate Avenue (about 500 feet from the project site), at Golden Gate

⁶⁶ A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

Avenue and Larkin Street (about 500 feet from the site), on Turk Street near Leavenworth Street (about 600 feet from the site), and at Golden Gate Avenue and Polk Street (about 1,000 feet from the site).

Off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California, although since 2007, the ARB has found the emissions to be substantially lower than previously expected.⁶⁷ Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California.⁶⁸ For example, revised PM emission estimates for the year 2010, which DPM is a major component of total PM, have decreased by 83 percent from previous 2010 emissions estimates for the SFBAAB.⁶⁹ Approximately half of the reduction in emissions can be attributed to updated methodologies used to better assess construction emissions, while the remainder of the reduction was attributed to the economic recession then being experienced.⁷⁰

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines would be phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.⁷¹

In addition, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the BAAQMD's *CEQA Air Quality Guidelines*:

Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk.⁷²

⁶⁷ ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, p.1 and p. 13 (Figure 4), October 2010.

⁶⁸ ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

⁶⁹ ARB, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012, <http://www.arb.ca.gov/msei/categories.htm#inuse> or category.

⁷⁰ ARB, *op. cit.* (see footnote 68, p. 69).

⁷¹ United State Environmental Protection Agency (USEPA), "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

⁷² BAAQMD, *CEQA Air Quality Guidelines*, May 2012, page 8-6.

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, within the Air Pollutant Exposure Zone, as discussed above, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

The proposed project would require construction activities for the approximate 18-month construction period. Project construction activities would result in short-term emissions of DPM and other TACs. The project site is located in an area that already experiences poor air quality and project construction activities would generate additional air pollution, affecting nearby sensitive receptors and resulting in a significant impact. Implementation of Mitigation Measure M-AQ-2, Construction Air Quality, would reduce the magnitude of this impact to a less-than-significant level. While emission reductions from limiting idling, educating workers and the public and properly maintaining equipment are difficult to quantify, other measures, specifically the requirement for equipment with Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS.⁷³ Emissions reductions from the combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines, which is not yet available for engine sizes subject to the mitigation. Therefore, compliance with Mitigation Measure M-AQ-2 would reduce construction emissions impacts on nearby sensitive receptors to a less-than-significant level.

Mitigation Measure M-AQ-2: Construction Air Quality

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

A. Engine Requirements.

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.

⁷³ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

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

B. *Waivers.*

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

Table – Off-Road Equipment Compliance Step-down Schedule

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

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

** Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for

review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

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

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and toxic air contaminants primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and toxic air contaminants from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The following addresses air quality impacts resulting from operation of the proposed project.

Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

As discussed above in Impact AQ-1, the BAAQMD, in its *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine whether a project requires an analysis of project-generated

criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

In general, because of lower vehicle trip generation rates in San Francisco than elsewhere in the Bay Area, San Francisco projects generating fewer than approximately 3,500 vehicle trips per day are not expected to generate operational emissions that would exceed the City's significance thresholds for operational emissions of criteria air pollutants. As noted in Section E.4, Transportation, the proposed project would generate approximately 218 daily vehicle trips, which is less than one-tenth of the number of trips that would trip the screening threshold. Thus, analysis of project-generated criteria air pollutant emissions would not be required. The proposed project would not exceed any of the significance thresholds for criteria air pollutants and would therefore result in a less-than-significant impact with respect to criteria air pollutants.

Impact AQ-4: During project operations, the proposed project would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial air pollutant concentrations. (Less than Significant)

The project site is within the Air Pollutant Exposure Zone, as described above, and would include new sensitive land uses in the form residential units. Existing sensitive land uses (primarily residences) are located on the project block along Golden Gate Avenue and Hyde Street, as well as elsewhere in the vicinity, and several child care centers are also within about 1,000 feet of the site.

Sources of Toxic Air Contaminants.

Vehicle Trips. Individual projects result in emissions of toxic air contaminants primarily as a result of an increase in vehicle trips. The BAAQMD considers roads with less than 10,000 vehicles per day "minor, low-impact" sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project's 218 vehicle trips would be well below this level and would be distributed among streets in the local roadway network; therefore an assessment of project-generated TACs resulting from vehicle trips is not required, and the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

Siting Sensitive Land Uses. The proposed project would include development of residential units and is considered a sensitive land use for purposes of air quality evaluation. For sensitive use projects within the Air Pollutant Exposure Zone as defined by *Health Code* Article 38, such as the proposed project, Article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance Article 38, the project sponsor has submitted an initial application to DPH.⁷⁴ The regulations and procedures set forth by Article 38 would ensure that exposure to sensitive receptors would not be significant. Therefore impacts related to siting new sensitive land uses would be less than significant through compliance with Article 38.

Impact AQ-5: The proposed project would not conflict with, or obstruct implementation of the 2010 Clean Air Plan. (Less than Significant).

The most recently adopted air quality plan for the SFBAAB is the *2010 Clean Air Plan*. The *2010 Clean Air Plan* is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards as expeditiously as practicable and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the *2010 Clean Air Plan* (CAP), this analysis considers whether the project would: (1) support the primary goals of the CAP, (2) include applicable control measures from the CAP, and (3) avoid disrupting or hindering implementation of control measures identified in the CAP.

The primary goals of the CAP are to: (1) reduce emissions and decrease concentrations of harmful pollutants, (2) safeguard the public health by reducing exposure to air pollutants that pose the greatest health risk, and (3) reduce greenhouse gas emissions. To meet the primary goals, the CAP recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The CAP recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the *2010 Clean Air Plan* includes 55 control measures aimed at reducing air pollution in the SFBAAB.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impacts with respect to Greenhouse Gases are discussed in Section E.7, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the City's Greenhouse Gas Reduction Strategy.

The compact development of the proposed project and high availability of viable transportation options ensure that residents could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated 218 net new daily vehicle trips would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project

⁷⁴ Application for Article 38 Compliance Assessment, 101 Hyde Street, March 18, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2012.0086E.

would be generally consistent with the *San Francisco General Plan*, as discussed in Section C, Compatibility with Existing Zoning and Plans. Transportation control measures that are identified in the *2010 Clean Air Plan* are implemented by the *San Francisco General Plan* and the *Planning Code*, for example, through the City's Transit First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure that the project includes relevant transportation control measures specified by the *2010 Clean Air Plan*. Therefore, the proposed project would include applicable control measures identified in the CAP to meet the CAP's primary goals.

Examples of a project that could cause the disruption or delay of *Clean Air Plan* control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add approximately 4,923 square feet of retail uses and 85 residential units to a dense, walkable urban area and within one quarter mile of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the CAP.

For the reasons described above, the proposed project would not interfere with implementation of the *2010 Clean Air Plan*, and because the proposed project would be consistent with the applicable air quality plan that demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant.

Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people. (Less than Significant)

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. None of the odor sources are within the project vicinity. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors.⁷⁵ As a residential and retail development, the proposed project would not create a significant source of new odors. Therefore, the proposed project would have less-than-significant impacts related to odors.

Impact C-AQ-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area would contribute to cumulative air quality impacts. (Less than Significant with Mitigation)

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient

⁷⁵ ESA, site visit, February 15, 2013.

air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁷⁶ The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-1) and operational (Impact AQ-3) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

As discussed above, the project site is located in an area that already experiences poor air quality. The project would add new sources of TACs (e.g., construction emissions and new vehicle trips within an area already adversely affected by air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would be a significant cumulative impact. The proposed project would be required to implement Mitigation Measure M-AQ-2, Construction Air Quality, p. 68, which could reduce construction period emissions by as much as 94 percent. Furthermore, compliance with Article 38 would ensure that new sensitive receptors are not exposed to cumulatively significant levels of air pollution. Implementation of this/these mitigation measure/s and/or adherence to Article 38 would reduce the project's contribution to cumulative air quality impacts to a less-than-significant level.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
7. GREENHOUSE GAS EMISSIONS— Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will contribute to global climate change and its associated environmental impacts.

The Bay Area Air Quality Management District (BAAQMD) has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5

⁷⁶ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 2-1.

which address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines Section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases and describes the required contents of such a plan. Accordingly, San Francisco has prepared *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy)⁷⁷ which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified GHG Reduction Strategy in compliance with CEQA guidelines. The actions outlined in the strategy have resulted in a 14.5 percent reduction in GHG emissions in 2010 compared to 1990 levels, exceeding the year 2020 reduction goals outlined in the BAAQMD's *2010 Clean Air Plan*, Executive Order S-3-05,⁷⁸ and Assembly Bill 32 (also known as the Global Warming Solutions Act.)^{79,80}

Given that the City's local greenhouse gas reduction targets are more aggressive than the State and Region's 2020 GHG reduction targets and consistent with the long-term 2050 reduction targets, the City's Greenhouse Gas Reduction Strategy is consistent with the goals of EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan. Therefore, proposed projects that are consistent with the City's Greenhouse Gas Reduction Strategy would be consistent with the goals of EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Given the analysis is in a cumulative context, this section does not include an individual project-specific impact statement.

Impact C-GG-1: The proposed project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Less than Significant)

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include

⁷⁷ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. The final document is available online at: <http://www.sf-planning.org/index.aspx?page=2627>.

⁷⁸ Executive Order S-3-05, sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (estimated at 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

⁷⁹ San Francisco Department of Environment (DOE), "San Francisco Community-Wide Carbon Emissions by Category." Excel spreadsheet provided via email between Pansy Gee, DOE and Wade Wietgreffe, San Francisco Planning Department. June 7, 2013.

⁸⁰ The *Clean Air Plan*, Executive Order S-3-05, and Assembly Bill 32 goals, among others, are to reduce GHGs in the year 2020 to 1990 levels.

emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with waste removal, disposal, and landfill operations.

The proposed project would increase the activity onsite by demolishing the existing one-story, commercial building on the project site and constructing in its place an eight-story building containing 85 dwelling units and approximately 4,923 square feet of ground-floor retail space. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and retail operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to and required to comply with several regulations adopted to reduce GHG emissions as identified in the GHG Reduction Strategy. The regulations that are applicable to the proposed project include the Emergency Ride Home Program, Bicycle Parking requirements, Street Tree Planting Requirements for New Construction, Mandatory Recycling and Composting Ordinance, and San Francisco Green Building Requirements for Energy Efficiency, and Stormwater Management.

These regulations, as outlined in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, have proven effective as San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy.⁸¹ Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁸¹ Greenhouse Gas Analysis: Compliance Checklist, May 6, 2014. This document is on file and available for public review as part of Case File No. 2012.0086E.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact WS-1: The proposed project would not alter wind in a manner that substantially affects public areas. (Less than Significant)

Average wind speeds in San Francisco are the highest in the summer and lowest in winter; however, the strongest peak winds occur in winter, under storm conditions. Throughout the year the highest typical wind speeds occur in mid-afternoon and the lowest in the early morning. Westerly to northwesterly winds are the most frequent and strongest winds during all seasons in San Francisco. Of the 16 primary wind directions, four wind directions (northwest, west-northwest, west, and west-southwest) have the greatest frequency of occurrence and also make up the majority of the strong winds that occur.

The project site is in an area that is subject to *San Francisco Planning Code* Section 148, Reduction of Ground-level Wind Currents in C-3 Districts. The *Planning Code* outlines wind reduction criteria for projects in C-3 Districts, sets wind speed criteria for both pedestrian comfort and hazardous winds, and requires buildings to be shaped so as not to cause ground-level wind currents to exceed these criteria. The *Planning Code* specifies that new buildings and building additions be shaped so as not to cause ground-level wind currents to exceed, more than 10 percent of the time, 11 miles per hour (mph) in substantial pedestrian use areas, and 7 mph in public seating areas. When a project would result in exceedances of a comfort criterion, an exception may be granted, pursuant to Section 309 of the *Planning Code*, if the building or addition cannot be designed to meet the comfort criteria. Section 148 also establishes a hazard criterion, which is an equivalent wind speed of 26 mph as averaged for a single full hour of the year.⁸² Under Section 148, new buildings and additions may not cause wind speeds that meet or exceed this hazard criterion and no exception may be granted for buildings that result in winds that exceed the hazard criterion.

The proposed project would have a significant wind impact if it would cause the 36-mph wind hazard criterion to be exceeded for more than one hour per year. A project that would cause exceedances of the comfort criteria, but not the wind hazard criterion, would not be considered to have a significant impact

⁸² The wind hazard criterion is derived from the 26 mph hourly average wind speed that would generate a 3-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. Because the original wind data on which the testing is based was collected at one-minute averages (i.e., a measurement of sustained wind speed for one minute, collected once per hour), the 26 mph hourly average is converted to a one-minute average of 36 mph, which is used to determine compliance with the 26 mph one-hour hazard criterion in the *Planning Code*. (Arens, E. *et al.*, "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," *Building and Environment*, Vol. 24, No. 4, p. 297-303, 1989.)

under CEQA; however, such a project would be required to obtain an exception from the provisions of *Planning Code* Section 148, pursuant to the procedures contained in Section 309.

A building taller than its immediate surroundings will intercept winds and deflect them down towards the ground level, particularly if it is oriented so that a large, unarticulated wall catches a prevailing wind. This can cause wind flow accelerations around building corners. When the gap between two buildings is aligned with the prevailing winds, high wind activity is expected along this gap. The project site currently contains a one-story building, approximately 20 feet in height. The site is just downwind (located east) of an area known to be windy, largely due to the effects of the Philip Burton Federal Building at 450 Golden Gate Avenue and also the Hiram W. Johnson State Office Building at 455 Golden Gate Avenue (each one block west of the site). The proposed project would involve construction of an 80-foot-tall, eight-story building. The project site is surrounded by buildings ranging from two to five stories.

To evaluate the potential for wind effects on surrounding sidewalks, including those fronting the project site, wind tunnel testing, using a three-dimensional model of the proposed project, was conducted for the proposed project.⁸³ The wind tunnel testing was conducted at 16 wind speed sensor locations under Existing Conditions and Existing plus Project Conditions.⁸⁴ For the purposes of evaluating impacts under CEQA, the analysis uses the hazard criterion to determine whether the proposed project would alter wind in a manner that substantially affects public areas. The proposed project's effects related to the comfort criterion are presented below for informational purposes (and are also used in the Planning Department's separate determination of compliance with Section 148).

The results of the wind tunnel testing indicate that two of the farthest upwind test points exceed the hazard criterion under Existing Conditions. These exceedances occur at the southeast corner of Larkin and Turk Streets (diagonally across the project block from the project site, or about 400 feet northwest of the site), and at the northeast corner of Larkin Street and Golden Gate Avenue (one block, or about 300 feet, west of the site). These two exceedances are each proximate to the federal and State office buildings. With the addition of the proposed project, each of these exceedances of the wind hazard criterion would be eliminated, and no new hazard exceedances would occur. The wind speed exceeded one hour per year would increase at seven points, decrease at seven points, and remain unchanged at two locations. The average of wind speeds exceeded one hour per year would increase by about 0.5 mph; this is due largely to the fact that the one-hour-exceeded wind speed would increase by 8 mph, from 13 mph to 21 mph, at the northwest corner of Hyde Street and Golden Gate Avenue, adjacent to the proposed building. However, winds at this location would remain calmer than 13 of the other 15 points.

⁸³ ESA, *Potential Planning Code Section 148 Wind Effects, 101 Hyde Street Project*, April 2, 2015. This document is on file and available for public review as part of Case File No. 2012.0086E.

⁸⁴ No cumulative wind test was conducted, because there are no reasonably foreseeable project close enough to the project site to warrant consideration for wind effects.

Because the proposed project would eliminate two existing exceedances of the wind hazard criterion and would not result in any new increases of the hazard criterion, the proposed project would not alter wind in a manner that substantially affects public areas and wind impacts are considered less than significant.

In terms of the comfort criteria, all 16 test points were located on sidewalks and, accordingly, are considered areas of substantial pedestrian use; none of the test points is a public seating area. The results of the wind tunnel testing indicate that nine of the 16 test locations exceed the *Planning Code's* 11 mph pedestrian comfort criterion under Existing Conditions, including all four points west of the project site (and therefore closest to the federal and state office buildings); three of five other points on the south side of Golden Gate Avenue; and two other points on Turk Street. There are no existing comfort criterion exceedances along the project site frontages. Wind speeds exceeded 10 percent of time average 11.4 mph. The highest wind speeds are on Larkin Street across from the Philip Burton Federal Building.

According to the wind tunnel testing results, the proposed project would eliminate one existing pedestrian comfort criterion exceedance located one-half block east on the south side of Golden Gate Avenue, and would add one new exceedance, located across Golden Gate Avenue from the project site. Overall, under the Existing plus Project Conditions, wind speeds exceeded 10 percent of the time would exceed the *Planning Code's* 11 mph pedestrian comfort criterion at nine of the 16 test points, the same as under Existing Conditions. Wind speeds exceeded 10 percent of the time would increase at four locations, by 1 to 4 mph, and would decrease at two locations, by 1 to 2 mph; wind speeds would be unchanged (or vary by less than 0.5 mph) at 10 locations. Compared with Existing Conditions, the average of wind speeds exceeded 10 percent of the time would increase by 0.3 mph to 11.7 mph; this increase in average wind speed would not result in a perceptible change to pedestrians. The highest wind speeds would continue to occur along Larkin Street across from the federal building. Because the proposed project would not eliminate all existing exceedances of the comfort criteria, the project would require an exception from the provisions of *Planning Code* Section 148, in accordance with the procedures of *Planning Code* Section 309.

In light of the foregoing, the proposed project would result in less-than-significant impacts on wind in public areas.

Impact WS-2: The proposed project would not result in new shadows in a manner that substantially affects outdoor recreation facilities or other public areas. (Less than Significant)

Planning Code Section 295, which was adopted in response to Proposition K (passed November 1984), mandates that new structures above 40 feet in height that would cast additional shadows on properties under the jurisdiction of, or designated to be acquired by, the San Francisco Recreation and Parks Department (SFRPD) can only be approved by the Planning Commission (based on recommendation from the Recreation and Parks Commission) if the shadow is determined to be insignificant or not adverse to the use of the park. The closest public open spaces protected under *Planning Code* Section 295 in the vicinity of the project site are the Turk and Hyde Mini Park, located one block north of the project site, and Civic Center Plaza, located two blocks southwest of the project site.

The height of the proposed building would be 80 feet. Therefore, a shadow fan analysis was conducted by the Planning Department. The shadow fan analysis shows that, at its greatest extent, the project's shadow would extend approximately a block in the north and south directions and approximately two blocks in the east and west directions. However, the parks protected by Section 295 would not be adversely affected by the proposed project due to their location; that is, shadow from the proposed project would not reach either the Turk and Hyde Mini Park or Civic Center Plaza. Project shadow also would not reach United Nations Plaza, a public open space not subject to Section 295. There are no non-Section 295 open spaces (i.e. privately owned, publicly accessible open spaces) nearby that would be affected by shadow from the project.⁸⁵

The proposed project would add new shade to surrounding sidewalks and properties. However, because of the configuration of existing buildings in the vicinity, the net new shading that would result from the project's construction would be limited in scope, and would not increase the total amount of shading above levels that are common in urban areas, particularly in densely built out neighborhoods such as Tenderloin. Due to the dense urban fabric of the city, the loss of sunlight on private residences or property is rarely considered to be a significant environmental impact and the limited increase in shading as a result of the proposed project would not be considered a significant impact under CEQA. The proposed project would be taller than the adjacent Madonna Senior Residence to the west; as a result, the project would add a small amount of shade to the extreme northwest corner of the south-facing courtyard at the Madonna Residence, for up to about 30 minutes in mid-morning (between about 10:00 a.m. and 10:30 a.m.) from approximately June 1 through mid-July.⁸⁶ Because this shadow would last for only a few minutes a day over a few weeks of the year and would never cover more than a few dozen square feet, the proposed project would not result in substantially significant shadow impacts. Therefore, the proposed project would not result in new shadows in a manner that substantially affects outdoor recreation facilities or other public areas, and this impact would be less than significant.

Impact C-WS-1: The proposed project, in combination with other past, present, and reasonably foreseeable projects, would not result in cumulatively considerable impacts related to wind and shadow. (Less than Significant)

Based on the discussion above, the proposed project's effects on wind and shadow would be limited. There are no nearby projects that are large enough (or of similar size to the proposed project) that their wind effects, in combination with wind effects of the proposed 101 Hyde Street project, could result in a cumulative significant effect on pedestrian-level winds. Wind tunnel testing conducted for the proposed project concluded that with the addition of the proposed project, no new wind hazard exceedances would occur under cumulative conditions. Additionally, wind effects of the proposed project would not be expected to substantially interact with those of the proposed 80-foot-tall project at 351 Turk Street & 145

⁸⁵ San Francisco Planning Department, Shadow fan analysis. This document on file and available for public review as part of Case File No. 2012.0086E.

⁸⁶ ESA, Solar angle analysis, May 20, 2014. This document on file and available for public review as part of Case File No. 2012.0086E.

Leavenworth Street, which is generally crosswind from the 101 Hyde Street site and separated by numerous buildings of generally comparable height. Therefore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable wind impact.

As previously described, the proposed project would not cast new shadow on parks protected by Section 295 such as either the Turk and Hyde Mini Park or Civic Center Plaza, or open space subject to Section 295. The proposed project would not be tall enough to cast new shadows that would interact with shadows of cumulative projects proposed nearby. Further, the proposed project would not contribute to a cumulative shadow impact on the public open spaces in the project vicinity. Other future projects, including the proposed 351 Turk Street and 145 Leavenworth Street projects, would be subject to *Planning Code* Section 295 and other applicable controls to avoid substantial net new shading of public parks. Thus the proposed project, in combination with other past, present, and reasonably foreseeable future projects proposed in the vicinity, would not result in a cumulatively considerable shadow impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would develop approximately 4,923 square feet of retail uses and 85 residential units on a parcel that currently contains a one-story USPS facility. The new residents of the proposed project would be served by the SFRPD, which administers more than 220 parks, playgrounds, and open spaces throughout the City, as well as recreational facilities including recreation centers, swimming pools, golf courses, and athletic fields, tennis courts, and basketball courts.⁸⁷ The project site is in an intensely developed urban neighborhood, and does not contain large regional park facilities, but includes a number of neighborhood parks and open spaces, as well as other recreational facilities. The 2009 Draft Recreation and Open Space Element Update of the *San Francisco General Plan* has identified high-need areas which are given highest priority for the construction of new parks and recreation improvements.

⁸⁷ San Francisco Recreation and Parks Department. Available online at: sfrecpark.org. Accessed May 7, 2013.

The project site is proximate to some medium- and higher- need areas but is located within one of the lower-need areas of the five categories presented.

Impact RE-1: The proposed project would not result in substantial increase in the use of existing parks and recreational facilities, the deterioration of such facilities, include recreation facilities, or require the expansion of recreational facilities, or physically degrade existing recreational resources. (Less than Significant)

There are two facilities managed by the SFRPD near the project site:

- Turk and Hyde Mini Park (at the intersection of Turk and Hyde Streets): An approximately 0.11-acre mini park containing play structures specifically for small children, located one block north of the project site.
- Civic Center Plaza (at the intersection of Grove and Larkin Streets): An approximately 5.9-acre public open space containing lawn areas and two tot lots, located adjacent to the City Hall, two blocks southwest of the project site.

In addition, U.N. Plaza, an approximately 2.6-acre pedestrian mall extending from Market Street to Hyde Street in the city's Civic Center area, is located two blocks southeast of the project site. It is not managed by the SFRPD. U.N. Plaza contains landscaped areas and limited seating and is used primarily for passive recreation, in addition to holding events such as seasonal farmer's markets and occasional art festivals.

The proposed project would provide passive recreational uses onsite for the residents, including a 3,686-square-foot roof deck with a sunscreen canopy element that would function as a partially enclosed indoor-outdoor space and a 1,764-square-foot courtyard located on the second story (the first residential level) along the western portion of the project site's northern boundary, open to the sky. Both of these common open spaces would be accessible only to building residents. In addition, residents of the proposed residential units would be within walking distance of the above-noted open spaces.

Although the proposed project would introduce a new permanent population (approximately 156 residents) to the project site, the number of new residents projected would not be large enough so as to substantially increase demand for or use of either neighborhood parks and recreational facilities (discussed above) or citywide facilities such as Golden Gate Park, such that substantial physical deterioration would be expected. The permanent residential population on the site and the incremental on-site daytime population growth that would result from the proposed commercial use would not require the construction of new recreational facilities or the expansion of existing facilities. The project would have a less-than-significant effect on existing recreational facilities, and would not contribute substantially to cumulative effects.

Impact C-RE-1: The proposed project, in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant impacts to recreational resources. (Less than Significant)

Recreational facility use in the project area would likely increase with the development of the proposed project, especially in combination with other reasonably foreseeable residential and mixed-use development projects in the vicinity. However, each individual project would be subject to compliance with the City's open space requirements, as defined in the *Planning Code*. In addition, as described above, a number of public open space and recreational facilities exist in the vicinity of the project site. Thus, future impacts to recreational resources would be cumulatively less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
10. UTILITIES AND SERVICE SYSTEMS— Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by utility service systems, including water, wastewater and storm water collection and treatment, and solid waste collection and disposal. The proposed project would add new daytime and nighttime population to the site that would increase the

demand for utilities and service systems on the site, but not in excess of amounts expected and provided for in the project area.

Impact UT-1: The proposed project would not significantly affect wastewater collection and treatment facilities and would not require or result in the construction of new stormwater drainage facilities, wastewater treatment facilities, or expansion of existing facilities. (Less than Significant)

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant (Southeast Plant) provides wastewater and stormwater treatment and management for the east side of the city, including the project site. No new sewer or stormwater facilities or construction would be needed to serve the proposed project. The proposed project would meet the wastewater pre-treatment requirements of the San Francisco Public Utilities Commission (SFPUC), as required by the San Francisco Industrial Waste Ordinance in order to meet Regional Water Quality Control Board requirements.⁸⁸ The proposed project would add residential units and commercial uses to the project site, which would incrementally increase the demand for wastewater and stormwater treatment services, but not in excess of amounts expected and provided for in the project area.

The project site is currently covered with impervious surfaces and the proposed project would not create any additional impervious surfaces, resulting in little effect on the total storm water volume discharged through the combined sewer system. While the proposed project would add to sewage flows in the area, it would not cause collection treatment capacity of the sewer system in the City to be exceeded. In light of the above, the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require the construction of new wastewater/storm water treatment facilities or expansion of existing ones. Because the project is fully developed at present, new development could not result in an increase in stormwater runoff. However, the project would be required to comply with the City's Stormwater Design Guidelines, and thus would reduce the total stormwater runoff volume and peak stormwater runoff rate, compared to existing conditions, through the use of Low Impact Design approaches and BMPs such as rainwater reuse, landscape planters, rain gardens, and green roofs. The SFPUC would review and approve the project's stormwater compliance strategy.

Therefore, the proposed project would not substantially increase the demand for wastewater and would result in a less-than-significant impact on wastewater treatment and storm drainage facilities.

Impact UT-2: The proposed project would not require expansion or construction of new water supply or treatment facilities. (Less than Significant)

The proposed project would add residential units and commercial uses to the project site, which would increase the demand for water on the site, but not in excess of amounts expected and provided for in the

⁸⁸ City and County of San Francisco, Ordinance No. 19-92, *San Francisco Public Works Code*, Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

project area. Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase in demand could be accommodated within anticipated water use and supply for San Francisco.^{89,90} The proposed project would also be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the San Francisco Green Building Ordinance. The project site is not located within a designated recycled water use area, as defined in the Recycled Water Ordinance 390-91 and 393-94; thus, the project is not required to install a recycled water system. Since the proposed project's water demand could be accommodated by the existing and planned supply anticipated under the San Francisco Public Utilities Commission's (SFPUC's) 2010 Urban Water Management Plan (UWMP), as updated by the SFPUC's 2013 Water Availability Study, the proposed project would result in less-than-significant water service impacts.

Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. (Less than Significant)

Solid waste from the project site would be collected by Recology and hauled to the Recology transfer station near Candlestick Point, and recycled as feasible, with non-recyclables being disposed of at the Altamont Landfill in Alameda County, where it is required to meet federal, state and local solid waste regulations. The Altamont Landfill has a permitted maximum disposal of 11,150 tons per day and is operating well below that capacity, at approximately 4,000 to 5,000 tons per day. In addition, the landfill has an annual solid waste capacity of 2,226,500 tons from the City and County of San Francisco. However, the landfill is well below its allowed capacity, receiving approximately 1.29 million tons of solid waste in 2007, the most recent data year available. The total permitted capacity for the landfill is 62 million cubic yards; the remaining capacity is approximately 45.7 million cubic yards.

Although the proposed project would incrementally increase total waste generation from the City, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition into the landfill. San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the project would be required to comply with City's Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. Given this, and given the long-term capacity available at the Altamont Landfill, the solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity, and the project would result in a less-than-significant solid waste generation impact.

⁸⁹ San Francisco Public Utilities Commission (SFPUC), *2010 Urban Water Management Plan*, which includes county-wide demand projections through the year 2035, and compares water supply and demand. Available online at: <http://www.sfwater.org/Modules/ShowDocument.aspx?documentID=1055>, accessed May 7, 2013

⁹⁰ SFPUC, *2013 Water Availability Study for the City and County of San Francisco*. Available online at: <http://www.sfsewers.org/modules/showdocument.aspx?documentid=3589>, accessed June 14, 2013.

Impact UT-4: The construction and operation of the proposed project would comply with all applicable statutes and regulations related to solid waste. (Less than Significant)

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment showed the City generated approximately 870,000 tons of waste material in 2000. By 2010, that figure decreased to approximately 455,000 tons. Waste diverted from landfills is defined as recycled or composted. San Francisco has a goal of 75 percent landfill diversion by 2010 and 100 percent by 2020. As of 2009, 78 percent of San Francisco's solid waste was being diverted from landfills, having met the 2010 diversion target. Since 2007, waste diversion increased by 6 percentage points.⁹¹

San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the project would be required to comply with City's Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. With waste diversion and expansions that have occurred at the Altamont Landfill, there is adequate capacity to accommodate San Francisco's solid waste. The proposed project would meet both the construction and demolition debris diversion rate and the requirements of the Mandatory Recycling and Composting Ordinance, which requires all persons in San Francisco to separate recyclables, compostables and landfilled trash and participate in recycling and composting programs.

Therefore, in light of the above, the construction and operation of the project would result in a less-than-significant impact regarding compliance with all applicable statutes and regulations related to solid waste.

Impact C-UT-1: The proposed project would not make a considerable contribution to any cumulative significant effects related to utilities or service systems. (Less than Significant)

Cumulative development in the project site vicinity would incrementally increase demand on citywide utilities and service systems, but not beyond levels anticipated and planned for by public service providers. Given that the City's existing service management plans address anticipated growth in the region, the proposed project would have a less-than-significant impact on utility service provision or facilities under cumulative conditions.

⁹¹ San Francisco Department of Public Health, Environmental Health Section. Available on the internet at www.sustainablesf.org/indicators/view/4. Accessed on May 7, 2013.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
11. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PS-1: The proposed project would not result in a substantial increase in the demand for police service, and would not result in substantial adverse impacts associated with the provision of such services. (Less than Significant)

The proposed project, being a more intensive use of the project site than currently exists, would incrementally increase police service calls in the project area. Police protection is provided by the Tenderloin Police Station located at 301 Eddy Street (on the corner of Eddy and Jones Streets, approximately four blocks northeast of the project site). Although the proposed project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not be substantial in light of the existing demand for police and fire protection services. The Tenderloin Station would be able to provide the necessary police services and crime prevention in the area. Meeting this additional service demand would not require the construction of new police facilities. Hence, the proposed project would have a less-than-significant impact on police services.

Impact PS-2: The proposed project would not substantially increase demand for fire protection services, and would not result in substantial adverse impacts associated with the provision of such service. (Less than Significant)

The project site receives fire protection services from the San Francisco Fire Department (SFFD). Fire stations located nearby include Station 3, at 1067 Post Street (near the corner of Post and Polk Streets, approximately seven blocks north of the project site) and Station 36 at 109 Oak Street (at the corner of Oak and Franklin Streets, approximately ten blocks southwest of the project site). Although the proposed project would increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not be substantial in light of existing demand for fire protection services.

Furthermore, the proposed project would be required to comply with all applicable *Building* and *Fire Codes*, which establish requirements pertaining to fire protection systems, including, but not limited to, the provision of state-mandated smoke alarms, fire alarm and sprinkler systems, fire extinguishers, required number and location of egress with appropriate distance separation, and emergency response

notification systems. Since the proposed project would be required to comply with all applicable *Building and Fire Codes*, and the proposed project would result in an incremental increase in demand, it would not result in the need for new fire protection facilities, and would not result in significant impacts to the physical environment. Hence, the proposed project would have a less-than-significant impact on fire protection services.

Impact PS-3: The proposed project would not directly or indirectly generate a substantial number of school students and there would not be a substantial impact on existing school facilities. (Less than Significant)

The Tenderloin Community School, at 627 Turk Street, is the nearest public school to the project site (about 950 feet west of the site). Nearby private schools include the following: DeMarillac Academy, at 175 Golden Gate Avenue, about 700 feet southeast of the project site; and the San Francisco City Academy, at 230 Jones Street, or about 1,200 feet northeast of the project site. The proposed project, a mix of commercial and residential uses, would incrementally increase the number of school-aged children that would attend public schools in the project area. However, this increase would not exceed the projected student capacities that are expected and provided for by the San Francisco Unified School District as well as private schools in the project area. Therefore, the implementation of the proposed project would not necessitate the need for new or physically altered schools.

The San Francisco Unified School District (SFUSD) has experienced overall declines in enrollment in the last decade. However, beginning in 2008, the SFUSD saw kindergarten enrollments begin to increase, and anticipates continued growth of SFUSD enrollment. SFUSD projections from 2009 indicate that elementary school enrollment will increase by about 11 percent from 2008 to 2013. Given a small decline in enrollment from 2009 to 2010, and then continued enrollment growth after 2010, the SFUSD projects that enrollment levels in 2013 will still be lower than 2008 levels.⁹² Thus, the SFUSD anticipates increases in students, and has adequate capacity for enrollment growth.

In addition, the proposed project would be subject to a citywide development impact fee, which requires a payment of \$2.24 per square foot of assessable space for residential development constructed within the SFUSD to be paid to the district.⁹³

In summary, the proposed project would not result in a substantially increased demand for school facilities, and would not require new or expanded school facilities. The proposed project would thus result in a less-than-significant impact on school facilities.

⁹² San Francisco Unified School District, Capital Plan FY 2010-2019, September 2009. Available online at <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/capital-plan-final-2010-2019.pdf>. Accessed May 13, 2013.

⁹³ San Francisco Unified School District, Developer Impact Fee Annual and Five Year Reports for the Fiscal Year Ending June 30 2012, November 2013. Available online at http://www.sfusd.edu/en/assets/sfusd-staff/files/SFUSD_AnnualFiveYearReport_FY1112_Final.pdf. Accessed May 13, 2013.

Impact PS-4: The proposed project would not substantially increase demand for government services, and there would not be a substantial impact on government facilities. (Less than Significant)

The proposed project would incrementally increase demand for governmental services and facilities such as libraries; however, the project would not be of such a magnitude that the demand could not be easily accommodated without the need to construct or physically alter these existing facilities. Overall, the proposed project would have less-than-significant impacts on governmental services.

Impact C-PS-1: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not have a substantial cumulative impact to public services. (Less than Significant)

The proposed project is not expected to significantly increase demand for public services, especially not beyond levels anticipated and planned for by public service providers. Cumulative development in the project area would incrementally increase demand for public services, but not beyond levels anticipated and planned for by public service providers. Thus, project would have a less-than-significant cumulative impact on public services.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
12. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is located in a developed area completely covered by impervious surfaces. The project area does not include riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service; therefore, Topic 12(b) is not applicable to the proposed project. In addition, the project area does not contain any wetlands as defined by Section 404 of the Clean Water Act; therefore Topic 12(c) is not applicable to the proposed project. Moreover, the proposed project does not fall within any local, regional or state habitat conservation plans; therefore, Topic 12(f) is not applicable to the proposed project.

Impact BI-1: The proposed project would have no substantial impact on special status species, avian species, riparian, wetland, or sensitive natural communities, and would not conflict with an approved local, regional, or state habitat conservation plan. (Less than Significant)

The project site is entirely covered with impervious surfaces and does not provide habitat for any rare or endangered plant or animal species. Thus, the proposed project would not adversely affect or substantially diminish plant or animal habitats, including riparian or wetland habitat. The proposed project would not interfere with any resident or migratory species, nor affect any rare, threatened or endangered species. The proposed project would not interfere with species movement or migratory corridors.

Migrating birds do pass through San Francisco, but the project site does not contain habitat to support migrating birds. Nesting birds, their nests, and eggs are fully protected by *Fish and Game Code* (Sections 3503, 3503.5) and the federal Migratory Bird Treaty Act (MBTA). Although the proposed project would be subject to the MBTA, the site does not contain habitat supporting migratory birds; therefore the project would have a less-than-significant impact to nesting birds.

The proposed project would not conflict with any local policies or ordinances directed at protecting biological resources. Therefore for the above reasons, the proposed project would have a less-than-significant impact on special status species, avian species, riparian, wetland, and sensitive natural communities; and the project would result in a less-than-significant impact on approved local, regional, and state habitat conservation plans.

Impact BI-2: The proposed project would not conflict with the City's local tree ordinance. (Less than Significant)

The City's Urban Forestry Ordinance, *Public Works Code* Sections 801 et. seq., requires a permit from the Department of Public Works (DPW) to remove any protected trees. Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. As discussed in the Project Description, there are currently three Carob trees (*Ceratonia siliqua*) located on the Golden Gate Avenue sidewalk adjacent to the project site. These trees are proposed to be removed as part of the proposed project, and removal would require a permit from DPW. However, the proposed project would include the installation of a total of 11 street trees to be in compliance with Section 138.1(c)(1) of the *Planning Code*, which requires that one tree be planted every 20 feet of property frontage. Because the proposed project would not conflict with the City's local tree ordinance, this impact would be less than significant

Impact C-BI-1: The proposed project in combination with other past, present or reasonably foreseeable projects, would not result in impacts to biological resources. (Less than Significant)

As discussed above, the project site does not contain biological resources, and the project vicinity has few street trees, which do not provide a habitat for endangered or threatened plant or animal species. Therefore, the project could not impact such species. The proposed project would not have the potential to contribute to cumulative impacts on biological resources.

In summary, as noted above, the proposed project would have less-than-significant impacts on special status species, avian species, riparian, wetland, or sensitive natural communities; would not conflict with an approved local, regional, or state habitat conservation plan or tree protection ordinance; and would have a less-than-significant cumulative impact on biological resources.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. GEOLOGY AND SOILS—					
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in the <i>California Building Code</i> , creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site would be connected to the existing sewer system and would not require use of septic systems. Therefore, Topic 13(e) would not be applicable to the project site.

This section describes the geology, soils, and seismicity characteristics of the project area as they relate to the proposed project. Responses in this section rely on the information and findings provided in the Preliminary Geotechnical Study for the project site, unless otherwise noted.⁹⁴ The study relied on available geotechnical data from the surrounding area to develop preliminary conclusions and recommendations, including four borings conducted in 1997 on the lot adjacent to the project site to the west.

Based on test borings conducted in the project vicinity, the site is likely underlain by 3 to 5 feet of fill (measured below existing grades). In general, fill encountered in this area consists mainly of loose sand with varying amounts of silt, although abandoned foundation elements and construction debris are also commonly found in the fill. The fill is underlain by loose to very dense, fine-grained sand (Dune sand), to a depth of 20 to 30 feet below ground surface (bgs). The sand is generally loose to medium dense at the upper 10 to 15 feet and medium dense to very dense below 15 feet bgs. The Dune sand is underlain by the Colma formation, which consists of dense to very dense sand with varying amounts of clay and interbedding of stiff sandy clay lenses. The Colma formation, which is located at a depth of 30 feet bgs, is relatively incompressible and is a suitable bearing layer for foundation elements. The groundwater level

⁹⁴ Rockridge Geotechnical, *op. cit.* (see footnote 32, p. 38).

at the project site is estimated to be at about 20 feet bgs, although it varies somewhat with seasons and rainfall quantity.

Impact GE-1: The proposed project would not result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground-shaking, liquefaction, lateral spreading, or landslides. (Less than Significant)

With respect to potential rupture of a known earthquake fault, published data indicate that neither known active faults nor extensions of active faults exist beneath the project site. Therefore, the potential of surface rupture occurring at the site is low.

In terms of the potential for strong seismic ground shaking, the site is located within a 50-kilometer radius of several major active faults, including the San Andreas (11 km), San Gregorio (17 km), Hayward (18 km) and Calaveras (36 km). According to U.S. Geological Survey, the overall probability of moment magnitude 6.7 or greater earthquake to occur in the San Francisco Bay Region during the next thirty years is 63 percent. Therefore, there is potential that a strong to very strong earthquake would affect the project during its lifetime.

ABAG has classified the Modified Mercalli Intensity Shaking Severity Level of ground shaking in the proposed project vicinity due to an earthquake on the North San Andreas Fault as "VIII-Very Strong."⁹⁵ Very strong shaking would result in damage to some masonry buildings, fall of stucco and some masonry walls, fall of chimneys and elevated tanks, and shifting of unbolted wood frame structures off their foundations. However, the *San Francisco Building Code* requires that the project applicant include analysis of the potential for strong seismic shaking as part of the final design-level geotechnical investigation.

Liquefaction and lateral spreading of soils can occur when ground shaking causes saturated soils to lose strength due to an increase in pore pressure. In terms of seismic-related ground failure, including liquefaction, the site is within a designated liquefaction hazard zone as shown on the California Geological Survey (CGS) seismic hazard zone map for the area titled State of California Seismic Hazard Zones, City and County of San Francisco, Official Map, dated November 17, 2000. CGS provided recommendations for the content of site investigation reports within seismic hazard zones in Special Publication 117A, which recommends that at least one exploration point extend to a depth of at least 50 feet to evaluate liquefaction potential. Review of nearby borings indicates that loose to medium dense sand is likely present both above and below the natural groundwater table in the site vicinity. Loose sand above the groundwater table may densify and loose to medium dense sand below the groundwater table may liquefy during strong ground shaking due to a seismic event on a nearby fault. *San Francisco Building Code* requirements ensure that the project applicant include analysis of the potential for liquefaction impacts as part of the design-level geotechnical investigation prepared for the proposed project, the

⁹⁵ Association of Bay Area Governments. Earthquake Hazard Map for San Francisco Scenario: Entire San Andreas Fault System, <http://www.abag.ca.gov/cgi-bin/pickmapx.pl>. Accessed on May 13, 2013.

recommendation of which would ensure that the impacts of seismic-related ground failure, including liquefaction, would be less than significant.

With respect to landslides, based on the *San Francisco General Plan*, the project site is relatively level and is not located within a mapped landslide zone.⁹⁶ Therefore, in light of the above, the proposed project would have a less-than-significant impact with respect to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground-shaking, liquefaction, or lateral spreading, and no impact with respect to landslides.

Impact GE-2: The proposed project would not result in substantial loss of topsoil or erosion. (Less than Significant)

The project site is generally flat and entirely covered with impervious surfaces. The proposed project would not substantially change the general topography of the site or any unique geologic or physical features of the site. The project would require excavation of the construction of the proposed building and removal of approximately 5,200 cubic yards of soil. The project site size of 10,632 square feet (0.25 acre) would be under the one-acre threshold for a National Pollutant Discharge Elimination System (NPDES) General Construction Permit.

The project sponsor and its contractor would be required to implement BMPs that include erosion and sedimentation control measures, as required by the City and/or resources agencies, which would ensure that short-term construction-related erosion impacts would be less than significant.

Impact GE-3: The proposed project would not be located on a geologic unit or soil that is unstable, nor would the project site become unstable as a result of the project, and thus would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. (Less than Significant)

The area around the project site does not include hills or cut slopes likely to be subject to landslide. Improvements proposed as part of the project include a one-story basement below grade, which would require excavation to a maximum of approximately 13 feet bgs. According to the preliminary geotechnical study, the site is underlain by 3 to 5 feet of fill (consisting mainly of loose sand with varying amounts of silt), with Dune sand extending down to 20 to 30 feet bgs beneath the fill. Groundwater was measured at a depth of approximately 20 feet bgs.⁹⁷ Therefore, excavation of the garage is unlikely to extend below the groundwater elevation.

During construction, excavation of the fill materials and Dune sand will be necessary to construct the proposed basement level of the structure. In order to prevent the Dune sands from caving and to protect neighboring structures, excavation activities will require the use of shoring and underpinning in

⁹⁶ *San Francisco General Plan*, Community Safety Element, Map 4. Available online at: http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf. Accessed on May 13, 2013.

⁹⁷ Rockridge Geotechnical, *op. cit.* (see footnote 32, p. 38).

accordance with the recommendations of the geotechnical report and *San Francisco Building Code* requirements.

San Francisco Building Code requirements will ensure that the project applicant include analysis of the potential for unstable soil impacts as part of the design-level geotechnical investigation prepared for the proposed project; therefore, potential impacts of unstable soils would be less than significant.

Impact GE-4: The proposed project would not be located on expansive soil, as defined in the *California Building Code*, creating substantial risks to life or property. (Less than Significant)

Expansive soils expand and contract in response to changes in soil moisture, most notably when near surface soils change from saturated to a low-moisture content condition, and back again. The presence of expansive soils is typically determined on site specific data. Anticipated excavation of the basement garage is expected to remove the existing fill materials at the site, leaving only the underlying Dune sands. Due to the low clay content within the Dune sands, they would have a low likelihood for expansion. However, areas not excavated, including sidewalks and other adjacent improvements, may be affected by expansive soils, if present. Due to the *San Francisco Building Code* requirement that the project applicant include analysis of the potential for soil expansion impacts as part of the design-level geotechnical investigation prepared for the proposed project, potential impacts related to expansive soils would be less than significant.

Impact GE-5: The proposed project would not substantially change the topography or any unique geologic or physical features of the site. (No Impact)

The existing project site is already developed. The proposed project would not substantially change the topography of the site, with the exception of excavation for the underground garage. There are no unique geologic or physical features of the site. Therefore, no impact would occur to topographic or unique geologic or physical features.

Impact C-GE-1: The proposed project would not make a considerable contribution to any cumulative significant effects related to geology or soils. (Less than Significant)

The proposed project would not result in a large degree of excavation and there are no other foreseeable projects in the project vicinity that would combine with the proposed project's impacts in a considerable manner. Thus, the proposed project's cumulative impacts related to geology and soils would be less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not within a 100-year flood hazard area and the project does not propose housing or structures that would impede or redirect flood flows within a 100-year flood hazard area. Therefore, Topics 14(g) and 14(h) do not apply. The project is not located in an area identified as subject to seiche or

potential inundation in the event of a tsunami along the San Francisco coast, based on a 20-foot water level rise at the Golden Gate (Maps Six and Seven of the Community Safety Element of the *San Francisco General Plan*). In addition, the developed area of the project site would not be subject to mudflow. Thus, Topic 14(j) does not apply.

Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements and would result in less-than-significant impacts to water quality. (Less than Significant)

As discussed in the Utilities and Services section E.10, wastewater and stormwater from the project site would continue to flow into the City's combined stormwater and sewer system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant, prior to discharge into the San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. Additionally, as new construction, the proposed project would be required to meet the standards for stormwater management identified in the San Francisco Stormwater Management Ordinance (SFSMO) and meet the SFPUC stormwater management requirements per the Stormwater Design Guidelines. The project sponsor would be required to submit and have approved by the SFPUC a Stormwater Control Plan (SCP) that complies with the City's Stormwater Design Guidelines using a variety of BMPs. As is required of projects disturbing over 5,000 square feet of ground surface and located in the combined sewer system such as the proposed project the BMPs must meet the SFPUC performance requirements equivalent to LEED 6.1 and reduce the total stormwater runoff volume and peak runoff rate from the project site. The SFPUC emphasizes the use of low-cost, low impact BMPs to meet this requirement. Implementation of the SCP would ensure that the project meets performance measures set by the SFPUC related to stormwater runoff rate and volume. Therefore, the proposed project would not substantially degrade water quality and water quality standards or waste discharge requirements would not be violated. Thus, the project would have a less-than-significant impact on water quality resources.

Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge, or otherwise substantially alter the existing drainage pattern of the site resulting in erosion or flooding on- or off-site. (Less than Significant)

Construction of the proposed project would replace the existing impervious surface at the site with an equal amount of impervious surface area; therefore, the project would not result in any change in infiltration or runoff. Groundwater beneath the site has been estimated at a depth of approximately 20 feet below ground surface (bgs). However, the groundwater level would likely fluctuate with the season. Groundwater is not used as a drinking water supply in San Francisco. The proposed development would necessitate excavation to a maximum depth of approximately 13 feet bgs. If groundwater were encountered on-site, then dewatering activities would be necessary. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects necessitating dewatering. The SFPUC may require water analysis before discharge. The project would be required to obtain a Batch Wastewater Discharge Permit from the SFPUC Wastewater Enterprise Collection System

Division (WWE/CSD) prior to any dewatering activities. Groundwater encountered during construction of the proposed project would be subject to requirements of the Article 4.1 of the *Public Works Code*, Industrial Waste, requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. These measures would ensure protection of water quality during construction of the proposed project. Therefore, groundwater resources would not be substantially degraded or depleted, and the proposed project would not substantially interfere with groundwater recharge. Thus, the proposed project would have a less-than-significant impact on groundwater.

Impact HY-3: The proposed project would not result in a substantial increase in risks from flooding. (Less than Significant)

The ground surface elevation at the site and vicinity is approximately 56 feet San Francisco City Datum. The project site is not within a flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps. Therefore, potential flood hazard impacts would be less than significant.

Impact C-HY-1: The proposed project in combination with other past, present, or reasonably foreseeable projects would not result in a cumulatively considerable contribution to a significant cumulative hydrology and water quality impact. (Less than Significant)

As stated above, the proposed project would have less-than-significant impacts to groundwater levels and existing drainage patterns. Because other development projects would be required to follow dust control and dewatering water quality regulations, similar to the proposed project, no significant cumulative effects would be anticipated and, because the project would have little effect, the proposed project would not contribute considerably to any such cumulative effects. Thus, cumulative hydrology and water quality impacts would be less than significant.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
15. HAZARDS AND HAZARDOUS MATERIALS— Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <i>Government Code</i> Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, Topics 15(e) and 15(f) are not applicable.

Impact HZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less than Significant)

The project would likely result in use of common types of hazardous materials typically associated with retail and residential uses, such as cleaning products and disinfectants. These products are labeled to inform users of their potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards resulting from hazardous materials. Thus, the project would result in less-than-significant impacts related to the use of hazardous materials.

Impact HZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment. (Less than Significant)

Potential Soil and Groundwater Contamination

Because of historic land use on the project site, the project site is located in an area of San Francisco governed by Article 22A of the *Health Code*, also known as the Maher Ordinance, which is administered

and overseen by the Department of Public Health (DPH).⁹⁸ The project would disturb more than 50 cubic yards of soil and would involve excavation of approximately 5,200 cubic yards of soil. Therefore, the project is subject to the Maher Ordinance. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of *Health Code* Section 22.A.6. The Phase I would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit. In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I ESA has been prepared to assess the potential for site contamination.⁹⁹ The Phase I ESA included: (1) a reconnaissance-level site visit to look for evidence of the release(s) of hazardous materials and petroleum products and to assess the potential for onsite releases of hazardous materials and petroleum products; (2) observations of adjacent properties and the project site vicinity; (3) interviews with people familiar with the project site; (4) review of regulatory agency files; and (5) review of historical documents including aerial photographs and topographical maps. The following summarizes the findings of the Phase I ESA.

According to historic sources, the project site was used as a location of a horse stable and a carriage house in the late 1800s. At some point a tin shop was also located on the project site. A wood and coal storage yard was located at 312 Golden Gate Avenue, which may have historically been partially or wholly contained within the present-day boundaries of the project site. The uses of the project site vicinity appeared to have been dominated by residences and boarding houses in the late 1800s. According to historical maps, fires from the 1906 earthquake likely destroyed the structures at the project site and the surrounding area. As a result, burned debris from the fires is likely present in the subsurface at the project site. It appears that the project site was redeveloped sometime around 1920, at which point it contained an auto supply store. Later in the 1920s, it was redeveloped for use as a gasoline station by Standard Oil Co., a use that continued until the 1950s. The existing building on the site was constructed in 1960, and was the location of a bank. In 1991 the building underwent renovations and the U.S. Postal Service began its operations at the site.

As noted in the Phase I ESA, the project site vicinity has been an active residential and commercial area since at least the late 1800s. A regulatory agency database report (EDR Report) indicates that hundreds of facilities of environmental concern are located in the vicinity of the project site including: 221 leaking underground storage tank (LUST) sites within ½ mile of the site, 139 historical auto stations within one

⁹⁸ San Francisco Planning Department, "Expanded Maher Area" Map, February 2014. Available on the internet at: http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf.

⁹⁹ Terraphase Engineering, *Draft Phase I Environmental Site Assessment, 101 Hyde Street, San Francisco, CA*, October 12, 2012. This document is available for review as part of Case File No. 2012.0086E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

quarter mile of the Site, and 247 historical cleaners within one quarter mile of the site. The majority of the LUST sites appear to be related to former heating oil USTs that were associated with commercial and residential properties in the area and have since been granted case closure.

In addition to the EDR Report, both Envirostor and GeoTracker online databases were reviewed. The Envirostor database did locate additional cleanup sites within one mile of the project site; however, these sites are listed as "referred to another agency," "no further action," or "certified operation and maintenance" and many of these sites appear to be duplicates of the LUST cases discussed above.

The Phase I ESA identified several Recognized Environmental Conditions associated with the project site that indicate a potential for residual contamination to be present at the site: (1) former use of the project site as a gasoline service station from the late 1920s until at least the 1950s; (2) reports of numerous leaking USTs, many of which have received "soils only" closure from the Local Oversight Program within DPH (groundwater in the vicinity of the Site is likely to have been affected with petroleum hydrocarbons from one or more of the leaking USTs); (3) identification of several historical dry cleaners in the vicinity of the project site, including a dry cleaner immediately east of the project site (at 116 Hyde Street), which has operated since at least the 1940s; (4) the likely presence of burned debris (associated with polycyclic aromatic hydrocarbons [PAHs]) in the soil from the fires that occurred following the 1906 earthquake; and (5) the potential presence of naturally occurring asbestos in the soil at the project site.

The Phase I ESA recommended that soil samples from beneath the site be collected to assess for PAHs, naturally occurring asbestos, and petroleum hydrocarbons and lead in the vicinity of the former gasoline service station. Shallow groundwater sampling was also recommended to assess impacts to groundwater from the former gasoline service station as well as impacts from other leaking USTs that have operated in the vicinity of the project site. Pending results from these samples, the Phase I recommended the collection of soil gas samples to assess potential impacts to indoor air from volatile organic compounds, BTEX (benzene, toluene, ethylbenzene, xylenes), and methane in the subsurface.

DPH reviewed and approved the Phase I ESA. Based on the results reported in the Phase I ESA, DPH determined that additional site investigation is warranted, and requested preparation of a Phase II Site Investigation and Work Plan. The proposed Work Plan was approved by DPH in November 2014,¹⁰⁰ and was implemented in December 2014.¹⁰¹ The Work Plan undertook four soils borings at the project site. Two would be advanced to a depth of approximately 12 feet, which is approximately the depth of excavation proposed for the project basement, while the other two borings—one at the site of the proposed 15-foot-

¹⁰⁰ Roux Associates Inc., *Phase II Site Characterization and Work Plan*, 101 Hyde Street, San Francisco California, September 16, 2014; and San Francisco Department of Public Health, Approval to Work for Phase II Site Characterization & Work Plan, Property Development, 101 Hyde Street, San Francisco, CA 94102; EHB-SAM No.: 1045. These documents are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in File No. 2012.0086E.

¹⁰¹ Roux Associates Inc., *Subsurface Investigation Report*, 101 Hyde Street, San Francisco California, February 2, 2015. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in File No. 2012.0086E.

deep elevator pit and the second at the location of the former service station—would be advanced to approximately 16 feet in depth. Soil sampling was taken at depths of 2 feet and 6 feet, and also at depths of 10 feet and 14 feet in the two deeper borings. The soil samples were analyzed for total petroleum hydrocarbons (TPH) as gasoline, TPH as diesel, TPH as motor oil, volatile organic compounds (VOCs), semi-volatile organic compounds, polychlorinated biphenyls, and metals. Groundwater was not encountered in any of the borings; therefore, no groundwater sampling was conducted.

The results of the soil sampling indicate that concentrations of TPH as gasoline were below the laboratory reporting limit, while TPH as motor oil was identified in three shallow samples. At the deeper samples, all three compounds were below laboratory detection limits and the San Francisco Bay Regional Water Quality Control Board's (RWQCB) Environmental Screening Levels (ESLs). Concentrations of semi-volatile organic compounds were detected above laboratory reporting limits in two samples, but appeared to be isolated; the concentrations were below the ESLs. Concentrations of volatile organic compounds and polychlorinated biphenyls were below laboratory reporting limits. Three shallow samples also revealed the presence of lead, at concentrations ranging from 140 to 180 mg/kg, exceeding the California soluble threshold limit concentration for hazardous waste. However, subsequent soluble lead testing revealed that concentrations of lead did not exceed federal hazardous criteria. The remaining detections of lead in soil samples were at low concentrations, indicating that the elevated concentration of lead detected in the shallow is not widespread.

Based on the test results, the soil sampling consultant estimated that up to approximately 1,900 cubic yards of soil to be excavated from the project site would have to be disposed of as hazardous waste, while the remaining soil excavated would likely be suitable for reuse.

DPH will review and comment on the soil sampling report. The proposed project would be required to remediate soil contamination described above in accordance with Article 22A of the *Health Code*. Thus, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and the proposed project would result in a less-than-significant impact.

Hazardous Building Materials

Given its age, the existing building may contain hazardous building materials, including asbestos-containing materials, lead-based paint, and polychlorinated biphenyls (PCBs), bis (2-ethylhexyl) phthalate (DEHP), and mercury. Electrical equipment may contain PCBs, while fluorescent light ballasts may contain PCBs or DEHP, and fluorescent light tubes generally contain mercury vapors. All of these materials were commonly employed until the second half of the 20th century, and were still in use at the time the building was constructed. During building demolition, workers and the public could be exposed to hazardous building materials if they were not abated prior to demolition. However, as discussed below, there is a well-established regulatory framework for the abatement of asbestos-containing materials and lead-based paint, and impacts related to exposure to these hazardous building materials would be less than significant with compliance with regulatory requirements. Impacts related to

exposure to other hazardous building materials would be potentially significant but could be mitigated to a less-than-significant level.

Asbestos Containing Materials. Section 19827.5 of the *California Health and Safety Code* requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and must be notified ten days in advance of any proposed demolition or abatement work. Notification includes the following:

- the names and addresses of operations and persons responsible;
- a description and location of the structure to be demolished/altered including size, age and prior use;
- the approximate amount of friable asbestos that would be removed or disturbed;
- the scheduled starting and completion dates of demolition or abatement;
- the nature of the planned work and methods to be employed;
- the procedures to be employed to meet BAAQMD requirements; and
- the name and location of the waste disposal site to be used.

The District randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation when a complaint has been received.

The local office of the State Occupational Safety and Health Administration (Cal-OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.17 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with the notice and abatement requirements described above.

These regulations and implementation of the required procedures during the development process would ensure that any potential impacts due demolition or renovation of structures with asbestos-containing materials would be less than significant.

Lead-based Paint. Work that could result in disturbance of lead paint must comply with Section 3425 of the *San Francisco Building Code*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to 1979, Section 3425 requires specific notification and work standards, and identifies

prohibited work methods and penalties. (The reader may be familiar with notices commonly placed on residential and other buildings in San Francisco that are undergoing re-painting. These notices are generally affixed to a drape that covers all or portions of a building and are a required part of the Section 3425 notification procedure.)

Section 3425 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and child care centers. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the U.S. Department of Housing and Urban Development Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbances or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter (HEPA) vacuum following interior work.

The ordinance also includes notification requirements and requirements for signs. Prior to the commencement of work, the responsible party must provide written notice to the Director of DBI, of the address and location of the project; the scope of work, including specific location within the site; methods and tools to be used; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property; the dates by which the responsible party has fulfilled or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include a Posted Sign notifying the public of restricted access to the work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Notice of Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3425 contains provisions regarding inspection and sampling for compliance by DBI, as well as enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

Demolition would also be subject to the Cal/OSHA Lead in Construction Standard (8 CCR Section 1532.1). This standard requires development and implementation of a lead compliance plan when materials containing lead would be disturbed during construction. The plan must describe activities that could emit lead, methods that will be used to comply with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. Cal/OSHA would require 24-hour notification if more than 100 square feet of materials containing lead would be disturbed.

Implementation of procedures required by Section 3425 of the *Building Code* and the Lead in Construction Standard would ensure that potential impacts of demolition or renovation of structures with lead-based paint would be less than significant.

Other Hazardous Building Materials. Other hazardous building materials that could be present include electrical transformers that could contain PCBs, fluorescent light ballasts that could contain PCBs or DEHP, and fluorescent light tubes that could contain mercury vapors. Disruption of these materials could pose health threats for construction workers if not properly disposed of, a potentially significant impact. However, implementation of **Mitigation Measure M-HZ-2, Hazardous Building Materials Abatement**, would require that the presence of such materials be evaluated prior to demolition or renovation and, if such materials were present, that they be properly handled during removal and building demolition or renovation. This would reduce the potential impacts of exposure to these hazardous building materials to a less-than-significant level.

Mitigation Measure M-HZ-2—Hazardous Building Materials Abatement

The project sponsor shall ensure that, prior to demolition, the building is surveyed for hazardous building materials including, electrical equipment containing polychlorinated biphenyl (PCBs), fluorescent light ballasts containing PCBs or bis(2-ethylhexyl) phthalate (DEHP), and fluorescent light tubes containing mercury vapors. These materials shall be removed and properly disposed of prior to the start of demolition or renovation. Light ballasts that are proposed to be removed during renovation shall be evaluated for the presence of PCBs and in the case where the presence of PCBs in the light ballast cannot be verified, they shall be assumed to contain PCBs, and handled and disposed of as such, according to applicable laws and regulations. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.

Implementation of Mitigation Measure M-HZ-2 would reduce impacts related to exposure to hazardous building materials during demolition to a less-than-significant level.

HZ-3: The proposed project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school. (Less than Significant)

Several schools are located within a quarter-mile of the project site, including the following: Tenderloin Community School, at 627 Turk Street, about 950 feet west of the project site; DeMarillac Academy, at 175 Golden Gate Avenue, about 700 feet southeast of the project site; and the San Francisco City Academy, at 230 Jones Street, or about 1,200 feet northeast of the project site.

The proposed project would not store, handle, or dispose of significant quantities of hazardous materials and would not otherwise include any uses that would include emissions of hazardous substances. In addition, any hazardous materials on the site, such as soil to be excavated during project construction, would be handled in compliance with the SMP discussed above. Thus, the proposed project would have a less-than-significant impact related to hazardous emissions or materials within a quarter-mile of a school.

Impact HZ-4: The proposed project is not included on a list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5. (No Impact)

The project site is not on any available environmental databases as compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board pursuant to *Government Code* Section 65962.5. The project site is not listed in database reports from state and federal regulatory agencies that identify businesses and properties that handle or have released hazardous materials or waste. The proposed project would have no impact related to this criterion.

Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan. (Less than Significant)

San Francisco ensures fire safety primarily through provisions of the *Building and Fire Codes*. Final building plans are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), to ensure conformance with these provisions. In this way, potential fire hazards, including those associated with hydrant water pressures and emergency access, would be mitigated during the permit review process.

The implementation of the proposed project could add incrementally to congested traffic conditions in the immediate area in the event of an emergency evacuation. However, the proposed project would be relatively insignificant within the dense urban setting of the project site and it is expected that traffic would be dispersed within the existing street grid such that there would be no significant adverse effects on nearby traffic conditions. Therefore, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and this impact would be less than significant.

Impact C-HZ-1: The proposed project would not make a considerable contribution to any cumulative significant effects related to hazardous materials. (Less than Significant)

Impacts from hazardous materials are generally site-specific and typically do not result in cumulative impacts. Any hazards at nearby sites would be subject to the same safety or remediation requirements discussed for the proposed project above, which would reduce any hazard effects to less-than-significant levels. As such, the proposed project's cumulative impacts related to hazardous materials would be less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact ME-1: The proposed project would have no impact on mineral resources. (No Impact)

All land in the City of San Francisco, including the project site, is designated by the CGS as Mineral Resource Zone (MRZ) Four under the Surface Mining and Reclamation Act of 1975. The MRZ-4 designation indicates that adequate information does not exist to assign the area to any other MRZ; thus, the area is not one designated to have significant mineral deposits. The project site has previously been developed, and future evaluations of the presence of minerals at this site would therefore not be affected by the proposed project. Further, the development and operation of the proposed project would not have an impact on any off-site operational mineral resource recovery sites.

In addition, because the site has been designated as having no known mineral deposits, the proposed project would not result in the loss of availability of a locally- or regionally- important mineral resource, and would have no impact on mineral resources.

Impact ME-2: The proposed project would result in increased energy consumption, but not in large amounts or in a wasteful manner. (Less than Significant)

The proposed project would add new retail and residential uses, and an increased intensity of use, to the project site, although, not to an extent that exceeds anticipated growth in the area. As a new building in San Francisco, the proposed project would be subject to the energy conservation standards included in the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet a number of conservation standards. Documentation showing compliance with the SFGBO would be submitted with the application of the building permit, and would be enforced by the Department of Building Inspection.

In summary, the proposed project would not cause a wasteful use of energy, and effects related to use of fuel, water, or energy would be less than significant.

Impact C-ME-1: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than significant impacts to mineral and energy resources. (Less than Significant)

No known minerals exist in the project site or in the vicinity, as all of the City of San Francisco falls within MRZ-4, as described above. Therefore, the proposed project would not contribute to any cumulative impact on mineral resources.

While statewide efforts are being made to increase power supply and to encourage energy conservation, the demand for energy created by the proposed project would be insubstantial in the context of the total demand within San Francisco and the state, and would not require a major expansion of power facilities. Thus, the energy demand that would be created by the proposed project would not contribute to a cumulative impact, and in cumulative conditions the proposed project would result in less-than-significant impacts on mineral and energy resources.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
—Would the project					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in <i>Public Resources Code</i> Section 12220(g)) or timberland (as defined by <i>Public Resources Code</i> Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact AF-1: The proposed project would not convert farmland, conflict with existing zoning for agricultural uses or forest land, and would not result in the loss or conversion of forest land. (No Impact)

The project site is located within an urbanized area of San Francisco. No land in San Francisco County has been designated by the California Department of Conservation’s Farmland Mapping and Monitoring Program as agricultural land. Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not require the conversion of any land designated as prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use. The proposed project would not conflict with any existing agricultural zoning or Williamson Act contracts.¹⁰² No land in San Francisco is designated as forest land or timberland by the State *Public Resource Code*. Therefore, the proposed project would not conflict with zoning for forest land, cause a loss of forest land, or convert forest land to a different use. The proposed project would therefore have no impact on agricultural and forest resources.

Impact C-AF-1: The proposed project in combination with other past, present or reasonably foreseeable projects would not result in a cumulatively considerable contribution to a significant cumulative impact to agricultural and forest resources. (No Impact)

As described above, the proposed project would have no impact with respect to agriculture and forestry resources; therefore, the proposed project would not contribute to any cumulatively considerable impact to agricultural and forest resources.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹⁰² San Francisco is identified as “Urban and Built-Up Land” on the California Department of Conservation Important Farmland in California Map, 2008. Available online at www.consrv.ca.gov. Accessed on April 30, 2013.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The foregoing analysis identifies potentially significant impacts to noise and hazards and hazardous materials, which would all be mitigated through implementation of mitigation measures identified below and described within Section E.

- a) As discussed in the various topics in this Initial Study, the proposed project is anticipated to have less-than-significant impacts on the environmental topics discussed. The project, however, could have potentially significant impacts resulting from disturbance to archeological resources, emissions from construction equipment, or exposure to hazardous building materials during demolition. These impacts would be mitigated through implementation of Mitigation Measures M-CP-2 (Archeological Resources (Testing)), M-AQ-2 (Construction Air Quality), and M-HZ-2 (Hazardous Building Materials Abatement), to less-than-significant levels, as described within Section E.
- b) The proposed project in combination with the past, present and foreseeable projects as described in Section E, would not result in cumulative impacts to land use, aesthetics, population and housing, transportation and circulation, noise, air quality, GHG emissions, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural and forest resources.
- c) The proposed project, as discussed in Section C (Compatibility with Existing Zoning and Plans) and Topic E.1 (Land Use and Land Use Planning) would be generally consistent with local and zoning requirements. Mitigation Measures M-CP-2 (Archeological Resources (Testing)), M-AQ-2 (Construction Air Quality), and M-HZ-2 (Hazardous Building Materials Abatement) would address cultural resources, air quality, and hazardous materials impacts. Implementation of these mitigation measures would reduce any direct and indirect impact to humans from construction and operation noise and the release of hazardous materials to less-than-significant levels.

F. Mitigation Measures and Improvement Measures

The following mitigation measures have been identified to reduce potentially significant impacts resulting from the proposed project to less-than-significant levels. Accordingly, the project sponsor has

agreed to implement all mitigation measures described below. No improvement measures have been identified for this project.

Mitigation Measure M-CP-2: Archeological Resources (Testing)

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Consultation with Descendant Communities: On discovery of an archeological site¹⁰³ associated with descendant Native Americans or the Overseas Chinese an appropriate representative¹⁰⁴ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

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

¹⁰³ By the term "archeological site" is intended here to minimally included any archeological deposit, feature, burial, or evidence of burial.

¹⁰⁴ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

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

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

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

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

consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California

State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (*Pub. Res. Code* Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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

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

Mitigation Measure M-AQ-2: Construction Air Quality

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

E. Engine Requirements.

5. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
6. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
7. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

8. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

F. Waivers.

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

Table – Off-Road Equipment Compliance Step-down Schedule

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

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

** Alternative fuels are not a VDECS.

- G. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.
 4. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For

VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.

5. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
 6. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.
- H. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Mitigation Measure M-HZ-2—Hazardous Building Materials Abatement

The project sponsor shall ensure that, prior to demolition, the building is surveyed for hazardous building materials including, electrical equipment containing polychlorinated biphenyl (PCBs), fluorescent light ballasts containing PCBs or bis(2-ethylhexyl) phthalate (DEHP), and fluorescent light tubes containing mercury vapors. These materials shall be removed and properly disposed of prior to the start of demolition or renovation. Light ballasts that are proposed to be removed during renovation shall be evaluated for the presence of PCBs and in the case where the presence of PCBs in the light ballast cannot be verified, they shall be assumed to contain PCBs, and handled and disposed of as such, according to applicable laws and regulations. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.

G. Public Notice and Comment

On January 7, 2013, the Planning Department mailed a Notice of Project Receiving Environmental Review to property owners within 300 feet of the project site, adjacent tenants, and other potentially interested parties. No comments were received.

H. Comments Received in Response to the PMND

A "Revised Notice of Availability of and Intent to Adopt a Mitigated Negative Declaration" was mailed on April 20, 2014, to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. Several comment letters were received. Comments regarding physical environmental effects were related to: (1) population and housing; (2) construction-related noise and air quality; and (3) land use impacts. All of these comments have been addressed under the topics in Section E, Evaluation of Environmental Effects under the following topics: comment (1) under Topic 2, Population and Housing. Comment (2) and comment (3) are addressed below. Additionally, comments that were not related to physical environmental effects were received, and are addressed in this section.

Comment (2):

Comments were received expressing specific concerns for the environmental impacts on senior residents of the area. Comments assert that the proposed project is adjacent to the Madonna Residence, which is housing for senior women. Many seniors have health concerns which make them particularly susceptible to noise and air quality during construction, and mobility concerns which make it difficult for them to leave their rooms. The commenter expressed a need to examine and exceed the standard best practices when controlling for dust and noise during the 18-month construction of the proposed project.

As described in Topic 5, Noise (Impact NO-2), the nearest sensitive receptors (including the adjacent AIDS Housing Alliance and the Saint Anthony Foundation Madonna Senior Housing facility) would experience temporary and intermittent noise associated with site clearance and construction activities as well as the passage of construction trucks in and out of the project site. The project demolition and construction activities would be required to comply with the Noise Ordinance requirements, which prohibit construction after 8:00 p.m. Additionally, as described in Topic 6, Air Quality (Impact AQ-1) the proposed project would require compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance, which would ensure that potential dust-related air quality impacts would be reduced to a less-than-significant level. Further, the health needs of seniors are taken into account in their recognition as "sensitive receptors," thus compliance with requirements under both the Noise Ordinance and San Francisco Dust Control Ordinance are considered sufficient.

Although some comments may disagree with the conclusions of the MND, such comments present no substantial evidence that environmental impacts of the proposed project would be considered significant under CEQA. Analysis of the impacts of the proposed project specifically related to special concerns of the seniors as a separate population are not part of the MND analyses under San Francisco's EIR significance criteria. Nonetheless, the concerns expressed in these comments are included to inform the decision-makers (the San Francisco Planning Commission and the San Francisco Board of Supervisors) of the environmental consequences of their actions and to inform the decision-makers in their deliberations in reaching their decision to approve, modify, or disapprove the proposed project. The decision-makers will weigh the benefits and risks of the proposed project and balance the interests of neighbors, the project sponsor, and the City and region as a whole.

Comment (3):

Comments were received expressing concern for housing affordability. More specifically, commenters contend that market-rate developments within the vicinity, including as the proposed project would only be affordable to households earning well above \$100,000 annually. By comparison, many Tenderloin households earn under \$30,000 annually. The commenter contends that it is likely that this massive influx of wealthy households will change the character of the vicinity.

As noted in Section C. Compatibility With Existing Zoning and Plans (Priority Policies) the proposed project would comply with the City's Residential Inclusionary Affordable Housing Program requirements (San Francisco Planning Code Section 415, et seq.), either by including 10 below-market-rate (BMR) units on-site, by making an in-lieu payment, or by constructing 17 units off-site. The primary purpose of an MND is to address whether and how a proposed project could result in adverse physical impacts to the environment. The comments do not present any evidence that the creation of new market-rate housing on the project site, together with a Code-required contribution to the creation of affordable housing units, would result in any significant environmental impacts or lead to any economic or social changes that would in turn result in a significant adverse physical environmental impact. The issue of housing affordability may be considered by the decision-makers as part of their decision to approve, modify, or disapprove the proposed project. This consideration is carried out independent of the environmental review process.

A comment was received regarding the removal of the mural encompassing both Golden Gate Street and Hyde Street façades of the existing building. The commenter contends that there would be adverse physical impacts due to the destruction of the building and consequently, the mural.

As discussed in Section E. Evaluation of Environmental Effects, the proposed project is subject to Public Resources Code § 21099(d). That provision applies to certain projects, such as the proposed project, that meet the defined criteria for a mixed-use residential project on an infill site within a transit priority area. It eliminates the environmental topic of Aesthetics (as well as the Transportation subtopic of parking) from impacts that can be considered in determining the significance of physical environmental effects of such projects under CEQA. Accordingly, this MND does not include a discussion and analysis of the environmental issues under the topic of Aesthetics.

To the extent that the existing mural may hold an intrinsic value to the community, the loss of the mural at 101 Hyde Street does not constitute a physical environmental effect. Although Aesthetics impacts are not part of the analysis under Public Resources Code § 21099(d), comments about the impact of the proposed project related to Aesthetics continue to be political/policy issues that may be considered by the decision-makers as part of their decision to approve, modify, or disapprove the proposed project. This consideration is carried out independent of the environmental review process.

Finally, several comments were received regarding the demolition of the existing one-story USPS facility on-the project site. Concerns raised by the public were related to the effects on mail delivery services and availability of post office boxes in the vicinity. Comments noted the importance of clear and open communication with the users of the USPS facility at 101 Hyde Street and the plans for the post office boxes, prior to the demolition.

As previously discussed in page 27 (Impact PH-1), implementation of the proposed project would not affect USPS services and general mail delivery services to the vicinity would remain. Instead of the USPS facility at 101 Hyde Street, the USPS would provide services through a nearby branch, more specifically the post office located at 1390 Market Street (Fox Plaza), approximately 4½ blocks (a walking distance of approximately 0.5 miles) southwest of the project site. While the proposed project would not result in significant impacts on Public Services, the following response is provided for informational purposes.

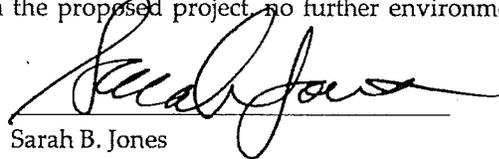
Based on more detailed information obtained from the USPS¹⁰⁵, the USPS is currently pursuing an expansion of the existing Fox Plaza post office in anticipation of the closure of the USPS facility at 101 Hyde Street. The anticipated expansion of the Fox Plaza post office space would be completed by August 1, 2015. According to the USPS, the new space would take approximately 60 days to build out the expanded space and would open approximately around October 1, 2015. Furthermore, the expanded Fox Plaza facility would be designed to facilitate all the Civic Center Boxes (including those from 101 Hyde Street). Lastly, the USPS noted that General Delivery mail service for customers would be accommodated through a 500- to 800-sq. ft. location within the vicinity of 101 Hyde Street.

¹⁰⁵ Email Correspondence (RE: Civic Center P.O. Box Unit) between Karl Heisler (ESA) and Dean Cameron, USPS Real Estate Specialist, May 21, 2015. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in File No. 2012.0086E.

I. Determination

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Sarah B. Jones
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE

June 4, 2015

J. Initial Study Preparers

SAN FRANCISCO PLANNING DEPARTMENT

Environmental Planning Division
1650 Mission Street, Suite 400
San Francisco, CA 94103

Environmental Review Officer: Sarah B. Jones
Environmental Planner: Christopher Espiritu
Environmental Supervisor: Lisa Gibson
Preservation Planner: Gretchen Hilyard
Archeologist: Allison Vanderslice

ENVIRONMENTAL CONSULTANT

Environmental Science Associates (ESA)
550 Kearny Street, Suite 800
San Francisco, CA 94108

Karl Heisler, Project Manager
Alison Chan

PROJECT SPONSOR/ARCHITECT

Costa Brown Architecture, Inc.
1620 Montgomery Street, Suite 300
San Francisco, CA 94111

Theodore Brown
Albert Costa

EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>D. Cultural and Paleontological Resources</p> <p>Archeological Resources <i>M-CP-2: Archeological Resources (Testing).</i> Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c). <i>Consultation with Descendant Communities:</i> On discovery of an archeological site¹ associated with descendant Native Americans or the Overseas Chinese an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of</p>	<p>Project sponsor and project archeologist.</p>	<p>Prior to any ground-disturbing activities.</p>	<p>ERO to review and approve Archeological Testing Program.</p>	<p>Project archeologist to report to ERO on progress of any required investigation monthly, or as required by ERO. Considered complete upon review and approval by ERO of results of Archeological Testing Program/ Archeological Monitoring Program/ Archeological Data Recovery Program, as applicable.</p>

¹ By the term "archeological site" is intended here to minimally included any archeological deposit, feature, burial, or evidence of burial.

² An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

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MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>D. Cultural and Paleontological Resources (continued)</p> <p>the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.</p> <p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p>				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM**

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>D. Cultural and Paleontological Resources (continued)</p> <ul style="list-style-type: none"> • <i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, 				

EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>D. Cultural and Paleontological Resources (continued)</p> <p>the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. 				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM**

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>D. Cultural and Paleontological Resources (continued)</p> <ul style="list-style-type: none"> • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains and Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (<i>Pub. Res. Code Sec. 5097.98</i>). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (<i>CEQA Guidelines, Sec. 15064.5(d)</i>). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of</p>				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM**

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
G. Air Quality (continued)				
<p>4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>B. <i>Waivers.</i></p> <p>1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).</p> <p>2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.</p>				
Table – Off-Road Equipment Compliance Step-down Schedule				
Compliance Alternative	Engine Emission Standard	Emissions Control		
1	Tier 2	ARB Level 2 VDECS		
2	Tier 2	ARB Level 1 VDECS		
3	Tier 2	Alternative Fuel*		
<p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.</p>				
<p>** Alternative fuels are not a VDECS.</p>				

EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. <p>D. <i>Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>				

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM**

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Q. Hazards and Hazardous Materials				
<p><i>M-HZ-2: Hazardous Building Materials.</i></p> <p>The project sponsor shall ensure that, prior to demolition, the building is surveyed for hazardous building materials including, electrical equipment containing polychlorinated biphenyl (PCBs), fluorescent light ballasts containing PCBs or bis(2-ethylhexyl) phthalate (DEHP), and fluorescent light tubes containing mercury vapors. These materials shall be removed and properly disposed of prior to the start of demolition or renovation. Light ballasts that are proposed to be removed during renovation shall be evaluated for the presence of PCBs and in the case where the presence of PCBs in the light ballast cannot be verified, they shall be assumed to contain PCBs, and handled and disposed of as such, according to applicable laws and regulations. Any other hazardous building materials identified either before or during demolition or renovation shall be abated according to federal, state, and local laws and regulations.</p>	Project sponsor.	Prior to issuance of site permit.	ERO	Considered complete upon ERO receipt of affidavit from Project sponsor indicating that hazardous building materials have been properly removed and disposed of.



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No. 19592

HEARING DATE: March 17, 2016

Case No.: 2013.1753E
Project Address: 1066 Market Street
Zoning: Downtown General Commercial (C-3-G) Zoning District
120-X Height and Bulk District
Block/Lot: 0350/003
Project Sponsor: Julie Burdick – (415) 772-7142
Shorenstein Residential, LLC
San Francisco, CA 94XXX
Staff Contact: Chelsea Fordham – (415) 575-9071
Chelsea.Fordham@sfgov.org

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

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ADOPTING FINDINGS RELATED TO THE APPEAL OF THE PRELIMINARY MITIGATED NEGATIVE DECLARATION, FILE NUMBER 2013.1753E FOR THE PROPOSED DEVELOPMENT ("PROJECT") AT 1066 MARKET STREET.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby AFFIRMS the decision to issue a Mitigated Negative Declaration, based on the following findings:

1. On February 12, 2014, pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, the Planning Department ("Department") received an Environmental Evaluation Application form for the Project, in order that it might conduct an initial evaluation to determine whether the Project might have a significant impact on the environment.
2. On January 13, 2016, the Department determined that the Project, as proposed, could not have a significant effect on the environment.
3. On January 13, 2016, a notice of determination that a Mitigated Negative Declaration would be issued for the Project was duly published in a newspaper of general circulation in the City, and the Mitigated Negative Declaration posted in the Department offices, and distributed all in accordance with law.
4. On February 2, 2016, an appeal of the decision to issue a Mitigated Negative Declaration was timely filed by Sue Hestor for San Franciscans for Reasonable Growth.
5. A staff memorandum, dated March 10, 2016, addresses and responds to all points raised by appellant in the appeal letter. That memorandum is attached as Exhibit A and staff's findings as to those points are incorporated by reference herein as the Commission's own findings. Copies of that memorandum



City and County of San Francisco
Edwin M. Lee
Mayor

San Francisco Department of Public Health
Barbara A. Garcia, MPA
Director of Health

June 16, 2016

The Honorable Mayor Lee
Mayor, City and County of San Francisco
1 Dr. Carlton B. Goodlett Place, Room 200
San Francisco, CA 94102

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

Ben Rosenfield, Controller
1 Dr. Carlton B. Goodlett Place, Room 316
San Francisco, CA 94102

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BOARD OF SUPERVISORS
SAN FRANCISCO
2016 JUN 16 PM 4:29
BY [Signature]

Re: Fiscal Year 2016-18 Membership List

Ladies and Gentlemen:

I am re-submitting the annual list of membership organizations for Fiscal Year 2016-18 to correct for two memberships the American Medical Association and the American Thoracic Society that was erroneously listed for deleted on original version. If you have any questions, please contact me at 554-2610.

Sincerely,

for Barbara A. Garcia, MPA
Director of Health

DEPARTMENT OF PUBLIC HEALTH
Membership Organizations
FY 16-18

<u>Membership Organization</u>	<u>FEE for FY</u>	<u>FEE for FY</u>
	<u>16-17</u>	<u>17-18</u>
340B Health (Formerly Safety Net Hospitals for Pharmaceutical Access - SNHPA)	\$ 9,600	\$ 9,600
Alliance to Protect 340B	\$ 10,000	\$ 10,000
American Association of BioAnalysts	\$ 1,500	\$ 1,500
American Association of Nurse Assessment Coordinators (AANAC)	\$ 1,100	\$ 1,100
American Association of Nursing Executives	\$ 420	\$ 420
American Board of Industrial Hygiene	\$ 325	\$ 325
American College of Health Care Executives (ACHE)	\$ 340	\$ 360
American College of Surgeons, Trauma Quality Improvement Program (ACS TQIP)	\$ 10,575	\$ 10,575
American Conference of Governmental Industrial Hygienists (ACGIH)	\$ 1,200	\$ 1,200
American Dietetic Association New Name: Academy of Nutrition & Dietetics	\$ 720	\$ 720
American Health Consultants	\$ 499	\$ 499
American Health Information Management Association (AHIMA) - New	\$ 320	\$ 320
American Healthcare Association of Radiology Administrators	\$ 165	\$ 165
American Hospital Association (AHA)/California Hospital Association (CHA) or CAHHS	\$ 99,996	\$ 99,996
American Industrial Hygiene Association	\$ 400	\$ 400
American Journal of Psychiatry	\$ 294	\$ 294
American Medical Association	\$ 420	\$ 420
American Occupational Therapy Association	\$ 100	\$ 100
American Pharmaceutical Association	\$ 260	\$ 260
American Physical Therapy Association	\$ 210	\$ 210
American Public Health Association (APHA)	\$ 1,000	\$ 1,000
American Society for Microbiology	\$ 1,000	\$ 1,000
American Society of Health-System Pharmacists	\$ 353	\$ 353
American Society of Tropical Medicine and Hygiene (ASTMH)	\$ 195	\$ 195
American Speech and Hearing Association (ASHA)	\$ 400	\$ 400
American Telemedicine Association - New	\$ 1,500	\$ 1,500
American Thoracic Society	\$ 375	\$ 375
Association for Healthcare Resource & Materials Management (AHRMM)	\$ 340	\$ 400
Association for PeriOperative Registered Nurses (AORN)	\$ 3,000	\$ 3,000
Association of American Medical Colleges	\$ 19,725	\$ 19,725
Association of Bay Area Health Officers (ABAHO)	\$ 600	\$ 600
Association of California Nurse Leaders (ACNL)	\$ 1,500	\$ 1,500
Association of Nutrition & Foodservice Professionals Allied Health Membership - New	\$ 120	\$ 120
Association of Professionals in Infection Control & Epidemiology	\$ 175	\$ 175
Association of Public Health Laboratories	\$ 1,000	\$ 1,000
Association of Public Health Nurses - New	\$ 120	\$ 120
Baby Friendly USA, Inc.	\$ 1,350	\$ 1,350
Bay Area Automated Mapping Association	\$ 25	\$ 25
Bay Area Video Coalition (BAVC) - New	\$ 550	\$ 550
Beacon Health Institute/HCPRO	\$ 795	\$ 795
Beryl Institute, Patient Experience	\$ 1,800	\$ 1,800
Big Cities Health Coalition	\$ 10,200	\$ 10,200
Biological Therapies	\$ 146	\$ 146
Board of Certified Safety Professionals	\$ 390	\$ 390
Board of Registered Nurses	\$ 630	\$ 630

DEPARTMENT OF PUBLIC HEALTH
Membership Organizations
FY 16-18

<u>Membership Organization</u>	<u>FEE for FY</u>	<u>FEE for FY</u>
	<u>16-17</u>	<u>17-18</u>
California Agricultural Commissioner and Sealers Association	\$ 3,000	\$ 3,000
California Association for Health Services at Home (CAHSAH)	\$ 3,150	\$ 3,150
California Association of Communicable Disease Controllers	\$ 50	\$ 50
California Association of Healthcare Admissions Management (CAHAM)	\$ 735	\$ 735
California Association of Hospital / Hospital Services for Continuing Care (HSCC)	\$ 94,711	\$ 94,711
California Association of Hospital and Health Systems (CAHHS)	\$ 2,200	\$ 2,200
California Association of Local Behavioral Health Boards/Commissions - New	\$ 500	\$ 500
California Association of Medical Staff Services (CAMSS)	\$ 65	\$ 65
California Association of Public Health Lab Directors	\$ 1,000	\$ 1,000
California Association of Public Hospitals and Health Systems	\$ 222,500	\$ 222,500
California Breastfeeding Coalition	\$ 200	\$ 200
California Conference of Environmental Health Directors	\$ 2,300	\$ 2,300
California Conference of Local Directors of Health Education (CCLDHE)	\$ 250	\$ 250
California Conference of Local Health Department Nutritionist	\$ 200	\$ 200
California Conference/Coalition of Local AIDS Directors (CCLAD)	\$ 50	\$ 50
California Dietetic Association	\$ 150	\$ 150
California Healthcare Association & Hospital Council of Northern and Central California (CHA/HCNCC)	\$ 293,746	\$ 293,746
California Healthcare Safety Net Institute (division of CAPH)	\$ 115,000	\$ 115,000
California Healthy Cities Network	\$ 250	\$ 250
California Institute for Nursing & Health Care (CINHC)	\$ 1,024	\$ 1,024
California Maternal Quality Care Collaborative (CMQCC) - New	\$ 5,000	\$ 5,000
California Medical Association	\$ 6,000	\$ 6,000
California Pharmacists Association	\$ 390	\$ 390
California Psychology Internship Council (CAPIC)	\$ 650	\$ 650
California Society of Health-System Pharmacists	\$ 345	\$ 345
California TB Controllers Association	n/a	n/a
California WIC Association	\$ 1,500	\$ 1,500
California Worker's Compensation Institute	\$ 550	\$ 550
Carlat Psychiatry Report	\$ 109	\$ 109
Children's Regional Integrated Services System (CRISS)	\$ 6,700	\$ 6,700
Cities Advocating Emergency AIDS Relief (CAEAR Coalition/Ryan White CARE Act Coalition)	\$ 7,500	\$ 7,500
Coast Agricultural Commissioners & Sealers Association.	\$ 200	\$ 200
College of American Pathologists	\$ 4,300	\$ 4,300
College of Healthcare Information Management Executives (CHIME), includes Healthcare Information and Management Systems Solutions (HIMSS) - New	\$ 550	\$ 550
Commission of Dietetic Registration	\$ 600	\$ 600
Community Access Tickets Service (CATS)	\$ 375	\$ 375
Cooperative Organization for the Development of Employee Selection Procedures - New	\$ 1,850	\$ 1,850
Council of State and Territorial Epidemiologists (CSTE)	\$ 50	\$ 50
County Behavioral Health Director's Association (Formerly California Mental Health Directors Association)	\$ 72,000	\$ 72,000
County Health Executives Association of California (CHEAC)	\$ 10,838	\$ 10,838

DEPARTMENT OF PUBLIC HEALTH
Membership Organizations
FY 16-18

<u>Membership Organization</u>	<u>FEE for FY</u>	<u>FEE for FY</u>
	<u>16-17</u>	<u>17-18</u>
County Tobacco Control Coordinators	\$ 1,000	\$ 1,000
Directors of Public Health Nursing (formerly CA Conference of Local Public Health Nursing Directors)	\$ 375	\$ 375
ECRI Health Device Alerts	\$ 12,535	\$ 12,535
EMS Medical Director's Association of CA	\$ 300	\$ 300
Gerontology Society of America	\$ 100	\$ 100
Health Affairs	\$ 423	\$ 423
Health Care Compliance Association	\$ 590	\$ 590
Health Officers Association of California	\$ 12,715	\$ 12,715
Healthcare Compliance Association (HCAA)	\$ 590	\$ 590
Healthcare Financial Management Association	\$ 850	\$ 850
Healthcare Information and Management Systems Society (HIMSS)	\$ 150	\$ 150
Industrial Claims Association (ICA)	\$ 500	\$ 500
Infectious Diseases Society of America	\$ 315	\$ 315
Institute for Medical Quality	\$ 700	\$ 700
International Board of Lactating Consultant Examiners (IBLCE)	\$ 650	\$ 650
International Lactation Consultant Association	\$ 400	\$ 400
International Society for Vaccines (ISV)	\$ 100	\$ 100
International Society of Travel Medicine (ISTM)	\$ 175	\$ 175
International Union Against Tuberculosis and Lung Disease (IUATLD)	\$ 80	\$ 80
KUMC Research Institute, Inc. / National Database of Nursing Quality Indicators (NDNQI)	\$ 6,365	\$ 6,365
Leading Age California (formerly known as Aging Services of California)	\$ 5,000	\$ 5,000
Maternal, Child & Adolescent Health Action	\$ 1,100	\$ 1,100
Medical Group Management Association/American College of Medical Practice Executive	\$ 365	\$ 365
Mosquito and Vector Control Association of California	\$ 1,080	\$ 1,080
National Association for Home Care (NAHC)	\$ 5,043	\$ 5,043
National Association for Medical Direction of Respiratory Care (NAMDRC)	\$ 350	\$ 350
National Association of County and City Health Officials (NACCHO)	\$ 1,850	\$ 1,850
National Association of County Behavioral Health & Developmental Disability Directors - New	\$ 1,500	\$ 1,500
National Association of EMS Physicians	\$ 375	\$ 375
National Association of Medical Staff Services (NAMSS)	\$ 355	\$ 355
National Association of Public Hospitals and Health Systems (NAPH) / America's Essential Hospitals	\$ 78,500	\$ 78,500
National Coalition of STD Directors (NCSD)	\$ 2,500	\$ 2,500
National Consortium of Breast Centers	\$ 250	\$ 250
National Fire Protection Association	\$ 365	\$ 365
National Foundation for Trauma Care/Trauma Center of America	\$ 5,000	\$ 5,000
National Health Care for the Homeless Council	\$ 4,500	\$ 4,500
National Hospice & Palliative Care Organization	\$ 249	\$ 249
National Minority Aids Council	\$ 2,500	\$ 2,500
National Research Corp Picker (NRC Picker)	\$ 270,949	\$ 270,949
National Safety Council	\$ 315	\$ 315

DEPARTMENT OF PUBLIC HEALTH
Membership Organizations
FY 16-18

<u>Membership Organization</u>	<u>FEE for FY</u>	<u>FEE for FY</u>
	<u>16-17</u>	<u>17-18</u>
National TB Controllers Association	\$ 500	\$ 500
National WIC Association (NWA)	\$ 500	\$ 150
NCS Membership	\$ 40	\$ 40
Neuroscience Education Institute	\$ 249	\$ 249
Northern California Association of Directors of Volunteer Services	\$ 150	\$ 150
Northern California Health Information Management Systems Society	\$ 275	\$ 275
NPDES Coalition Assessment Mosquito and Vector	\$ 360	\$ 360
Nurses Improving Care for Healthsystems Elders (NICHE) - New	\$ 5,200	\$ 5,200
Pharmacist's Letter	\$ 129	\$ 129
Pharmacy Technician's Letter	\$ 77	\$ 77
Prevent Child Abuse California/SF Family Support Network - New	\$ 500	\$ 500
Rehabilitative Development Services - New	\$ 205	\$ 205
San Francisco Chamber of Commerce	\$ 11,910	\$ 11,910
San Francisco Hep B Free	n/a	n/a
San Francisco Immunization Coalition (SFIC)	n/a	n/a
San Francisco Medical Society	\$ 100,000	\$ 100,000
Society for Healthcare Epidemiology of America	\$ 225	\$ 225
Society for Nutrition Education	\$ 225	\$ 225
Society of Public Health Educators	\$ 500	\$ 500
Stanford University / California Perinatal Quality Care Collaborative (CPQCC)	\$ 10,500	\$ 10,500
Surgical Critical Care Program Directors Society (SCCPDS)	\$ 130	\$ 130
ThedaCare Center for Healthcare Value - New	\$ 20,000	\$ 20,000
Trauma Managers Association of California	\$ 100	\$ 100
Trauma Resource Network / Trauma Registry Network	\$ 3,750	\$ 3,750
UCHAPS - Urban Coalition for HIV/AIDS Prevention Services	\$ 15,000	\$ 15,000
UCSF Center for the Health Professionals (Regents of University of CA, CHCLN-CA Health Care Leaders Network)	\$ 500	\$ 500
University Health System Consortium Services Corporation (UHCSC)	\$ 92,000	\$ 92,000
Wilderness Medical Society (WMS)	\$ 195	\$ 195
<u>DPH Memberships To Be Discontinued in FY 2016-17</u>		
Building a Healthier San Francisco Collaborative		
Natural Medicines Comp.Database Web Access		
Psychiatry Drug Alerts		

Dear Supervisor,

Thousands of middle-income seniors and people with disabilities in San Francisco need home care to stay safely in our homes, but can't afford it! Please launch the new **Support at Home** program to subsidize home care for those who need it.

Sincerely,

ANNE M EUNICE



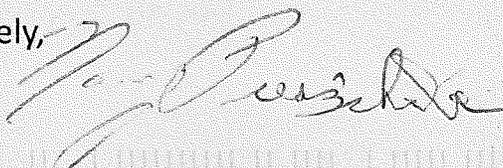
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BOARD OF SUPERVISORS
SAN FRANCISCO
2016 JUN 16 PM 2:54

5

Dear Supervisor,

Thousands of middle-income seniors and people with disabilities in San Francisco need home care to stay safely in our homes, but can't afford it! Please launch the new **Support at Home** program to subsidize home care for those who need it.

Sincerely,



BOS-11
Cppl
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2016 JUN 15 PM 2:51

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2016 JUN 15 PM 2:51
BY BC

Lucy Li
29 Lisbon Street
San Francisco, CA 94112

June 16, 2016

VIA ELECTRONIC MAIL

Ms. Angela Calvillo
Clerk of the Board, City Hall
1 Dr. Carlton Goodlett Place, Room 244
San Francisco, CA 94102
board.of.supervisors@sfgov.org

RE: Sidewalk Abatement Program

Dear Ms. Calvillo,

This letter is in response to the Notice for Sidewalk repairs dated June 2, 2016, posted on the following address:

Location: 29 Lisbon St.
Block/Lot: 5955/002B
Notice To Repair #: ASAP 969591

The Notice is also attached herein for your reference.

By this letter, the property owner at the above referenced address objects to assessing property taxes to use towards the cost of inspection fees and/or sidewalk abatement repairs completed by the City & County of San Francisco. The property owner has diligently maintained the sidewalk in front of the property for years and has kept the sidewalk, driveway, and any area of public access consistently in good repair.

Any assessment, use, or increase of property taxes for sidewalk repairs will unfairly burden the property owner because the property owner will be forced to incur an additional, higher tax burden in addition to the personal funds already expended to maintain the sidewalk in front of 29 Lisbon Street. Should any need for sidewalk maintenance arise in the future, the property owner prefers to do the repairs on her own.

Thank you for your consideration of these objections and comments. We look forward to receiving your fair and accurate decision.

Very truly yours,

Lucy Li



NOTICE OF BOARD OF SUPERVISORS PUBLIC HEARING

June 2, 2016

Edwin M. Lee
Mayor

Mohammed Nuru
Director

Jerry Sanguinetti
Manager

Street Use and Mapping
1155 Market St., 3rd floor
San Francisco, CA 94103
tel 415-554-5810

sfpublicworks.org
[facebook.com/sfpublicworks](https://www.facebook.com/sfpublicworks)
twitter.com/sfpublicworks

Location: 29 LISBON ST
Block/Lot: 5955 / 002B
Notice To Repair # (s): ASAP 969591

Pursuant to Chapter 80 of the San Francisco Administrative Code, a hearing before the Board of Supervisors will be held regarding the cost of inspection fees and / or sidewalk abatement repairs completed by the City & County of San Francisco to be placed as an assessment on property taxes.

The hearing will be scheduled as follows:

Hearing Date: Tuesday, June 21, 2016
Time: 3 PM
**Location: Board of Supervisors'
Legislative Chamber
City Hall, Room 250
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689**

Board's Website: <http://www.sfbos.org/index.aspx?page=2314>

Accessible Meeting Information

Hearings will be held at City Hall, #1 Dr. Carlton B. Goodlett Place, 4th floor. Accessible seating for persons with disabilities, including those using wheelchairs will be available.

The closest accessible BART Station is Civic Center, located at the intersection of Market and 8th Streets, three blocks from City Hall. Accessible MUNI bus lines serving the City Hall area are: 5 Fulton, 6 Parnassus, 9 San Bruno, 19 Polk, 21 Hayes, 47 Van Ness, 49 Van Ness-Mission, , and 71 Haight/Noriega. Accessible MUNI Metro lines are: F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). Further information about MUNI accessible services can be obtained at www.sfmta.com or by telephoning MUNI Routes and Schedules at 3-1-1 or at (415) 701-4485.

Accessible curbside parking is available on Dr. Carlton B. Goodlett Place, Grove Street, McAllister Street, and Van Ness Avenue. There is also accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex.

Minutes of the meeting are available in alternative formats. If you require the use of a reader during the meeting, American Sign Language interpreters, and/or a sound enhancement system, please call DPW's Accessibility Access Coordinator at 557-4685 at least 72 hours prior to the hearing.

Individuals with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities should call our accessibility hotline at 557-4685 to discuss meeting accessibility. In order to assist the City's efforts to accommodate such people, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

Know Your Rights Under the Sunshine Ordinance

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, Boards, Councils, and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the peoples review.

For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact the Sunshine Ordinance Task Force: City Hall Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102; phone (415) 554-7724, fax (415) 554-7854 or E-mail spotf@sfgov.org.

Lobbyist Registration and Reporting Requirements

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code 2.100, et. seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission: 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; phone (415) 252-3100; fax (415) 252-3112; or web site: www.sfethics.org.

Language Interpreters

Request must be received at least 48 hours in advance of the hearing to ensure availability.

ESPAÑOL: La solicitud de un intérprete debe recibirse 48 horas antes de la reunión.

中文: 如需即時傳譯, 請於會議前最少四十八小時通知

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco, as a Committee of the Whole, will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

- Date:** Tuesday, June 21, 2016
- Time:** 3:00 p.m.
- Location:** City Hall, 1 Dr. Carlton B. Goodlett Place, Legislative Chamber, Room 250, San Francisco, CA
- Subject:** **File No. 160459.** Hearing to consider objections to a report of assessment costs submitted by the Director of Public Works for inspection and/or repair of blighted properties through the Accelerated Sidewalk Abatement Program, ordered to be performed by said Director pursuant to Administrative Code, Chapter 80, the costs thereof having been paid for out of a blight abatement fund, scheduled pursuant to Motion No. M16-062, approved May 10, 2016.

Pursuant to the provisions of Administrative Code, Section 80, the Director of Public Works did cause the repair and replacement of sidewalks at various locations where the obligation to perform such repair or replacements is that of the property owners. A copy of the report for such repairs is attached, which contains the location, block and lot numbers, and the total amount due, including administrative costs.

At the public hearing, the Board of Supervisors will hear objections which may be raised by any property owner liable to be assessed, and may make such corrections, revisions or modifications to the report as it deems just. Confirmation of the report by the Board of Supervisors will result in special assessments of the property and addition of these assessments to the tax roll.

Pursuant to Government Code, Section 65009, notice is hereby given, if you challenge, in court, the matter described above, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Board of Supervisors at, or prior to, the public hearing.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official public record in this matter, and shall be brought to the attention of the members of the Board. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton Goodlett Place, Room 244, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, June 17, 2016.


Angela Calvillo
Clerk of the Board

OFFICE OF THE MAYOR
SAN FRANCISCO



*Rules Clerk, CoB,
Leg Dep., Dep City atty,
Bpast, AoFile*
EDWIN M. LEE
MAYOR

Notice of Appointment

June 16, 2016

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

Honorable Board of Supervisors:

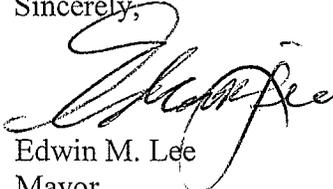
Pursuant to Section 3.100(18) of the Charter of the City and County of San Francisco, I hereby make the following appointment:

Julie Soo, to the Commission on the Status of Women, for a four-year term ending April 13, 2020.

I am confident that Ms. Soo, an elector of the City and County, will serve our community well. Attached herein for your reference are her qualifications to serve.

Should you have any questions related to this appointment, please contact my Director of Appointments, Nicole Elliott, at (415) 554-7940.

Sincerely,


Edwin M. Lee
Mayor

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BOARD OF SUPERVISORS
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2016 JUN 16 PM 12:58


7

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

June 16, 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,

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Sincerely,

A handwritten signature in cursive script, appearing to read "Edwin M. Lee".

Edwin M. Lee
Mayor

Julie Soo Biography

Julie D. Soo is a senior staff counsel with the California Department of Insurance. She has volunteered in a variety of community causes, including hate crimes projects, civil rights education, campaign work, and community health advocacy. She is well-recognized as a former staff writer with AsianWeek, where she continues to be a features contributor. Julie is a fourth-generation San Franciscan on her mother's side of the family and a graduate of Lowell High School. In addition to serving on the San Francisco Commission on the Status of Women, she is a member of the Board of Trustees for Saint Francis Memorial Hospital and is active with the California Democratic Party Executive Board as a co-chair of the Platform Committee, now entering her sixth term as a delegate. She holds an A.B. with a double major in Pure Mathematics and Statistics from U.C. Berkeley, an M.A. in Applied Mathematics from U.C. San Diego, and a J.D. from Golden Gate University School of Law.

OFFICE OF THE MAYOR
SAN FRANCISCO



BOS-11, COB, Rules
Leg Rep, Page,
EDWIN M. LEE AO
MAYOR File

Notice of Appointment

June 13, 2016

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

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SAN FRANCISCO
2016 JUN 13 PM 4:48
AK

Honorable Board of Supervisors:

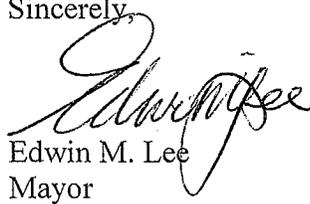
Pursuant to Section 3.100(18) of the Charter of the City and County of San Francisco, I hereby make the following appointment:

Andrea Shorter, to the Commission on the Status of Women, for a four-year term ending April 13, 2020.

I am confident that Ms. Shorter, an elector of the City and County, will serve our community well. Attached herein for your reference are her qualifications to serve.

Should you have any questions related to this appointment, please contact my Director of Appointments, Nicole Wheaton, at (415) 554-7940.

Sincerely,


Edwin M. Lee
Mayor

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

June 13, 2016

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

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Should you have any questions related to this appointment, please contact my Director of Appointments, Nicole Wheaton, at (415) 554-7940.

Sincerely,


Edwin M. Lee
Mayor

Andrea Shorter Biography

Director of Community Relations, Out & Equal

Andrea Shorter brings 30 plus years of experience to as an accomplished advocate, non-profit manager, public official, political strategist, and principal consultant with Atlas Leadership Strategies. Prior to coming on board, Andrea was the Director of Marriage Equality and Coalition Strategies at Equality California, where she led an unprecedented statewide coalition of over 100 diverse organizations, community, political, and business leaders to restore same sex marriage equality after the epic passage of Proposition 8. She is the former Deputy Executive Director of the NAMES Project Foundation/AIDS Memorial Quilt where she developed its vast international chapters network, and developed initiatives to expand the historic Quilt's reach as a key HIV/AIDS education tool into communities of color, middle schools, universities, and globally, including South Africa. The former Deputy Executive Director of the Center on Juvenile and Criminal Justice, she co-developed and directed what would become a nationally replicated program to provide alternatives to detention to non-violent youth offenders. The program was cited by the Department of Justice as a national model, and awarded by the Harvard Kennedy School of Government's Excellence in Governance program.

Andrea is a former member of the elected Board of Trustees of the San Francisco Community College District, and the former Co-Chair of the San Francisco Counts Census Committee. She currently serves as ranking member and Vice-President of the Commission on the Status of Women for the City and County of San Francisco, where she continues to lead nationally renowned policy and program initiatives regarding domestic violence, and gender equity in the workplace. Andrea is a proud graduate of Whittier College, and completed the Harvard Kennedy School of Government's Executive Education Program for Senior Executives in State and Local Government as a 2009 David Bohnett Fellow for LGBT Leaders.

From: Board of Supervisors, (BOS)
Sent: Thursday, June 16, 2016 10:19 AM
To: BOS-Supervisors; BOS-Legislative Aides
Subject: FW: Required: Copy of Waiver Request Sent to Board of Supervisors--Cursacript
Attachments: 2015-16 Curascript CMD Waiver Request.pdf

From: Folmar, David (DPH)
Sent: Wednesday, June 15, 2016 4:02 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: Winchester, Tamra (ADM) <tamra.winchester@sfgov.org>
Subject: Required: Copy of Waiver Request Sent to Board of Supervisors--Cursacript

Board of Sup Required: Copy of Waiver Request Sent to Board of Supervisors

Attached 12b Waiver Request—Cursacript, \$300,000.00: Contraceptive Nexplanon for Zuckerberg San Francisco General Hospital June 17, 2016-June 30, 2018

No Potential Contractors Comply
Administrative Code 12B.5-1

8



MEMORANDUM

TO: Veronica Ng, Director, Contract Monitoring Division
THROUGH: Barbara A. Garcia, MPA, Director of Health *AD*
FROM: Jacquie Hale, Director, DPH Office of Contracts Management *JH*
DATE: February 24, 2016
SUBJECT: 12B and 14B Waiver

The Department of Public Health (DPH) respectfully requests approval of the attached 12B and 14B Waiver for the following:

Curascript Specialty Distribution

- Commodity/Service:** Purchase the birth control contraceptive Nexplanon, a new single-rod sub dermal contraceptive implant containing etonorgestrel, manufactured by Merck & Co., that is inserted just under the skin of a woman's upper arm. For use at San Francisco General Hospital.
- Amount:** Estimated amount for three year term is \$300,000
- Funding Source:** General Funds
- Term:** 2/29/2016 through 06/30/18

Rationale for this sole source waiver:

Nexplanon has performance characteristics that meet the Department's requirements for a long lasting contraceptive implant, and no other source satisfies the Department's requirements. Nexplanon is manufactured by Merck & Co., and is replacing Implanon which is currently used by SFGH.

SFDPH wishes to purchase directly from Curascript Specialty Distribution, the sole distributor for the manufacturer of Nexplanon, Merck & Co. that is currently a City vendor. Curascript meets the City's Business Tax requirements but does not comply with CMD's Equal Benefits Ordinance. The other distributor of Nexplanon is CVS Caremark, which is neither a city vendor, nor 12b compliant.

Therefore, a waiver is requested so SFGH can purchase Nexplanon with Curascript.

For questions concerning this waiver request, please call the Office of Contract Management at 255-349

Thank you for your consideration.

CONTRACT MONITORING
DIVISION
2016 FEB 26 PM 3:45



CITY AND COUNTY OF SAN FRANCISCO
CONTRACT MONITORING DIVISION

S.F. ADMINISTRATIVE CODE CHAPTERS 12B and 14B
WAIVER REQUEST FORM
(CMD-201)

Send completed waiver requests to:
cmd.waiverrequest@sfgov.org or
CMD, 30 Van Ness Avenue, Suite 200, San Francisco, CA
94102

FOR CMD USE ONLY
Request Number:

Section 1. Department Information

Department Head Signature: [Signature]
Name of Department: Department of Public Health
Department Address: 101 Grove St. Rm 307 San Francisco CA 94102
Contact Person: Jacquie Hale, Director, Contract Management and Compliance
Phone Number: 554-2609 E-mail: Jacquie.Hale@sfdph.org

Section 2. Contractor Information

Contractor Name: Curascript Vendor No.: 76729
Contractor Address:
Contact Person: Contact Phone No.:

Section 3. Transaction Information

Date Waiver Request Submitted: Feb 24, 2016 Type of Contract: Commodity, Medical
Contract Start Date: Feb 29, 2016 End Date: June 30, 2018 Dollar Amount of Contract: \$ 300,000.00

Section 4. Administrative Code Chapter to be Waived (please check all that apply)

- [X] Chapter 12B
[X] Chapter 14B Note: Employment and LBE subcontracting requirements may still be in force even when a 14B waiver (type A or B) is granted.

Section 5. Waiver Type (Letter of Justification must be attached, see Check List on back of page.)

- [X] A. Sole Source
B. Emergency (pursuant to Administrative Code §6.60 or 21.15)
C. Public Entity
[X] D. No Potential Contractors Comply (Required) Copy of waiver request sent to Board of Supervisors on:
E. Government Bulk Purchasing Arrangement (Required) Copy of waiver request sent to Board of Supervisors on:
F. Sham/Shell Entity (Required) Copy of waiver request sent to Board of Supervisors on:
G. Subcontracting Goals
H. Local Business Enterprise (LBE)

CMD/HRC ACTION
12B Waiver Granted: 14B Waiver Granted:
12B Waiver Denied: 14B Waiver Denied:
Reason for Action:
CMD Staff: Date:
CMD Director: Date:
HRC Director (12B Only): Date:



255 Technology Park, Lake Mary, FL 32746
Ph: 877.599.7748 www.curascript.com

An Express Scripts Company

CURRENT PRICE QUOTE

Department of Pharmaceutical Services
Zuckerberg San Francisco General
Hospital and Trauma Center
1001 Potrero Avenue, Room 1C30
San Francisco, CA 94110

Date: February 10, 2016

Re: Nexplanon- Current Prices

- Nexplanon NDC# 00052433001
Generic Desc: ETONOGESTREL SUBDERMAL IMPLANT

Current prices for Nexplanon are listed below. Prices are subject to change based on manufacturer price changes, 340B eligibility, and Apexus membership. No shipping charges for 2nd-business-day delivery or taxes are applied.

- NON340B \$771.52/each
- 340B/PHS \$434.21/each
- 340B/Apexus \$364.00/each

You will need to have an active account with CuraScript to purchase Nexplanon. The name(s) of the Nexplanon-trained clinicians at the facility must also be provided.

The drug manufacturer Merck uses just two distributors for Nexplanon: 1) Curascript Specialty Distribution; and 2) Caremark/Theracom.

Thank you,

Lynn Paul | Team Lead

Customer Service

CuraScript SD Specialty Distribution

255 Technology Park | Lake Mary, FL 32746

☎ 866.844.0148 option 1

☎ 866.389.7928

🌐 www.curascriptonline.com

An Express Scripts Company

FAML9560 V5.1
LINK TO:

CITY AND COUNTY OF SAN FRANCISCO--NFAMIS
VENDOR CLASS/STATUS CODE

02/24/2016
10:56 AM

VENDOR NUMBER: 76729 - CURASCRIP SPECIALTY DISTRIBUTION
VENDOR SUFFIX: 01

S	CLS	STA	DESCRIPTION	SRT	FRQ	DATE-1	DATE-2	PREF	%	CERTIFICATE
	BUS	DND	NO SF PRESENCE							
	HB	REQ	REQR 12B COMPLY				08/04/2009			
	HBC	YES	COMPLIES							
	HBN	NO	NOT COMPLY							

F1-HELP F2-SELECT F4-PRIOR F5-NEXT
F7-PRIOR PG F8-NEXT PG F9-LINK F11-CLASS F12-STATUS
G014 - RECORD FOUND

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: Please forward designated trails letter to BOS
Attachments: 2016 restrictions_on_herbicides (1).pdf

From: Dee Seligman [mailto:deesel91@gmail.com]
Sent: Wednesday, June 15, 2016 2:08 PM
To: Board of Supervisors; (BOS) <board.of.supervisors@sfgov.org>
Subject: Please forward designated trails letter to BOS



Dear Board of Supervisors,

The SF Forest Alliance just sent the following message to the Recreation and Park Commission and the RPD General Manager. There are two park management issues that relate to trails in the natural areas of our parks. RPD is drawing a line between "designated" trails and "undesignated" trails. First, they are using Park Code 3.02 to make it illegal to walk off trail or on "undesignated" trails. Second, they have negotiated language in the Department of Environment "Restrictions on Most Hazardous (Tier 1) Herbicides..." that only provide public safe zones along "designated, actively maintained" trails. (See attachment.)

There is currently no way for the park-going public to know which trails are "designated" and which trails are not, much less, which are being "actively maintained". We are asking RPD management to post park maps showing which trails are the "designated" safe ones.

We hope RPD will respond constructively to our request. We will keep you informed on progress or lack thereof.

Thank you,

Dee Seligman

Interim President, San Francisco Forest Alliance

Cc of letter to Phil Ginsburg and Rec and Park Commission:

Dear Mr. Ginsburg and Recreation and Park Commissioners,

9

A little over a year ago, the Natural Areas Program posted signs in the parklands it manages requiring that park users "Stay on Designated Trails". The signs cite Park Code 3.02 as the grounds for enforcement.

There is a problem here: there is no way for the public to know which trails are "designated". We can guess at some. If there are box steps or split rail fences along the side, it is probably "designated". But for the rest, there is no way to tell. We would ask that RPD publish maps showing the "designated trails" in Natural Areas. These should be readily available online and on signs at the boundaries of Natural Areas. Posting these on the RPD website would be a good start.

The public has a right to know which trails are designated. For one, straying off the "designated trails" in Natural Areas is punishable by a \$100 fine. With each additional offense this goes up to \$200, \$500 and may even be prosecuted as a misdemeanor punishable by jail time and a \$1000 fine. The public clearly has a need to know which trails are the "designated trails". Presumably the Park Patrol, which issues 3.02 citations, has a way of knowing.

The Department of Environment recently published its "Restrictions on Most Hazardous (Tier 1) herbicides for the 2016 San Francisco Reduced Risk Pesticide List". This document sets rules for the use of Tier 1 herbicides by City departments. These restrictions are intended to protect the public, pesticide applicators, and the environment from these hazardous chemicals. One protection established was to prohibit the use of Tier 1 herbicides within 15 feet of public pathways. However, during negotiations between RPD and the Department of Environment the public protections were scaled back. The final document prohibits the use of Tier 1 herbicides "within 15 feet of designated, actively maintained, public paths". For this to deliver any protection to the public, park users must know which trails are "designated, actively maintained, public paths" and which are not. Clearly, in order to be in compliance with the Department of Environment rules, RPD gardeners and contractors who apply these hazardous pesticides must know which trails are "designated" and "actively maintained". Please share this information with the public.

Thank you,

Dee Seligman
Interim President, San Francisco Forest Alliance

**Restrictions on "most hazardous" (Tier I) herbicides
for the 2016 San Francisco Reduced Risk Pesticide List
3/15/16**

Background

In light of the re-categorization of glyphosate as Class 2A "probably carcinogenic in humans" by the International Agency for Research on Cancer (IARC), a consortium of San Francisco Bay Area public agencies developed a general "Policy on the Safe Use of Herbicides" in 2015. The restrictions in this document are based on that policy, and apply only when herbicides categorized as "most hazardous" are used on City-owned properties. In some cases, the allowed uses listed below may be pre-empted by the US EPA label language for the product in question.

The Reduced Risk Pesticide List limitations for individual products may refer to this language, and in some cases the permitted uses for a specific product may be more restrictive. These restrictions apply only to most hazardous herbicides, defined here as herbicide products rated as "Tier I" using San Francisco's Pesticide Hazard Screening Protocol. All other uses of most hazardous herbicides require an exemption granted by the San Francisco Department of the Environment.

Conditions of use for "most hazardous" herbicides

General requirements

1. All treated areas must be clearly noticed, marked and identifiable for four days after the treatment. Blue indicator dyes must be used for spray treatments.
2. Contractors must be fully briefed and trained in the City's San Francisco IPM program's ordinance, requirements and policies.
3. Beginning six months from the adoption of these restrictions, any application of 'most hazardous' systemic herbicides on City property within the City limits or at San Francisco International Airport must be under the direct supervision of a licensed person. A licensed person is defined for these purposes as a person possessing either an Agricultural Pest Control Advisor license, a Qualified Applicator License, or a Qualified Applicator Certificate issued by the California Department of Pesticide Regulation. "Direct supervision" means that the licensed person must be physically present at the site of application.

General prohibitions:

4. No use for purely cosmetic purposes, including turf areas as well as other managed landscapes.
5. No use within 15 feet of designated, actively maintained public paths.
6. No broadcast spraying is permitted, except for targeted treatments at Harding Park golf course in preparation for tournament play.
7. No use on the grounds of schools, preschools, children's playgrounds, or other areas frequented by children.
8. No use within buffer zones (generally 60 feet) around water bodies designated as red-legged frog habitat. Pesticide use in California red-legged frog habitat will be limited as described in the California Red-legged Frog Stipulated Injunction.
9. No use on blackberry (*Rubus*) plants when fruits are present.

Allowed uses (only as method of last resort):

10. Airport runways falling under FAA regulations.
11. Utility rights of way and watershed lands falling under state or federal vegetation management requirements.
12. Cases judged by City pest management professionals as posing a significant public safety, public health or fire risk, for example, poison oak along popular trails or resprouting trees that

constitute a fire hazard. If such treatments are necessary within 15 feet of a designated public path, a physical barrier must be erected around the treated area.

13. Landscape renovations, provided that weed prevention measures are put in place and the treated area is fenced off for four days after treatment.
14. Invasive species that pose a threat to local, native, rare, threatened or endangered species or ecosystems, and which cannot be controlled by other means, except as prohibited under the General Prohibitions section above.
15. Street median strips in situations where alternative control measures pose safety risks to applicators or the public



BOS-11
RECEIVED *cpagc*
BOARD OF SUPERVISORS
SAN FRANCISCO *Leg
Dep.*
2016 JUN 15 PM 2:51
BY BC

OFFICE OF THE GOVERNOR

June 13, 2016

To the California County Boards of Supervisors:

Consistent with the requirement in Elections Code section 12000, enclosed please find a copy of the proclamation calling the General Election on Tuesday, November 8, 2016.

Sincerely,

PETER A. KRAUSE
Legal Affairs Secretary

Enclosure

10



Executive Department

State of California

**A PROCLAMATION
BY THE GOVERNOR OF THE STATE OF CALIFORNIA**

I, **EDMUND G. BROWN JR.**, Governor of the State of California, pursuant to section 12000 of the Elections Code, proclaim that a General Election will be held throughout this State on Tuesday, the 8th day of November, 2016, at which the following offices are to be filled:

Presidential electors;

One United States Senator;

Representatives to the Congress of the United States from each of the 53 congressional districts of the State;

State Senators from odd-numbered districts of the 40 senatorial districts of the State;

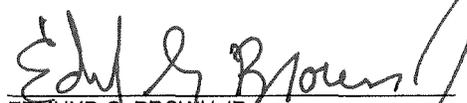
Members of the Assembly from each of the 80 assembly districts of the State; and

All such other state, county, judicial, or other officers as are provided by law to be filled at such election.

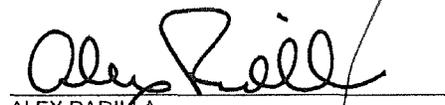
I further proclaim that at such election there will also be submitted to the voters such proposed constitutional amendments, questions, propositions, and initiative measures as are required to be so submitted by the Constitution and laws of this State.



IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 9th day of June 2016.


EDMUND G. BROWN JR.
Governor of California

ATTEST:


ALEX PADILLA
Secretary of State

From: Reports, Controller (CON)
Sent: Wednesday, June 15, 2016 1:31 PM
To: Calvillo, Angela (BOS); BOS-Supervisors; BOS-Legislative Aides; Gosiengfiao, Rachel (BOS); Kawa, Steve (MYR); Leung, Sally (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); Tucker, John (MYR); CON-EVERYONE; MYR-ALL Department Heads; CON-Finance Officers
Subject: Issued: FY 2016-17 & FY 2017-18 Revenue Letter

Charter Section 9.102 requires that the Controller provide the Board of Supervisors with an opinion regarding the accuracy of economic assumptions underlying the revenue estimates in the Mayor's proposed budget and the reasonableness of such estimates. On May 31, 2016, Mayor Edwin Lee submitted his FY 2016-17 and FY 2017-18 proposed budget to the Board of Supervisors.

The Mayor's proposed budget for FY 2016-17 includes \$4.9 billion in General Fund sources and \$9.6 billion in all funds sources representing increases of 6.0 percent and 7.2 percent, respectively, from the FY 2015-16 original budget. The Mayor's proposed budget for FY 2017-18 includes \$5.1 billion in General Fund sources and \$9.7 billion in all funds sources representing increases from the FY 2016-17 proposed budget of 4.4 percent and 1.3 percent, respectively.

Overall, the proposed two-year budget appears to be reasonable given information currently available.

To view the full revenue letter, please visit our website at:
<http://openbook.sfgov.org/webreports/details3.aspx?id=2312>

This is a send-only email address.

For questions regarding the revenue letter, please contact Drew Murrell at Drew.Murrell@sfgov.org or 415 554-7647.

Follow us on Twitter @SFController



City and County of San Francisco

Office of the Controller

FY 2016-17 and FY 2017-18 Revenue Letter:

Controller's Discussion of the Mayor's FY 2016-17 and FY 2017-18 Proposed Budget



June 15, 2016



City and County of San Francisco

Office of the Controller

Controller's Discussion of the Mayor's FY 2016-17 and 2017-18 Proposed Budget

June 15, 2016

Charter Section 9.102 requires that the Controller provide the Board of Supervisors with an opinion regarding the accuracy of economic assumptions underlying the revenue estimates in the Mayor's proposed budget and the reasonableness of such estimates. On May 31, 2016, Mayor Edwin Lee submitted his FY 2016-17 and FY 2017-18 proposed budget to the Board of Supervisors. An overview of revenues is provided in Table 1.

Overall, the proposed two-year budget appears to be reasonable given information currently available.

- The proposed budget assumes continued economic expansion during FY 2016-17 and FY 2017-18, albeit at more moderate rates than experienced during the past two fiscal years.
- The budget also includes use of one-time revenues for non-recurring expenditures, particularly capital expenditures, and preserves and builds key reserves, consistent with adopted financial policies. The budget preserves \$60 million of projected current year fund balance, to manage significant labor and non-labor expenditure uncertainty in FY 2017-18.
- The budget assumes voter approval of a 0.75% sales tax increase in November 2016. Our office has placed reserves on expenditures pending approval of the tax, as well as others where a revenue assumed in the budget requires subsequent action to realize.
- While consistent with the City's budget planning practices for many years, significant drawdowns of prior year fund balance will likely create financial stress in FY 2018-19 unless economic growth exceeds our projections.

Overview

As shown in Table 1, the Mayor's proposed budget for FY 2016-17 includes \$4.9 billion in General Fund sources and \$9.6 billion in all funds sources representing increases of 6.0 percent and 7.2 percent, respectively, from the FY 2015-16 original budget. The Mayor's proposed budget for FY 2017-18 includes \$5.1 billion in General Fund sources and \$9.7 billion in all funds sources representing increases from the FY 2016-17 proposed budget of 4.4 percent and 1.3 percent, respectively.

Table 1. Overview of Budget Sources (\$ millions)

General Fund

	FY 2015-16 Budget	FY 2016-17 Proposed	FY 2017-18 Proposed
Fund Balance - Prior Year Operating Surplus	\$ 180	\$ 173	\$ 182
Use of Reserves	3	6	4
Regular Revenues	4,198	4,522	4,734
Transfers In to the General Fund	207	160	156
Total GF Sources	\$ 4,588	\$ 4,861	\$ 5,077
<i>Change from Prior Year</i>		\$ 273	\$ 216
<i>Percentage Change</i>		6.0%	4.4%

All Funds

	FY 2015-16 Budget	FY 2016-17 Proposed	FY 2017-18 Proposed
Fund Balance	\$ 345	\$ 485	\$ 357
Use of Reserves	21	9	10
Regular Revenues	8,573	9,089	9,339
Total All-Funds Sources	\$ 8,939	\$ 9,583	\$ 9,706
<i>Change from Prior Year</i>		\$ 644	\$ 123
<i>Percentage Change</i>		7.2%	1.3%

Highlights include:

- Local tax revenue estimates are reasonable given current economic assumptions.** The proposed budget assumes continued local economic expansion, consistent with the Joint Report Update published in March and updated for new data. General Fund FY 2016-17 regular revenues are increasing by \$324 million or 7.7 percent from the FY 2015-16 budget. In FY 2017-18 General Fund revenues are expected to increase further by \$212 million or 4.7 percent from the FY 2016-17 proposed budget. Local tax revenues are influenced by national and international economic developments that could cause changes to the currently favorable trends in job growth, property values and tourism, and also by state and federal fiscal policies. Any significant economic slow-down would require the Mayor's Office and the Board to adjust the budget to reflect reduced revenues. The Controller's Office will monitor revenues and provide revenue projection updates throughout the budget years.
- The proposed budget assumes Board and voter approval of a proposed 0.75% transactions and use tax in November 2016,** which is projected to increase revenue by \$35.7 million and \$147.7 million in FY 2016-17 and FY 2017-18, respectively. These expenditures have been placed on reserve pending approval of the measure. After adjusting for the expiration of the State's 0.25 percent temporary sales tax increase and the Triple Flip (the scheme used to secure the State's voter-approved deficit bonds from 2004), this proposed increase would result in a 9.25% sales tax rate in April 2017.

- The proposed General Fund budget slightly reduces use of prior year fund balance.** As discussed in Appendix 1, use of fund balance in the General Fund comprises \$172.9 million in the FY 2016-17 proposed budget, a decrease of \$7.3 million from the FY 2015-16 budget. The proposed FY 2017-18 General Fund budget includes \$182.1 million in fund balance, an increase of \$9.2 million from the FY 2016-17 proposed budget. The proposed use of fund balance is net of \$60.0 million in assigned but unbudgeted contingency reserves consistent with administrative provisions in the budget.
- The proposed General Fund budget slightly increases use of prior year reserves and complies with financial policies for depositing to reserves:** The proposed budget increases use of prior year reserves from \$3.1 million in the FY 2015-16 budget to \$5.7 million and \$4.0 million in FY 2016-17 and FY 2017-18, respectively. As in FY 2015-16, the only proposed use of General Fund reserves is from the Recreation and Park Department’s budget savings incentive fund. The proposed budget assumes commercial real estate market conditions will continue slowing from their peak in FY 2014-15, leading to no projected deposits to the Budget Stabilization Reserve in FY 2016-17 or FY 2017-18. In addition, the budget complies with the General Reserve policy, which calls for increasing the General Fund Reserve to 2.00 percent of budgeted General Fund revenues, or \$90.4 million, in FY 2016-17, and 2.25 percent of budgeted General Fund revenues, or \$106.5 million, in FY 2017-18. The General Reserve is available to be appropriated by the Board for any purpose to accommodate shortfalls or new requirements during the course of the budget year.

Table 2. Select Reserve Balances (\$ millions)

	FY 2015-16 Projected	FY 2016-17 Budgeted	FY 2017-18 Budgeted
General Reserve	\$ 69.5	\$ 90.4	\$ 106.5
Rainy Day Economic Stabilization City Reserve	60.3	60.3	60.3
Rainy Day One-Time Reserve	40.5	40.5	40.5
Budget Savings Incentive Fund	54.8	54.8	54.8
Budget Stabilization Reserve	141.6	141.6	141.6
	\$ 366.7	\$ 387.6	\$ 403.7

- Department of Public Health Revenue Changes:** Public Health revenues continue to change significantly because of state and federal reimbursement policy changes under the Affordable Care Act (ACA) and Medi-Cal 2020 Waiver. The budget assumes that funding for county providers as a result of the waiver will decrease over time. This reduction is driven in part by the fact that as more individuals are covered by insurance, federal funding to compensate for services provided to the uninsured from sources such as the Disproportionate Share Hospital and Safety Net Care Pool funds are expected to be reduced. These reductions are offset by increases in fee-for-service revenue at Zuckerberg San Francisco General Hospital (ZSFG) in the budget. The timing and size of these changes is unknown, however, and future budget adjustments are likely to be necessary.
- Budgetary baselines and set-asides are funded at voter-approved levels, with limited exceptions.** Appendix 4 provides details on voter-approved mandates that determine minimum levels of revenues, expenditures or service for various programs, including:

- **Children’s Baseline requirements are exceeded in both FY 2016-17 and FY 2017-18.** Children’s baseline funding in the proposed budget is \$157.5 million in FY 2016-17 and \$158.8 million in FY 2017-18, which is above the required level by \$4.1 million and \$1.2 million, respectively.
- **Disconnected Transitional-Aged Youth (TAY) requirements are exceeded in both FY 2016-17 and FY 2017-18.** TAY baseline funding in the proposed budget is \$23.2 million in FY 2016-17 and \$21.4 million in FY 2017-18, which is above the required level by \$4.7 million and \$2.4 million, respectively.
- **Police Staffing:** Police baseline staffing requires 1,971 full-duty officers net of any positions certified as civilianized pursuant to Charter section 16.123, which the Controller’s Office estimates to be 77. Based on the Mayor’s proposed budget, this staffing requirement will be exceeded by 63 officers in both FY 2016-17 and FY 2017-18.
- **Recreation and Parks Baseline:** Proposition B, passed by the voters on June 7, 2016, requires General Fund support to the department to grow by \$3.0 million annually from FY 2016-17 through FY 2025-26 and by aggregate discretionary revenue thereafter. The required amounts for FY 2016-17 and FY 2017-18 are exceeded by \$0.2 million in each year.

Conclusions

The Mayor’s proposed budget appears to be reasonable given information currently available, with cautionary notes regarding its reliance on continued revenue growth. The Controller’s Office will continue to work closely with the Mayor and the Board to share information as necessary to ensure that the City’s budget remains balanced.

Appendices

1. General Fund Sources	p. 5
2. General Fund Reserve Uses and Deposits	p. 16
3. One-time Sources and Nonrecurring Revenue Policy Compliance	p. 18
4. Baselines & Mandated Funding Requirements	p. 19

Appendix 1. General Fund Sources

Table 1-1 provides a summary of the General Fund sources in the Mayor's FY 2016-17 and FY 2017-18 proposed budget.

Table 1-1. General Fund Sources (\$ millions)

Sources of Funds	FY 2015-16	FY 2016-17	FY 2017-18	Notes
	Budget	Proposed Budget	Proposed Budget	
Prior Year Fund Balance - Operating Surplus	\$ 180.2	\$ 172.9	\$ 182.1	1
Use of Reserves	3.1	5.7	4.0	2
Subtotal Fund Balance and Reserves	183.2	178.6	186.1	
Regular Revenues				
Property Taxes	1,291.0	1,412.0	1,468.0	3
Business Taxes	634.5	669.5	697.9	4
Sales Tax (Bradley Burns 1%)	172.9	200.1	207.1	5
Sales Tax (+0.75% November 2016 Ballot)		35.7	147.7	5
Hotel Room Tax	384.1	412.0	439.4	6
Utility Users Tax	93.6	94.3	95.5	7
Parking Tax	89.7	92.8	95.2	8
Real Property Transfer Tax	275.3	235.0	225.0	9
Stadium Admissions Tax	1.4	1.4	1.4	
Access Line Tax	45.6	47.0	48.3	10
Licenses, Permits & Franchises	27.2	28.9	29.2	
Fines and Forfeitures	4.6	4.6	4.6	
Interest & Investment Income	10.7	14.0	14.4	11
Rents & Concessions	15.4	16.1	15.8	
Intergovernmental - Federal	242.9	255.7	263.6	12
State - Public Safety Sales Tax	98.0	102.0	106.1	13
State - 1991 Health & Welfare Realignment	169.4	179.6	176.3	14
State - Public Safety Realignment	36.4	40.5	42.7	15
State - Other	353.9	379.7	387.4	16
Intergovernmental Revenues - Other	3.7	5.5	3.3	
Charges for Services	205.8	225.2	225.9	17
Recovery of General Government Costs	9.7	10.9	10.9	
Other Revenues	32.0	59.7	28.7	18
Subtotal Regular Revenues	4,197.5	4,521.9	4,734.2	
Transfers In to the General Fund	206.8	160.1	156.4	19
Total Sources	4,587.6	4,860.7	5,076.7	

1. Prior Year Fund Balance. The proposed budget anticipates \$341.2 million in unassigned General Fund surplus will be available at the end of FY 2015-16, or \$56.4 million less than the \$397.8 million ending fund balance projected in the Nine Month Report. The decrease since the Nine Month Report is comprised of \$60.0 million in fund balance being assigned as a contingency reserve for managing expenditure and revenue uncertainty in FY 2017-18, \$8.7 million in reduced net savings from Zuckerberg General and Laguna Honda Hospitals needed to fund multi-year projects offset by \$12.3M in additional project savings identified since the Nine Month Report.

2. Use of Reserves. As shown in Table 1-2, the Mayor’s proposed budget includes use of \$5.7 million from reserves established in prior years during FY 2016-17 and \$3.6 million during FY 2016-17. See Appendix 2 for projected year-end balances in FY 2015-16 through FY 2017-18.

Table 1-2. General Fund Use of Reserves (\$ millions)

General Fund - Use of Prior Year Reserves	FY 2015-16	FY 2016-17	FY 2017-18
	Budget	Proposed Budget	Proposed Budget
Recreation & Parks Savings Incentive Reserve	3.1	5.1	3.5
Recreation & Parks Union Square Garage Revenue	-	0.5	0.5
Total Use of Prior Year Reserves	\$ 3.1	\$ 5.7	\$ 4.0

a. Recreation & Park Savings Incentive Reserve. The Recreation and Park Savings Incentive Reserve is established by Charter Section 16.107(c) and prior to Proposition B, passed by the voters on June 7, 2016, was funded by the retention of year-end net expenditure savings and revenue surplus from the Recreation and Park Department. Proposition B eliminated the ability to retain expenditure savings while preserving deposits from surplus revenue. Any withdrawals from the reserve must go towards one-time departmental expenditures. The Mayor’s proposed budget assumes the use of \$5.1 million in FY 2016-17 and \$3.5 million FY 2017-18, leaving an estimated balance of \$0.2 million at the end of FY 2017-18.

b. Recreation & Park Union Square Revenue Stabilization: The FY 2016-17 and FY 2017-18 proposed budget includes a \$0.5 million use of Union Square Garage Revenue Stabilization Fund in each year, which was established to replace net garage Recreation and Parks revenues lost due to the construction of the Union Square Market Street Central Subway Station.

Table 1-3 provides projected growth rates for major local tax revenues. Notes are provided below.

Table 1-3. General Fund Major Local Tax Revenues: Projected Growth Rates

Local Tax Revenues	FY 2016-17 Growth from FY 2015-16 Budget	FY 2017-18 Growth from FY 2016-17 Proposed Budget	Notes
Property Taxes	9.4% (11.8% w/o Triple Flip)	4.0%	3
Business Taxes	5.5%	4.2%	4
Sales Tax (Bradley Burns 1%)	15.8% (2.5% w/o Triple Flip)	3.5%	5
Sales Tax (+0.75% November 2016 Ballot)	N/A	N/A	5
Hotel Room Tax	7.3%	6.7%	6
Utility Users Tax	0.8%	1.3%	7
Parking Tax	3.4%	2.6%	8
Real Property Transfer Tax	-14.6%	-4.3%	9
Stadium Admissions Tax	0.2%	0.0%	
Access Line Tax	3.0%	2.7%	10
Total Local Tax Revenue Change	7.1%	7.1%	

3. Property Tax. The FY 2016-17 General Fund share of property tax revenue is estimated at \$1,412 million, which is \$121 million (9.4 percent) more than the FY 2015-16 budget and \$38 million (2.8 percent) more than the Nine Month Report. The FY 2017-18 General Fund share of property tax revenue is estimated at \$1,468 million, which is \$56 million (4.0 percent) more than the proposed FY 2016-17 budget. Major changes include:

- **Roll growth:** The proposed FY 2016-17 budget reflects secured property roll growth of 8.3 percent compared to the start of FY 2015-16. Increases in assessed values due to changes in ownership and new construction of real property are expected to account for about eighty percent of the increase. The remainder of the increase is due to the 1.525 percent inflation factor allowed under Proposition 13 for FY 2016-17. The roll growth is also estimated to increase state Vehicle License Fee (VLF) backfill revenue by \$17.4 million.

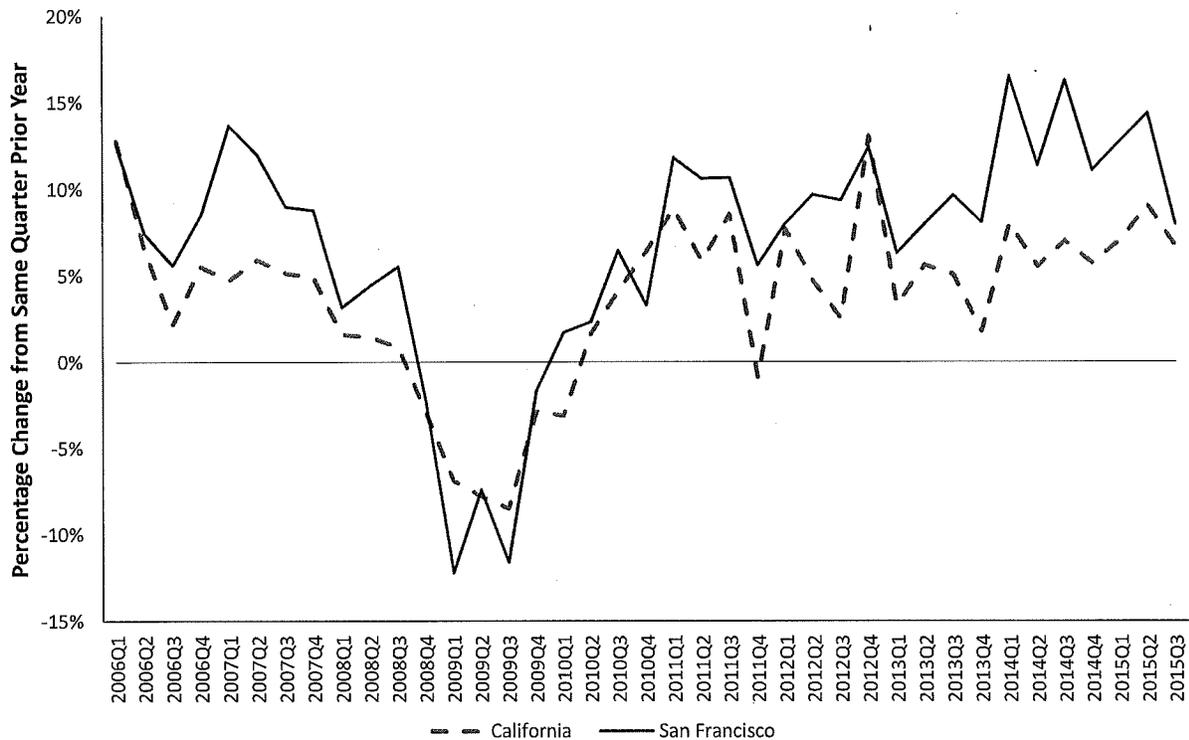
The proposed FY 2017-18 budget reflects secured roll growth of 5.4 percent compared to the proposed FY 2016-17 budget. The growth assumes 3.4 percent of increased taxable value due to changes in ownership and new construction along with the maximum 2 percent inflation factor allowed under Proposition 13. The improved secured roll value is also expected to increase VLF backfill revenue by \$11.9 million.

- **Triple Flip Unwind:** Since July 2004, 0.25 percent of the local share of sales tax revenues have been diverted by the State to help pay for the State of California's \$15 billion in Economic Recovery Bonds, approved by California voters in March 2004 (Proposition 57). To backfill the loss of 0.25 percent of local sales tax revenues, the State established a process referred to as the "Triple Flip" where local governments received additional property tax revenue funds from the Educational Revenue Augmentation Fund (ERAF). The property tax revenues distributed to the ERAF are primarily intended to benefit public education entities. The Economic Recovery Bonds were paid off in July 2015, and the triple flip process ceases at the end of FY 2015-16. The unwind of the Triple Flip reduces General Fund property tax revenue by \$37.5 million in FY 2016-17 compared to FY 2015-16. This decrease in property tax revenues will be offset by the return of the 0.25 percent of the local share of sales tax revenues.
- **Changes in San Francisco Children's Fund allocation factor:** The proposed FY 2016-17 budget includes the change to the San Francisco Children's Fund allocation factor approved by San Francisco voters in November 2014 (Proposition C). The allocation factor will increase by \$0.0025 (from \$0.0325 to \$0.035) on each \$100 valuation of taxable property in FY 2016-17 and another \$0.0025 (from \$0.0350 to \$0.0375) in FY 2017-18, reducing the General Fund allocation by the same factor each fiscal year.

4. Business Tax. Business tax revenue is budgeted at \$669.5 million in FY 2016-17, which is \$14.8 million (2.3 percent) more than FY 2015-16 as projected in the Nine Month Report and \$35.0 million (5.5 percent) more than budgeted in FY 2015-16. Business tax revenue is budgeted at \$697.9 million in FY 2017-18, which is \$28.4 million (4.2 percent) more than the FY 2016-17 proposed budget. The budget reflects continued economic growth in private sector employment and business activity. Revenues from business taxes and registration fees follow economic conditions in the City and grew strongly from FY 2010-11 to FY 2015-16, reflecting underlying gains in City employment and wages during the period. The proposed budget incorporates the new business tax structure introduced by Proposition E, passed by the voters in November 2012.

The two main factors that determine the level of revenue generated by business taxes are employment and wages. Data from the Bureau of Labor Statistics show the unemployment rate for San Francisco peaked in 2010 and declined consistently in each subsequent year to a low of 3.1 percent as of April 2016. Additionally, beginning in 2011, San Francisco business tax revenue has benefitted from a rapid expansion of private sector wages, particularly in the technology sector. As can be seen in Chart 1-1, private wages in all industries in San Francisco have seen strong growth since 2010. In the most recent quarter for which data are available (the third quarter of 2015), total private sector wages grew 8.0 percent. In 2014, the Information Sector, which is comprised mostly of technology companies, wages grew by 42.9 percent over the previous year, compared to all private industries in San Francisco where wages grew by 13.8 percent year-over-year.

Chart 1-1. Change in Private Sector Wages for San Francisco and California, Calendar Years 2005 to 2015

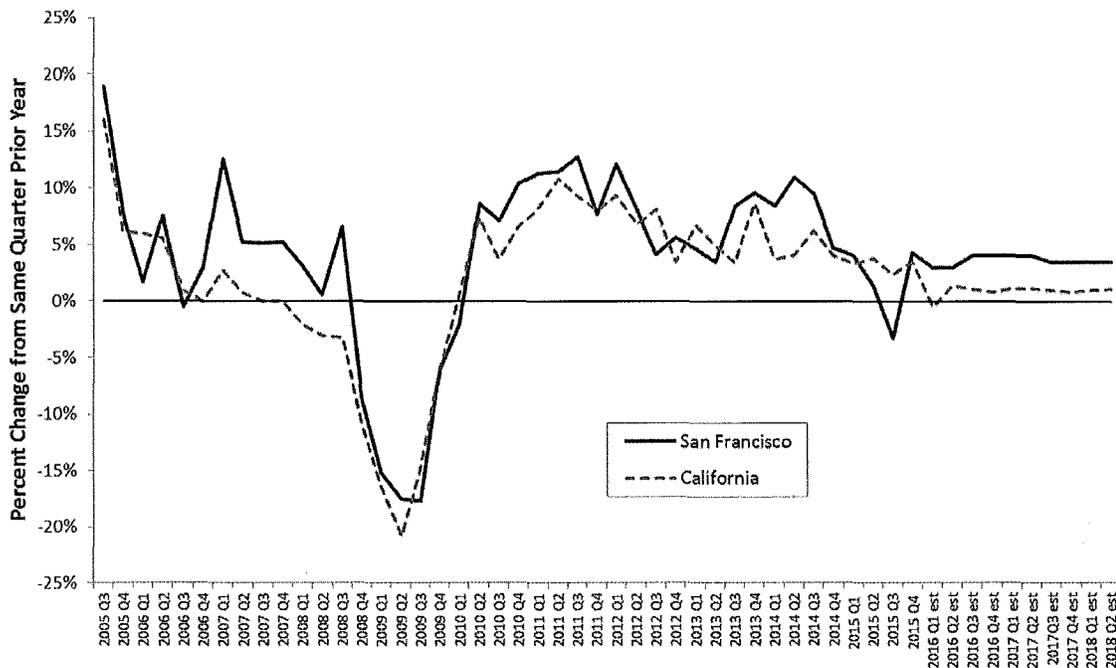


At this time, business tax projections are based on projected growth in private sector wages and employment. Data available from the implementation of gross receipts taxes will be incorporated into projections as they become available. Continued private employment growth averaging 3.0 percent is expected for calendar years 2015 through 2017. Wages are projected to increase slightly faster than projected rates of inflation, with average growth expected of 6.6 percent for the same period. Projections are sensitive to the timing of national economic downturns, continued growth in the local technology sector, and implementation effects of the five year phase-out of payroll taxes in favor of a tax on gross receipts.

5. Sales Tax. Local sales tax is budgeted at \$200.1 million in FY 2016-17, which represents growth of \$27.1 million, or 15.7 percent, from the FY 2015-16 budget and \$33.6 million, or 20.2 percent, from the Nine Month Report projection. FY 2017-18 local sales tax is budgeted at \$207.1 million, which is \$7 million, or 3.5 percent, growth from the FY 2016-17 budget. Local sales tax in both years is projected to continue to grow at a rate slightly above inflation, with the exception of increases of \$23 million in FY 2016-17 as the sales tax allocation has been fully transitioned from 0.75 percent to 1.0 percent due to the end of the Triple Flip in January 2016. These increases are entirely offset by related reductions to General Fund property tax, as described above. Without the one-time increase in sales tax revenue from the Triple Flip, underlying sales tax growth assumed in FY 2016-17 is 4 percent from the underlying sales tax growth for FY 2015-16 as projected in the Nine Month Report, which is 1.8 percent growth from actual FY 2014-15 sales tax collections. The budget assumes no changes to state and federal law or order fulfillment strategies for online retailers.

The proposed budget includes \$35.7 million and \$147.7 million in additional sales and use tax revenue in FY 2016-17 and FY 2017-18, respectively. This revenue assumes approval of a 0.75% transactions and use tax in November 2016, which would go into effect in April 1, 2017. The current total sales and use tax rate of 8.75% will decline to 8.5% on January 1, 2017, after the expiration of a temporary 0.25% state tax (for the Education Protection Account authorized in Prop 30) on December 31, 2016. If approved, the proposed 0.75% add-on would result in a total tax rate of 9.25% as of April 1, 2017. Expenditures equal to the amount of projected revenue have been placed on reserve pending approval of the tax.

Chart 1-2 Actual and Projected Change in Sales Tax Revenues for San Francisco and California, 2005-2018



6. Hotel Tax. FY 2016-17 hotel tax revenue is budgeted at \$412.0 million, which is \$27.9 million (7.3 percent) more than budgeted in FY 2015-16 and \$24.8 million (6.4 percent) more than FY 2015-16 as projected in the Nine Month Report. The FY 2017-18 General Fund share of hotel tax revenue is budgeted at \$439.4 million, which is \$27.4 million (6.7 percent) more than budgeted in FY 2016-17.

Hotel tax revenue growth is a function of changes in occupancy, average daily room rates (ADR) and room supply, measured in the aggregate as Revenue per Available Room (RevPAR). During the first nine months of FY 2015-16 average RevPAR increased by 7.0 percent over the same period prior year. This reflects an all-time high of approximately \$243 per night. RevPAR growth has been above 10% in each of the last five years: 11.1 percent in FY 2014-15, 14.2 percent in FY 2013-14, 11.2 percent in FY 2012-13, 14.6 percent in FY 2011-12 and 15.1 percent in FY 2010-11. In FY 2014-15 and FY 2015-16, RevPAR growth has slowed, and this trend is expected to continue through FY 2016-17 and FY 2017-18. Table 1-6 provides a recent history of RevPAR levels.

Table 1-6. Revenue Per Available Room (RevPAR): FY 2010-11 to FY 2015-16

	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	Change - \$	Change - %
July	\$ 141	\$ 171	\$ 188	\$ 208	\$ 233	\$ 248	\$ 14.72	6%
August	\$ 154	\$ 173	\$ 196	\$ 230	\$ 261	\$ 260	\$ (0.86)	0%
September	\$ 166	\$ 189	\$ 212	\$ 242	\$ 269	\$ 280	\$ 11.03	4%
October	\$ 174	\$ 205	\$ 229	\$ 251	\$ 274	\$ 287	\$ 13.11	5%
November	\$ 112	\$ 152	\$ 152	\$ 195	\$ 190	\$ 208	\$ 18.19	10%
December	\$ 106	\$ 109	\$ 128	\$ 145	\$ 190	\$ 160	\$ (30.75)	-16%
January	\$ 124	\$ 135	\$ 148	\$ 176	\$ 209	\$ 239	\$ 29.90	14%
February	\$ 136	\$ 156	\$ 153	\$ 187	\$ 186	\$ 263	\$ 76.54	41%
March	\$ 136	\$ 148	\$ 166	\$ 183	\$ 230	\$ 241	\$ 10.25	4%
April	\$ 131	\$ 147	\$ 198	\$ 206	\$ 227			
May	\$ 165	\$ 170	\$ 190	\$ 216	\$ 231			
June	\$ 157	\$ 195	\$ 210	\$ 238	\$ 251			
Average YTD	\$141.71	\$162.47	\$180.73	\$206.44	\$229.35	\$242.78	\$ 15.79	7.6%
\$ Change from PY	\$ 18.55	\$ 20.76	\$ 18.26	\$ 25.71	\$ 22.91	\$ 13.43		
% Change from PY	15.1%	14.6%	11.2%	14.2%	11.1%	5.9%		

Source: PKF Consulting

Growth has been fueled by strong demand from all segments of the market (tourist, convention, and business) as a result of San Francisco's strong local economy, and more specifically by the completion of the Moscone Convention Center renovations in July 2012, which boosted growth from convention-related business. Constrained hotel room supply has contributed to large increases in the average daily room rate.

San Francisco and a number of other jurisdictions in California and the U.S. are currently involved in litigation with online travel companies regarding the companies' duty to remit hotel taxes on the difference between the wholesale and retail prices paid for hotel rooms. Actual revenue in FY 2016-17 and FY 2017-18 will depend on developments with these lawsuits.

7. Utility Users Tax. FY 2016-17 utility users tax revenue is budgeted at \$94.3 million, which is 1.7 million (1.8 percent) more than FY 2015-16 as projected in the Nine Month Report and \$0.8 million (0.8 percent) more than budgeted in FY 2015-16. FY 2016-17 revenue is budgeted at \$95.5 million, which is \$1.2 million (1.3 percent) more than budgeted in FY 2016-17. The budget assumes low natural gas prices will continue, leading to tepid growth in gas, electric, and steam user tax revenue.

8. Parking Tax. Parking tax revenue is budgeted at \$92.8 million in FY 2016-17, an increase of \$3.1 million (3.4 percent) over the FY 2015-16 budget, and \$2.1 million (2.3 percent) more than the FY 2015-16 Nine Month Report projection. In FY 2017-18, parking tax revenue is budgeted at \$95.2 million, \$2.4 million (2.6 percent) more than the FY 2016-17 budgeted amount. Parking tax revenue is positively correlated with business activity and employment, both of which are projected to increase over the next two years as reflected in increases in business and sales tax revenue projections. Parking tax growth estimates are commensurate with expected changes to the consumer price index (CPI) over the same period. Parking tax revenues are deposited into the General Fund, from which an amount equivalent to 80 percent is transferred to the San Francisco Municipal Transportation Agency for public transit as mandated by Charter Section 16.110.

9. Real Property Transfer Tax. Real property transfer tax (RPTT) revenue is budgeted at \$235.0 million in FY 2016-17, a reduction of \$40.3 million (14.6 percent) from the FY 2015-16 budget and a reduction of \$21.0 million (8.2 percent) from the FY 2015-16 Nine Month report projection. The budget is based on the assumption that demand from institutional investors and owner-users for

San Francisco real estate across all property types (office, hotel, retail, and residential) as well as associated real property transfers will decline. In FY 2017-18, RPTT revenue is budgeted at \$225.0 million, \$10.0 million (4.3 percent) less than the FY 2016-17 budgeted amount as the pace of transactions trends toward the long term average. This is consistent with expectations for the return to normal growth in wages and employment reflected in business tax projections.

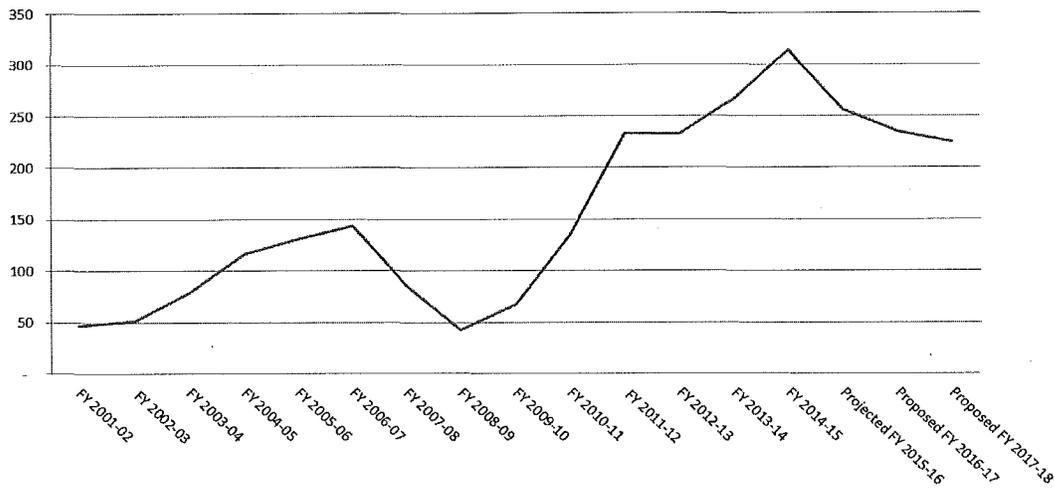
Table 1-7 summarizes recent revenue history by transaction size, and illustrates the strong correlation between total RPTT revenue and sales of high-value (largely commercial) properties. RPTT revenue from sales of properties worth more than \$10 million has increased dramatically, from \$31.2 million in FY 2011-12 to a peak of \$197.3 million in FY 2014-15, an increase of \$166.1 million (533 percent). Total RPTT revenue during the period from FY 2007-08 to FY 2014-15 increased by \$228.16 million (265 percent) has been heavily influenced by the compounding effect of rate changes introduced by rate increases passed in 2008 and 2010. Sales of properties worth more than \$10 million began slowing in FY 2015-16 and are projected to slow further in FY 2016-17 and FY 2017-18.

Table 1-7. Real Property Transfer Tax Revenue by Transaction Size (\$ millions)

Tax Rate	@ 0.50%	@ 0.68%	@ 0.75%	@ 1.5%	@ 2.5%	Total Revenue
	<\$250K	>\$250K	>\$1 M	>\$5 M	>\$10 M	
FY 2007-08	0.5	24.8	61.0	N/A	N/A	86.2
FY 2008-09	0.8	19.8	27.1	1.2	N/A	48.9
FY 2009-10	1.8	24.8	26.5	30.7	N/A	83.7
FY 2010-11	1.0	21.2	30.2	51.7	31.2	135.2
FY 2011-12	1.0	24.3	31.8	25.3	151.2	233.6
FY 2012-13	0.9	25.4	41.7	18.9	147.5	234.5
FY 2013-14	0.9	21.9	49.9	25.8	163.5	261.9
FY 2014-15	0.7	16.8	57.4	42.1	197.3	314.3
FY 2015-16 Projected	0.5	14.2	61.8	28.3	151.2	256.0
FY 2016-17 Budgeted	0.5	13.0	56.8	26.0	138.8	235.0
FY 2017-18 Budgeted	0.4	12.5	54.4	24.9	132.9	225.0

Deposits to the Budget Stabilization Reserve are funded with a portion of volatile revenues, including 75 percent of RPTT revenue in excess of the prior five-year average adjusted for any rate increases during the period. There is no deposit expected during FY 2016-17 and FY 2017-18 as RPTT revenue is expected to be below the prior five-year average. See Appendix 2 for more detail on the Budget Stabilization Reserve and Chart 1-3 for historical RPTT revenue.

Chart 1-3. Historical Real Property Transfer Tax Revenue (\$ millions)



10. Access Line Tax. FY 2016-17 access line tax revenue is budgeted at \$47.0 million, \$1.3 million (2.8 percent) more than FY 2015-16 as projected in the Nine Month Report and \$1.4 million (3.0 percent) more than budgeted in FY 2015-16. FY 2017-18 revenue is budgeted at \$48.3 million, \$1.3 million (2.7 percent) more than budgeted in FY 2016-17. Increases are due to projected population and business growth and include rate increases effective in October of each year and equal to CPI.

11. Interest & Investment Income. Interest and investment income for FY 2016-17 is budgeted at \$14.0 million, an increase of \$3.3 million (30.8 percent) from the FY 2015-16 budget and \$1.3 million (10.0 percent) from the Nine Month Report projection. This increase is a result of higher than expected interest rates during FY 2015-16. FY 2017-18 revenue is expected to increase \$0.4 million (2.7 percent) to \$14.4 over FY 2016-17 due to sustained interest rate increases.

12. Intergovernmental – Federal. Federal support in the General Fund is budgeted at \$255.7 million for FY 2016-17, which represents growth of \$12.8 million (5.3 percent) from the FY 2015-16 budget and \$13.6 million (5.6 percent) from the FY 2014-15 Nine Month Report projection. FY 2016-17 growth includes a \$4.3 million funding increase in the Child Welfare Service (CWS), a \$3.1 million funding increase for food stamp program, a \$2.9 million funding increase from CalWorks Single Allocation, which directly offsets increased expenditure matching requirements, a \$2.7 million funding increase in Adult Protective Services (APS), and a \$2.0 million funding increase in In-Home Supportive Services (IHSS). This growth is partially offset by a \$2.5 million funding reduction in Foster Care Aid. Revenue is expected to plateau in FY 2017-18, with budgeted revenue of \$263.6 million, a \$7.9 million (3.1 percent) increase from FY 2016-17.

13. State – Public Safety Sales Tax. Public safety sales tax revenue is budgeted at \$102.0 million in FY 2016-17, representing annual growth of \$4.1 million (4.1 percent) from FY 2015-16 budget and \$3.9 million (4.0 percent) from FY 2015-16 as projected in the Nine Month Report. This revenue is allocated to counties by the State separately from the local one-percent sales tax discussed above, and is used in San Francisco to fund police and fire services. Disbursements are made to counties based on the County Ratio, which is the county’s percent share of total statewide sales taxes in the most recent calendar year. The county ratio for San Francisco in FY 2014-15 is 2.96 percent and is expected to remain at that level in FY 2016-17 and FY 2017-18. Public Safety

sales tax revenue is budgeted at \$106.1 million, which represents a \$4.1 million (4.0 percent) increase from FY 2016-17.

14. 1991 Health & Welfare Realignment. In FY 2016-17, the General Fund share of 1991 realignment revenue is budgeted at \$179.6 million, or \$10.1 million (6.0 percent) more than the FY 2015-16 budget and \$6.8 million (3.9 percent) from the Nine Month Report projection. This growth is primarily attributed to a \$6.0 million increase in the General Fund portion of sales tax distribution as a result of a \$16.7 million repayment of FY 2013-14 realignment revenue previously withheld by the state as estimated savings from implementation of the Affordable Care Act (ACA). The FY 2017-18 General Fund share of revenue is budgeted at \$176.3 million, a net annual reduction of \$3.3 million (1.8 percent) in sales tax and VLF distributions due to the one time revenue increase in FY 2016-17 from an AB85 true up payment.

The budgets in both years are net of state allocation reductions due to implementation of ACA equal to assumed savings for counties as a result of treating fewer uninsured patients. The Governor's revised budget assumes continuing savings for counties during FY 2016-17 and FY 2017-18 as a result of ACA implementation, and redirects these savings from realignment allocations to cover CalWORKs expenditures previously paid for by the State's General Fund. Reductions to the City's allocation are assumed equal to \$12.0 million in both years, which is \$4.7 million less than the reduction assumed in the FY 2015-16 budget. Future budget adjustments could be necessary depending on final state determinations of ACA savings, which are expected in January 2017 and January 2018 for FY 2014-15 and FY 2015-16, respectively.

15. Public Safety Realignment. Public Safety Realignment (AB 109), enacted in early 2011, transfers responsibility for supervising certain kinds of felony offenders and state prison parolees from state prisons and parole agents to county jails and probation officers. Based on the Governor's revised budget, this revenue is budgeted at \$40.5 million in FY 2016-17, a \$4.1 million (11.3 percent) increase from the FY 2015-16 budget and \$1.1 million (3.0 percent) more than FY 2015-16 as projected in the Nine Month Report. The FY 2017-18 proposed budget assumes a \$2.2 million (5.4 percent) increase from FY 2016-17. This reflects increased State funding to support implementation of AB109 as the Sales Tax and Motor Vehicle License Fee revenues are projected to grow over the next two years.

16. State – Other. Other State funding is budgeted at \$380.0 million in FY 2016-17, an increase of \$25.8 million (7.3 percent) from the FY 2015-16 budget. This increase is primarily attributable to projected growth of \$14.6 million in Short-Doyle Medi-Cal reimbursements related to the Affordable Care Act, a \$3.5 million increase in community mental health service funding at the Department of Public Health (DPH), and a \$9.3 million increase in various social service subvention revenue received by Human Services Agency, including a \$4.3 million projected increase for food stamp programs, a \$4.0 million increase in In Home Supportive Service (IHSS) funding, and a net increase of \$0.9 million in other social service funding. This growth is partially offset by a \$2.8 million projected reduction in CalWorks MOE payments. The budget for State – Other revenue is expected to plateau in FY 2017-18, and is budgeted at \$387.4 million, an increase of \$7.7 million (2.0 percent) from FY 2016-17.

17. Charges for Services. The proposed budget assumes charges for services revenue (including Recovery of General Government Costs) of \$225.2 million in FY 2016-17, which represents growth from the FY 2015-16 original budget of \$19.5 million (9.5 percent), and a \$9.7 million (4.5 percent) increase from the FY 2015-16 Nine Month Report projection. The proposed budget assumes charges for services revenue of \$225.9 million in FY 2017-18, which

represents growth from FY 2016-17 of \$0.7 million (0.3%). Growth in FY 2016-17 is primarily composed of increases in plan and permit fee revenue at City Planning and the Fire Department as well as new revenue from credit and debit card processing fees at the Treasurer-Tax Collector.

18. Other Revenues. The proposed budget assumes revenues from other sources of \$59.7 million in FY 2016-17, an increase of \$27.7 million (86.6 percent) from the FY 2015-16 budget, reflecting \$22.6 million in one-time revenue from the sale of a portion of Jessie Street and Elim Alley in connection with the Oceanwide Center Project at 50 First Street, \$20.0 million in ongoing loan repayments to the City from multi-unit housing development projects going to the Housing Trust Fund, and \$8.5 million in one-time revenue from the sale of land at Hunters View. These increases are offset by the loss of \$23.6 million in one-time revenue in FY 2015-16 from the sale of Jessie Square Garage. FY 2017-18 revenue from other sources is budgeted at \$28.7 million, a reduction of \$31.0 million (51.9 percent), primarily the result of non-recurring property and land sales in FY 2016-17.

Appendix 2. General Fund Reserve Uses and Deposits

As discussed in Appendix 1, the Mayor's proposed budget includes the use of \$5.7 million from reserves established in prior years during FY 2016-17 and \$4.0 million during FY 2017-18. As shown in Table 2-1 below, the Mayor's proposed budget also includes \$53.8 million and \$35.5 million in deposits to General Fund reserves during FY 2016-17 and FY 2017-18, respectively. These appear to be prudent and reflect anticipated Memoranda of Understanding (MOU), litigation, and general contingency reserve requirements.

Table 2-1. Proposed General Fund Reserve Uses and Deposits (\$ millions)

	FY 2015-16		FY 2016-17		FY 2017-18		Projected Ending Balance	Note
	Projected Ending Balance	Budgeted Deposits	Budgeted Withdrawals	Projected Ending Balance	Budgeted Deposits	Budgeted Withdrawals		
General Reserve	\$ 69.5	\$ 20.9	\$ -	\$ 90.4	\$ 16.1	\$ -	\$ 106.5	1
Rainy Day Economic Stabilization City Reserve	60.3	-	-	60.3	-	-	60.3	2
Rainy Day One-Time Reserve	40.5	-	-	40.5	-	-	40.5	2
Budget Stabilization Reserve	141.6	-	-	141.6	-	-	141.6	3
Subtotal Economic Stabilization Reserves	\$ 242.4	\$ -	\$ -	\$ 242.4	\$ -	\$ -	\$ 242.4	
Percent of General Fund Revenues	5.6%			5.4%			5.1%	
Budget Savings Incentive Fund	54.8	-	-	54.8	-	-	54.8	4
Litigation Reserve	-	11.0	(11.0)	-	-	-	-	5
Rainy Day Economic Stabilization SFUSD Reserve	36.5	-	-	36.5	-	-	36.5	2
Recreation & Parks Savings Incentive Reserve	8.8	-	(5.1)	3.6	-	(3.5)	0.2	6
Recreation & Parks Union Square Revenue Stabilization	7.0	-	(0.5)	6.5	-	(0.5)	6.0	6
Reserve for Technical Adjustments	-	2.5	(2.5)	-	-	-	-	7
Salary and Benefits Reserve	-	19.4	(19.4)	-	19.4	(19.4)	-	8
Total, All Reserves	\$ 419.0	\$ 53.8	\$ (38.6)	\$ 434.2	\$ 35.5	\$ (23.4)	\$ 446.3	

Notes to Table 2-1.

1. General Fund – Deposits to General Reserve. The General Reserve, established in Administrative Code Section 10.60, is intended to address revenue and expenditure issues not anticipated during budget development, and is typically used to fund supplemental appropriations.

The policy requires the General Reserve to increase to 2.0 percent of budgeted General Fund regular revenues in FY 2016-17 and 2.25 percent in FY 2017-18. The General Reserve will continue to increase each year until it reaches 3.0 percent of budgeted General Fund regular revenues in FY 2020-21, with unused General Reserve carried forward from the prior year into the new budget year. In FY 2016-17, the Mayor's proposed budget anticipates \$20.9 million in deposits and projects an ending General Reserve balance of \$90.4 million. In FY 2017-18, the proposed budget anticipates \$16.1 million in deposits with an ending balance of \$106.5 million.

2. Rainy Day Reserves. Rainy Day Reserve balances are comprised of three separate reserves: Rainy Day Economic Stabilization Reserve - City Reserve, Rainy Day Economic Stabilization Reserve - School Reserve, and the Rainy Day One-Time Reserve. No deposits or

uses of these reserves are budgeted in FY 2016-17 or FY 2017-18. Additional detail on deposit and withdrawal requirements for these reserves can be found in the Use of Reserves section in Appendix 1.

3. Budget Stabilization Reserve. Established by Administrative Code Section 10.60(c), the Budget Stabilization Reserve augments the Rainy Day Reserve. These two reserves are available to support the City's budget in years when revenues decline. The Budget Stabilization Reserve is funded by the deposit each year of 75 percent of three volatile revenue sources: real property transfer tax revenue above the prior five-year average (adjusted for rate changes), ending unassigned fund balance above what is appropriated as a source in the subsequent year's budget, and certain asset sales. Transfer tax revenues in FY 2016-17 and FY 2017-18 are not projected to exceed the prior five-year average and therefore no reserve deposit is budgeted. The Controller's Office will determine final deposits in September of each year based on actual receipts during the prior fiscal year.

4. Budget Savings Incentive Fund. The Citywide Budget Savings Incentive Fund is authorized by Administrative Code Section 10.20. No deposits or withdrawals in this fund are budgeted for FY 2016-17 or FY 2017-18. Additional detail on deposit and withdrawal requirements for this reserve can be found in the Use of Reserves section in Appendix 1.

5. Litigation Reserve. The Mayor's proposed budget includes \$11.0 million for the litigation reserve in both FY 2016-17 and FY 2017-18. The reserve provides funding for potential judgments and claims that will be paid out during the budget period based on historical experience. The City also maintains a separate reserve funded from prior year appropriations for large cases pending against the City. The proposed level of funding is consistent with the level recommended in the Update to the City's Five Year Financial Plan for FY 2016-17 through FY 2019-20 published on March 22, 2016.

6. Recreation & Park Reserves. The Recreation and Park Savings Incentive Reserve, established by Charter Section 16.107(c), is funded by the retention of year-end net expenditure savings and revenue surplus by the Recreation and Park Department and must be dedicated to one-time expenditures. The Union Square Garage Revenue Stabilization Fund is a reserve of one-time revenue received by the Recreation and Park Department to replace net garage revenues lost due to the construction of the Union Square Market Street Central Subway Station. Additional detail for these reserves can be found in the Use of Reserves section in Appendix 1.

7. Reserve for Technical Adjustments. Reserves of \$2.5 million in FY 2016-17 and FY 2017-18 in the proposed budget allow for technical adjustments during the budget review process. The Mayor's Office will inform the Budget and Finance Committee prior to the final Committee vote on the budget as to the amount required for technical adjustments up to that point and any balance that may be available for other uses.

8. Salaries & Benefits Reserve. The Mayor's proposed budget provides \$30.0 million in FY 2016-17 and \$35.2 million in FY 2017-18 to cover costs related to adopted MOUs with labor organizations and those which will come before the Board in June. The proposed budget assumes no COLA for nurses. Negotiations with staff and supervising nurses will be brought to the Board of Supervisors for approval in the coming weeks, at which time the Mayor will bring a technical adjustment transferring part of the reserve balance to the Department of Public Health to cover related costs.

Appendix 3. One-time Sources and Nonrecurring Revenue Policy Compliance

The use of one-time or nonrecurring sources to support ongoing operations creates a future budget shortfall, requiring expenditures to be reduced or replacement resources identified. In December 2011, the Board approved a Nonrecurring Revenue Policy, codified in Administrative Code Section 10.61, which requires selected nonrecurring revenues to be used only for identified nonrecurring expenditures. The Controller is required to certify compliance with this policy. The selected revenues include:

- General Fund prior year-end unassigned fund balance, before reserve deposits, above the prior five-year average;
- The General Fund share of revenues from prepayments provided under long-term leases, concessions, or contracts after accounting for any Charter-mandated revenue transfers, set-asides, or deposits to reserves;
- Otherwise unrestricted revenues from legal judgments and settlements; and
- Otherwise unrestricted revenues from the sale of land or other fixed assets.

Controller's Certification

General Fund prior year-end unassigned fund balance is budgeted at \$172.9 million for FY 2016-17 and \$182.1 million for FY 2017-18. These amounts fall substantially below the prior five-year average of year-ending CAFR fund balances, estimated through FY 2014-15 to be \$308.5 million. The other nonrecurring revenues that fall within the policy are listed in Table 3-1. Budgeted nonrecurring expenditures exceed this amount, therefore, the Controller's Office certifies compliance with the policy.

Table 3-1. General Fund Nonrecurring Sources & Uses (Operating funds only, \$ millions)

	FY 2016-17 Proposed	FY 2017-18 Proposed
ONE-TIME SOURCES		
General Fund Prior Year Fund Balance (1)	\$ 159.1	\$ 182.1
DPH Sale of Buildings/Land Onondaga St.	-	-
Vacation and Sale of 50 First Street	22.6	-
Repayment of Jessie Square Garage Obligation	-	-
Total Nonrecurring General Fund Revenues	\$ 181.7	\$ 182.1
ONE-TIME USES		
Capital Planning GF Recommended Funding	\$ 128.3	\$ 118.5
Additional General Fund Capital	9.2	6.5
Moving and FF&E Costs for Capital Projects	2.7	0.5
COIT Annual Projects	10.6	5.0
COIT Major IT Projects	16.9	18.6
Equipment	17.3	12.0
Seed Capital Planning Fund	7.2	-
DPH - SFGH - FF&E	-	-
DPH - Electronic Health Records	-	31.4
DPH - General Hospital Transition Costs	-	-
Total One-Time Uses	\$ 192.2	\$ 192.5

(1) Does not include \$13.4 million of balance in the Housing Trust Fund.

Appendix 4. Baselines & Mandated Funding Requirements

Voters have approved requirements for baseline levels of funding or staffing for a number of services, which are summarized in Table 4-1 below.

Table 4-1. Baselines & Mandated Funding/Staffing Requirements (\$ millions)

	FY 2015-16 Original Budget	FY 2016-17 Proposed Budget	FY 2017-18 Proposed Budget
General Fund Aggregate Discretionary Revenue (ADR)	\$ 2,958.4	\$ 3,176.7	\$ 3,263.2
Financial Baselines			
Municipal Transportation Agency (MTA)			
MTA - Municipal Railway Baseline: 6.686% ADR	197.8	212.4	218.2
MTA - Parking & Traffic Baseline: 2.507% ADR	74.2	79.6	81.8
MTA - Population Adjustment	25.9	38.0	44.8
MTA - 80% Parking Tax In-Lieu	71.8	74.3	76.2
Subtotal Municipal Transportation Agency	\$ 369.6	\$ 404.3	\$ 421.0
Library Preservation Fund			
Library - Baseline: 2.286% ADR	67.6	72.6	74.6
Library - Property Tax: \$0.025 per \$100 Net Assessed Valuation (NAV)	46.1	51.8	54.1
Subtotal Library	113.7	124.4	128.7
Children's Services			
<i>Children's Services Baseline - Requirement: 4.830% ADR</i>	<i>142.9</i>	<i>153.4</i>	<i>157.6</i>
Children's Services Baseline - Eligible Items Budgeted	149.4	157.5	158.8
<i>Transitional Aged Youth Baseline - Requirement: 0.580% ADR</i>	<i>17.2</i>	<i>18.4</i>	<i>18.9</i>
Transitional Aged Youth Baseline - Eligible Items Budgeted	19.9	23.2	21.4
Public Education Services Baseline: 0.290% ADR	8.6	9.2	9.5
Children's Fund Property Tax Set-Aside: \$0.03 per \$100 NAV	59.9	72.6	81.1
<i>Public Education Enrichment Fund: 3.057% ADR</i>	<i>90.4</i>	<i>97.1</i>	<i>99.8</i>
1/3 Annual Contribution - Preschool for All	30.1	32.4	33.3
2/3 Annual Contribution to San Francisco Unified School District (SFUSD):			
Share of SFUSD Contribution Provided as In-Kind Services	-	-	-
Balance of SFUSD Contribution Direct Funding	60.3	64.7	66.5
Total Public Education Enrichment Fund	90.4	97.1	99.8
Subtotal Childrens Services	328.2	359.6	370.5
Other Financial Baselines			
Open Space Property Tax Set-Aside: \$0.025 per \$100 NAV	46.1	51.8	54.1
Recreation & Park Maintenance of Effort	n/a	67.4	70.4
Housing Trust Fund	25.6	28.4	31.2
Homelessness and Supportive Housing Fund	15.1	16.7	16.7
Municipal Symphony Baseline: \$0.00125 per \$100 NAV	2.4	2.6	2.8
City Services Auditor: 0.2% of Citywide Budget	15.3	16.3	16.2
Subtotal Other Financial Baselines	104.4	183.2	191.3
Total Financial Baselines	\$ 916.0	\$ 1,071.5	\$ 1,111.5

Staffing and Service-Driven Baselines

Police Minimum Staffing	Requirement likely met in FY 2016-17 and FY 2017-18
Neighborhood Firehouse Baseline	Requirement met
Treatment on Demand Baseline	Requirement met
Office of Economic Analysis Staffing	Requirement met

Municipal Transportation Agency (MTA) Baselines. Charter section 8A.105 established a Municipal Transportation Fund to provide a predictable, stable and adequate level of funding for the MTA. Consistent with the Charter, in FY 2000-01 a base amount of funding was established. Charter subsection (c) (1) requires the Controller's Office to adjust the base amount from year to year by the percent increase or decrease in General Fund Aggregate Discretionary Revenues (ADR). Beginning in FY 2002-03, this Charter section also established a minimum level of funding (required baseline) for the Parking and Traffic Commission based upon FY 2001-02 appropriations. The Mayor's proposed budget includes funding for the MTA baselines at the required levels of \$366.3 million in FY 2016-17 and \$376.2 million in FY 2017-18.

Proposition B, passed by the voters in November 2014, requires that in addition to adjusting annually for the change in ADR, these baseline amounts be increased for 10 years of population growth in the City in FY 2015-16 and annual population growth thereafter. The Mayor's proposed budget includes \$38.0 million and \$44.8 million in FY 2016-17 and FY 2017-18 respectively, for the Proposition B population baseline.

Library Baseline. Charter Section 16.109 established a Library Preservation Fund to provide library services and to construct, maintain, and operate library facilities. Consistent with the Charter, in FY 2006-07 a base amount of funding was established, which is adjusted annually by the percent increase or decrease in ADR. Based on revenue in the Mayor's proposed budget, the required Library Baseline requirements of \$72.6 million in FY 2016-17 and \$74.6 million in FY 2017-18 are met.

Children's Baseline. Charter Section 16.108 established a Children's Services Fund. Consistent with the Charter, in FY 2000-01 a base amount of funding was established, which is adjusted annually by the percent increase or decrease in ADR. Proposition C, approved by voters in November 2014, amended the Charter to exclude medical health services as an eligible service. As a result, and as part of establishing the Disconnected Transitional-Aged Youth Baseline, the Controller reviewed City appropriations included in the fund and excluded medical health services and other expenditures now mandated by state law. The Controller then recalculated City appropriations as a percentage of ADR to arrive at an adjusted baseline rate. The required baselines for FY 2016-17 and FY 2017-18 are \$153.4 million and \$157.6 million, respectively. The Mayor's proposed budget includes Children's Baseline appropriations of \$157.5 million and \$158.8 million, representing surplus funding of \$4.1 million in FY 2016-17 and \$1.2 million in FY 2017-18.

Disconnected Transitional-Aged Youth (TAY) Baseline. Proposition C, approved by voters in November 2014, amended Charter Section 16.108 to increase the Children's Baseline to include services for Disconnected Transitional-Aged Youth (TAY), known as the TAY Baseline. The Charter requires that the TAY Baseline be added to the Children's Baseline, however, it is tracked separately for reporting purposes. The TAY Baseline amount was established in FY 2013-14 and similar to the Children's Baseline is adjusted annually by the percent increase or decrease in ADR. The required baselines for FY 2016-17 and FY 2017-18 are \$18.4 million and \$18.9 million, respectively. The Mayor's proposed budget includes TAY eligible baseline appropriations of \$23.2 million and \$21.4 million, representing surplus funding of \$4.7 million in FY 2016-17 and \$2.4 million in FY 2017-18.

Public Education Services Baseline. Charter Section 16.123-2 established a Public Education Enrichment Fund. Consistent with the Charter, in FY 2001-02 a base amount of funding was established, which is adjusted annually by the percent increase or decrease in ADR. The

Mayor's proposed budget includes the required \$9.2 million in FY 2016-17 and \$9.5 million in FY 2017-18 for this baseline.

Public Education Enrichment Fund Annual Contribution. In addition to the Public Education Services Baseline, Charter Section 16.123-2 requires the City to support education initiatives with annual contributions equal to the City's total contribution in the prior year, adjusted for the change in ADR. The proposed budget includes \$97.1 million and \$99.8 million for the Public Education Enrichment Fund Annual Contribution in FY 2016-17 and FY 2017-18, respectively.

Property Tax-Related Set-Asides. Charter Sections 16.108, 16.109, and 16.107 mandate property tax-related set-asides for the Children's Services Fund, the Library Preservation Fund, and the Open Space Fund. As discussed in the Property Tax section in Appendix 1 the allocation factor for the Children's Fund will increase by \$0.0025 (from \$0.0325 to \$0.035) on each \$100 valuation of taxable property in FY 2016-17 and another \$0.0025 (from \$0.035 to \$0.0375) in FY 2017-18. The Library Preservation Fund and the Open Space Fund receive allocations of \$0.025 for each \$100 valuation of taxable property in both FY 2016-17 and FY 2017-18. The Mayor's proposed budget includes required funding of \$72.6 million in FY 2016-17 and \$81.1 million in FY 2017-18 for the Children's Services Fund, and \$51.8 million and \$84.1 million in FY 2016-17 and FY 2017-18, respectively, for both the Library Preservation Fund and Open Space Fund.

Recreation and Park Baseline. In June 2016, voters approved Proposition B, a Charter amendment which will create a new baseline funding requirement for parks, recreation, and open space. The Charter amendment requires an annual contribution from the General Fund to the Recreation and Parks Department that will increase by \$2.0 million per year for the next ten fiscal years, and then be adjusted at the same rate as the percentage increase or decrease in ADR. The amendment allows the City to temporarily suspend growth in baseline funding in years when the City forecasts a budget deficit of \$200 million or greater. The contribution amounts for the new Recreation and Park baseline for FY 2016-17 and FY 2017-18 will be \$67.4 million and \$70.4 million, respectively. In addition, the amendment extends the sunset date of the Open Space property tax set-aside by an additional 15 years. The amounts for the Open Space set-aside for FY 2016-17 and FY 2017-18 will be \$51.8 million and \$54.1 million respectively.

Housing Trust Fund. In 2012, voters approved Proposition C, establishing a Housing Trust Fund codified in Charter section 16.110. The Charter requires an annual contribution from the General Fund to the Housing Trust Fund of \$20 million beginning in FY 2013-14 and increasing annually by \$2.8 million. The Mayor's proposed budget includes the required funding of \$28.4 million and \$31.2 million in FY 2016-17 and FY 2017-18, respectively.

Homelessness and Supportive Housing Fund, also known as the Housing First Program. The Human Services Care Fund was passed by voters as Proposition N in November 2002. Administrative Code Section 10.100-77 defines a formula for calculating the annual required contribution to the Fund based on the number of homeless people expected to participate in County Adult Assistance Programs during each upcoming fiscal year as compared to a base year. The City is required to credit the Fund with the difference between the average annual maximum cash grant for each program and the average annual special allowance or other residual cash payment provided by the City for each participant to whom the City expects to provide in-kind benefits in lieu of the full cash grant during the year. These funds are to be used on housing and services programs. The Mayor's proposed budget includes funding of \$16.7

million in FY 2016-17 and FY 2017-18. The budgeted amounts include \$1.7 million in FY 2016-17 and \$1.8 million in FY 2017-18 of General Fund support above the Care Fund revenues of \$15.6 million in FY 2016-17 and \$14.9 million in FY 2017-18, respectively.

Municipal Symphony Baseline. Charter Section 16.106(1) mandates that the City provide an appropriation equivalent to 1/8 of \$0.01 of each \$100 of assessed valuation of property tax for the San Francisco Municipal Symphony Orchestra. Based on budgeted assumptions of assessed valuation, the required funding for the Municipal Symphony Baseline is \$2.6 million in FY 2016-17 and \$2.8 million in FY 2017-18.

City Services Auditor Baseline. Charter Section F1.113, approved by voters through Proposition C in November 2003, established the Controller's Audit Fund with a baseline funding amount of 0.2 percent of the City budget to fund audits of City services. The Mayor's proposed budget includes \$16.3 million in FY 2016-17 and \$16.2 million in FY 2017-18 for the City Services Auditor baseline.

Police Minimum Staffing Baseline. San Francisco Charter Section 4.127, approved by the voters in 1994 as Proposition D, mandates a minimum police staffing baseline of not less than 1,971 sworn full-duty officers. Pursuant to Proposition C, passed by the voters in March 2004, the Charter-mandated minimum staffing level may be reduced in cases where civilian hires result in the return of full-duty officers to active police work through the budget process. A number of civilian positions have been added since the Charter amendment was passed, however, no formal certification has been approved by the Police Department.

The Police Department projects that as of July 1, 2016 it will have 2,308 sworn officer positions filled, supplemented by 215 officers graduating from the academy to full-duty and offset by 80 retirements or other separations during FY 2016-17. The department projects that 487 officers will not be available for neighborhood policing and patrol due to leaves of absence, modified duty, academy, or assignment to the Airport. These adjustments result in a projected total of 1,957 full-duty sworn officers available for neighborhood policing and patrol, which is 14 officers short of the 1,971 baseline staffing level. The Department expects that 80 additional officers will graduate from the academy during FY 2017-18 offset by an equal number of retirements or other types of separations, leaving staffing levels unchanged relative to the baseline from FY 2016-17 to FY 2017-18. Given these projections and assumptions, we expect the department to meet the baseline staffing level for periods in both FY 2016-17 and FY 2017-18.

Pursuant to Proposition C, the Controller's Office estimates that as of the start of FY 2016-17, 77 positions have been civilianized. Subject to certification by the Chief of Police, this would reduce the minimum staffing level to 1,894. Net of these civilianized positions, the baseline would be met for the majority of both FY 2016-17 and FY 2017-18.

Neighborhood Firehouse Baseline. In November 2005, San Francisco voters passed the Neighborhood Firehouse Protection Act (Proposition F), which established staffing requirements as described in Administrative Code Section 2A.97. The Act requires 24-hour staffing of 42 firehouses and the Arson and Fire Investigation Unit, and no fewer than four ambulances and four Rescue Captains. The Mayor's proposed budget includes \$276.0 million in FY 2016-17 and \$281.5 million in FY 2017-18 to meet the baseline. Since this requirement is not contained in the Charter, the Board may approve a budgeted amount that does not meet the levels described in the Code.

Treatment on Demand Baseline. In November 2008, voter approval of Proposition T created Chapter 19A, Article III of the Administrative Code, which requires the Department of Public Health to maintain an “adequate level of free and low cost medical substance abuse services and residential treatment slots” to meet the overall demand for these services. The Administrative Code stipulates that the City cannot “reduce funding, staffing, or the number of substance abuse treatment slots available for as long as slots are filled or there is any number of individuals seeking such slots.” The measure also requires the Department to report to the Board by February 1st of each year with an assessment of the demand for substance abuse treatment, and present a plan to meet this demand. Based on the most recent data available, the Department has increased the number of beds, its funding level, as well as the total unduplicated client in FY 2015-16 from FY 2014-15 across multiple modalities, residential and outpatient. As of February 2016, this requirement has been met.

Staff Contacts

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Alex Koskinen, Budget Analyst, Alex.Koskinen@sfgov.org

John Lee, Budget Analyst, John.A.Lee@sfgov.org

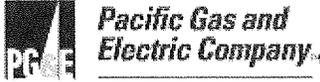
Jay Liao, Assistant Citywide Revenue Manager, Jay.Liao@sfgov.org

Drew Murrell, Citywide Revenue Manager, Drew.Murrell@sfgov.org

Jamie Whitaker, Property Tax Manager, James.Whitaker@sfgov.org

BOS-11
COB, Leg. Dep.

Dep. City Atty.



Thursday, June 09, 2016

Angela Calvillo
Clerk of the Board, City Hall
City and County of San Francisco
1 Dr. Carlton Goodlett Place, Room 244
San Francisco, CA 94102

RE: Abandonment of James Alley, File No. 160236

Dear Ms. Calvillo:

This is in response to the public hearing notice, dated April 5, 2016, informing PG&E of the proposed abandonment of James Alley in the City/County of San Francisco.

An investigation indicates that PG&E is presently operating and maintaining utility facilities within, James Alley, generally bounded by Assessor's Block No. 0192 and Jackson Street, the proposed area to be abandoned. If the abandonment is approved by the City Council/Board of Supervisors, we respectfully request that the following reservation be inserted in the Resolution of Vacation or Abandonment for, James Alley, generally bounded by Assessor's Block No. 0192 and Jackson Street, the proposed area to be abandoned:

RESERVING therefrom pursuant to the provisions of Section 8340 of the Streets and Highways Code and for the benefit of Pacific Gas and Electric Company, the permanent easement and the right at any time and from time to time to construct, reconstruct, maintain, operate, replace, remove, repair, renew and enlarge lines of pipes, conduits, cables, wires, poles, electrical conductors, and other equipment, fixtures and appurtenances for the operation of electric, gas, and communication facilities, including access, and also the rights to trim and cut down trees and brush that may be a hazard to the facilities; said area shall be kept open and free of buildings, structures and wells of any kind."

This reservation will protect our facilities installed pursuant to our franchise agreement with you. Upon approval of the abandonment by the City Council/Board of Supervisors, please send a certified copy of the Resolution of Vacation to:

Pacific Gas and Electric Company
Kimberly Toy
Land & Environmental Management
245 Market Street, N10A
San Francisco, CA 94105

If you have any questions, please contact me at (415) 973-0622

Sincerely,

Kimberly Toy
Land Agent

Cc: Javier Rivera, Assistant Engineer, SFDPW

Enclosure: Copy of Public Hearing Notice File No. 160236

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2016 JUN 15 PM 2:38

12

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date: Tuesday, April 5, 2016

Time: 3:00 p.m.

Location: Legislative Chamber, Room 250, located at City Hall
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

Subject: **File No. 160236.** Hearing of persons interested in or objecting to a proposed Ordinance (File No. 160153) ordering the street vacation of James Alley, generally bounded by Assessor's Block No. 0192 and Jackson Street, as part of improvements to the Chinese Hospital; approving a quitclaim of the City's interest in the vacation area pursuant to the terms and conditions of a Purchase and Sale Agreement between the City and County of San Francisco, as seller, and Chinese Hospital Association, as buyer; reserving various easement rights in favor of third party utilities and private property owners; affirming the Planning Department's determination under the California Environmental Quality Act; adopting findings that the actions contemplated in this legislation are consistent with the General Plan, and the eight priority policies of Planning Code, Section 101.1; and authorizing official acts in connection with this Ordinance.

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made as part of the official public record in this matter, and shall be brought to the attention of the members of the Board. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton Goodlett Place, Room 244, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, April 1, 2016.

A handwritten signature in black ink, appearing to read "Angela Calvillo".

Angela Calvillo, Clerk of the Board

DATED: March 18, 2016
POSTED: March 22, 2016
PUBLISHED: March 22 & 29, 2016

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1 DR CARLTON B GOODLETT PL #244
SAN FRANCISCO, CA 94102

CNS 2860137

COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE
Ad Description AS - 04.05.16 COW 160153 Street Vacation

To the right is a copy of the notice you sent to us for publication in the SAN FRANCISCO CHRONICLE. Please read this notice carefully and call us with any corrections. The Proof of Publication will be filed with the Clerk of the Board. Publication date(s) for this notice is (are):

03/22/2016 , 03/29/2016

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THE INTER-CITY EXPRESS, OAKLAND	(510) 272-4747



BOS-11, 10 pages

Valerie Termini, Executive Director
1416 Ninth Street, Room 1320
Sacramento, CA 95814
(916) 653-4899
www.fgc.ca.gov

2016 JUN 13 PM 3:39

BC

STATE OF CALIFORNIA
Edmund G. Brown Jr., Governor

Commissioners
Eric Sklar, President
Saint Helena
Jacque Hostler-Carmesin, Vice President
McKinleyville
Anthony C. Williams, Member
Huntington Beach
Russell E. Burns, Member
Napa
Peter S. Silva, Member
Chula Vista

Fish and Game Commission



Wildlife Heritage and Conservation
Since 1870

June 8, 2016

TO ALL AFFECTED AND INTERESTED PARTIES:

This is to provide you with a Notice of Receipt of Petition to list coast yellow leptosiphon as endangered under the California Endangered Species Act. This notice will be published in the California Regulatory Notice Register on June 10, 2016.

Sincerely,

Sheri Tiemann
Associate Governmental Program Analyst

Attachment

113

Commissioners
Eric Sklar, President
Saint Helena

Jacque Hostler-Carmesin, Vice President
McKinleyville

Anthony C. Williams, Member
Huntington Beach

Russell E. Burns, Member
Napa

Peter S. Silva, Member
Chula Vista

STATE OF CALIFORNIA
Edmund G. Brown Jr., Governor

Valerie Termini, Executive Director
1416 Ninth Street, Room 1320
Sacramento, CA 95814
(916) 653-4899
www.fgc.ca.gov

Fish and Game Commission



Wildlife Heritage and Conservation
Since 1870

CALIFORNIA FISH AND GAME COMMISSION NOTICE OF RECEIPT OF PETITION

NOTICE IS HEREBY GIVEN that, pursuant to the provisions of Section 2073.3 of the Fish and Game Code, on May 25, 2016, the California Fish and Game Commission (Commission) received a petition from Toni Corelli, to list coast yellow leptosiphon (*Leptosiphon croceus*) as endangered under the California Endangered Species Act.

Coast yellow leptosiphon occurs at an evaluation of 14 meters atop a sea bluff at the edge of the coastline on a marine terrace supported by sedimentary sandstone derived soil. This habitat is highly influenced by wind, cool salt-laden air and fog.

Pursuant to Section 2073 of the Fish and Game Code, on May 27, 2016, the Commission transmitted the petition to the California Department of Fish and Wildlife (Department) for review pursuant to Section 2073.5 of said code. It is anticipated that the Department's evaluation and recommendation relating to the petition will be received by the Commission at its October 19-20, 2016, meeting in Eureka.

Interested parties may contact Mr. Richard Macedo, Habitat Conservation Planning Branch Chief, California Department of Fish and Wildlife, 1700 Ninth Street, 2nd Floor, Sacramento, CA 95811, or telephone (916) 653-3861, for information on the petition or to submit information to the Department relating to the petitioned species.

May 31, 2016

Fish and Game Commission

Valerie Termini
Executive Director

Commissioners
Eric Sklar, President
Saint Helena

Jacque Hostler-Carmesin, Vice President
McKinleyville

Anthony C. Williams, Member
Huntington Beach

Russell E. Burns, Member
Napa

Peter S. Silva, Member
Chula Vista

STATE OF CALIFORNIA
Edmund G. Brown Jr., Governor

Valerie Termini, Executive Director
1416 Ninth Street, Room 1320
Sacramento, CA 95814
(916) 653-4899
www.fgc.ca.gov

Fish and Game Commission



Wildlife Heritage and Conservation
Since 1870

June 10, 2016

TO ALL INTERESTED AND AFFECTED PARTIES:

This is to provide you with a copy of the notice of proposed regulatory action to add Section 782.1, Title 14, California Code of Regulations, to establish the Fish and Game Commission's conflict of interest code, which will be published in the California Regulatory Notice Register on June 10, 2016.

Please note the dates of the public hearings related to this matter and associated deadlines for receipt of written comments. Additional information and all associated documents may be found on the Fish and Game Commission website at www.fgc.ca.gov.

Mike Yaun, Legal Counsel, Fish and Game Commission, phone 916-653-9719, has been designated to respond to questions on the substance of the proposed regulations.

Sincerely,

Caren Woodson
Associate Governmental Program Analyst

Attachment

2016 JUN 15 PM 3:37
FISH AND GAME COMMISSION
SACRAMENTO, CALIFORNIA

114

**TITLE 14. Fish and Game Commission
Notice of Proposed Changes in Regulations**

NOTICE IS HEREBY GIVEN that the Fish and Game Commission (Commission), pursuant to the authority vested by Sections 87300, 87302, and 87306, Government Code and to implement, interpret or make specific Sections 87300, 87302, and 87306 of said Code, proposes to add Section 782.1, Title 14, California Code of Regulations, to establish the Commission's conflict of interest code.

Informative Digest/Policy Statement Overview

Government Code section 87300 requires every state agency to adopt a conflict of interest code. The code must designate state officials and employees that are involved in or participate in the making of decisions that may foreseeably have a material financial effect on any financial interest of the official or employee. (Gov. Code 87302(a)). A state agency must amend its conflict of interest code when new positions are created or there are changes in duties assigned to existing positions. (Gov. Code 87306(a)).

The proposed regulation establishes the designated positions and disclosure categories under which Fish and Game Commission (Commission) employees report financial interests on Form 700, Statement of Economic Interests. It adds positions that must be designated under Gov. Code 87302(a) and is necessary because the Department of Fish and Wildlife and Wildlife Conservation Board will be amending their conflict of interest code to exclude Commission employees.

The Commission proposes four disclosure categories that reflect the current organizational structure and duties of the Commission; these disclosure categories were developed based on an exhaustive review of recent Commission meeting agendas. All Commissioners, the Executive Director, Career Executive Assignment positions, and Staff Environmental Scientists will be required to disclose under Category I. Program managers and analysts will be required to disclose under Category II.

BENEFITS OF THE PROPOSED ACTION:

The proposed action will comply with Government Code, helps Commissioners and Commission employees avoid conflicts-of-interest situations, and ensures members of the public will be better able to determine whether conflicts of interest exist.

EVALUATION OF INCOMPATIBILITY WITH EXISTING REGULATIONS:

The Commission has concluded that the proposed regulations are neither inconsistent nor incompatible with existing State regulations.

NOTICE IS ALSO GIVEN that any interested person or his or her representative may request, no later than 15 days prior to the close of the written comment period, a public hearing. Written comments must be submitted on or before July 25, 2016, at the address given below, or by email to FGC@fgc.ca.gov.

The regulations as proposed in underline format, as well as a statement of reasons are on file and available for public review from the agency representative, Valerie Termini, Executive Director, Fish and Game Commission, 1416 Ninth Street, Box 944209, Sacramento, California

94244-2090, phone (916) 653-4899. Notice of the proposed action shall be posted on the Fish and Game Commission website at <http://www.fgc.ca.gov>.

If the regulatory proposal is adopted, the final statement of reasons may be obtained from the address above when it has been received from the agency program staff.

Impact of Regulatory Action/Results of the Economic Impact Assessment

The potential for significant statewide adverse economic impacts that might result from the proposed regulatory action has been assessed, and the following initial determinations relative to the required statutory categories have been made:

- (a) Significant Statewide Adverse Economic Impact Directly Affecting Business, Including the Ability of California Businesses to Compete with Businesses in Other States:

The proposed action will not have a significant statewide adverse economic impact directly affecting business, including the ability of California businesses to compete with businesses in other states because the proposed regulation does not change the level of hunting activity, it only affects Commission employees.

- (b) Impact on the Creation or Elimination of Jobs Within the State, the Creation of New Businesses or the Elimination of Existing Businesses, or the Expansion of Businesses in California; Benefits of the Regulation to the Health and Welfare of California Residents, Worker Safety, and the State's Environment:

The Commission does not anticipate any impacts on the creation or elimination of jobs, the creation of new business, the elimination of existing businesses or the expansion of businesses in California because the proposed regulation does not change the level of hunting activity, it only affects Commission employees.

The Commission does not anticipate any benefits to the health and welfare of California residents, worker safety, or the environment.

- (c) Cost Impacts on a Representative Private Person or Business:

The agency is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action.

- (d) Costs or Savings to State Agencies or Costs/Savings in Federal Funding to the State: None.

- (e) Nondiscretionary Costs/Savings to Local Agencies: None.

- (f) Programs Mandated on Local Agencies or School Districts: None.

- (g) Costs Imposed on any Local Agency or School District that is Required to be Reimbursed Under Part 7 (commencing with Section 17500) of Division 4, Government Code: None.

(h) Effect on Housing Costs: None.

Effect on Small Business

It has been determined that the adoption of these regulations will not affect small business.

Consideration of Alternatives

The Commission determined that no reasonable alternative considered by the Commission, or that has otherwise been identified and brought to the attention of the Commission, would be more effective in carrying out the purpose for which the action is proposed, would be as effective and less burdensome to affected private persons than the proposed action, or would be more cost effective to affected private persons and equally effective in implementing the statutory policy or other provision of law.

FISH AND GAME COMMISSION

Dated: 5/31/2016

Valerie Termini
Executive Director

From: Howard Chabner <hlchabner@comcast.net>
Sent: Sunday, June 19, 2016 10:36 PM
To: Breed, London (BOS); Mar, Eric (BOS); 'scott weiner'; Cohen, Malia (BOS); Avalos, John (BOS); Campos, David (BOS); Farrell, Mark (BOS); Kim, Jane (BOS); Tang, Katy (BOS); Yee, Norman (BOS); Calvillo, Angela (BOS); Johnston, Conor (BOS); Brown, Vallie (ECN); Board of Supervisors, (BOS); Peskin, Aaron (BOS); Ang, April (BOS); Wong, Iris (BOS); Kelly, Margaux (BOS); Montejano, Jess (BOS); Taylor, Adam (BOS)
Cc: 'Howard Chabner '
Subject: Please Oppose AB 650 - Taxicab Transportation Services Act
Attachments: TNC's-ChabnerCommentsCPUC11-4-2014.pdf; TNCsCPUCChabnerFollowUp3-25-2016.pdf

Dear President Breed and Supervisors:

Please vote in favor of Supervisor Peskin's resolution opposing state legislation AB 650, the Taxicab Transportation Services Act. AB 650 purports to level the playing field between the taxi industry and the Transportation Network Companies (TNCs), but it does this by moving the taxi industry closer to the minimal level of regulation that exists for TNCs. (As has been pointed out, however, it would still not treat taxis and TNCs equally. For example, fingerprint background checks would be required of taxi drivers under AB 650, but not required of TNC drivers. The drug and alcohol testing provisions in AB 650 are confusing. It appears that taxi drivers would be required to be drug and alcohol tested, but not TNC drivers. There may also be differences in insurance requirements, in practical effect if not in theory.)

I watched the video of the June 13, 2016 hearing at the California State Senate Energy, Utilities and Communications Committee. Several of the Senators who spoke in favor of the bill admitted that there is no effective regulation of TNCs in California, stated that the Senate and Assembly are unlikely to enact effective regulations nor is the CPUC, and argued that the only alternative is to greatly reduce taxi regulations. In my view, 650 is an admission of defeat and an acknowledgment of our elected representatives' unwillingness to stop the Wild West environment created by the TNCs.

I substantially agree with: the written submission dated June 8, 2016 by the California Regional Council of the Taxi Workers Alliance that was submitted to the aforementioned Committee; the in-person testimony of Mark Gruberg, Barry Korengold, Tom Diesso, Mary McGuire, Ann McVeigh, and Marcelo Fonseca at that committee on June 13; the written submission of Carl Macmurdo; and the concerns expressed by the San Francisco MTA and SFO airport. The CPUC lacks the expertise, personnel and other resources, and the will to fulfill its current obligations regarding TNCs, and would not be able to effectively regulate taxis either. The proposed bill fails to deal adequately with insurance requirements, background checks, safety, vehicle inspection, drug and alcohol testing, environmental and congestion impacts, pricing/fares, and preemption (deliberate and/or inadvertent) of local regulation not only over taxis but over TNCs, jitneys, tour buses and other transportation modes.

Instead of the race to the bottom embodied by AB 650, the Senate and Assembly should have the courage to level the playing field between the taxi industry and the TNC industry by raising standards on the TNCs. That doesn't mean that every existing taxi regulation should be applicable to the TNC industry – some existing regulations may be outdated. It means that our elected state representatives should come up with a reasonable set of regulations that protect consumers, the environment, drivers, third parties, localities and all stakeholders, and should make them applicable to everyone who provides on-demand point-to-point transportation (e.g. the taxi industry and the TNC

industry). Enforcement, penalties, and jurisdiction should also be the same for taxis and TNCs. Doing this would require that our elected officials have the courage to take on the TNC industry.

Besides the above concerns, AB 650 should be rejected because it utterly fails to require that taxis or TNCs provide transportation to people with mobility disabilities. I've used an electric wheelchair since 1990 and have extensive personal experience with the transportation barriers faced by wheelchair users. Attached are written comments I made to the CPUC for its hearing on November 4, 2014 about the TNC industry. Unfortunately the situation described in those comments remains in existence today; if anything, it's only gotten worse – because of unfair competition from the TNCs, the taxi industry has been unable to maintain an adequate level of wheelchair accessible rampvan service, and the TNCs provide none and acknowledge no responsibility to provide any. Also attached is a memo I wrote on March 25, 2016 about the fact that the TNCs provide no wheelchair accessible transportation. The memo was a follow-up to a March 22, 2016 conference call I participated in with CPUC Commissioner Liane Randolph, CPUC staff and various disability rights advocates.

The major points of the memo are:

Paratransit is neither a paradigm for wheelchair accessible TNC service nor a substitute for it.

Providing transportation in an inaccessible vehicle does not constitute wheelchair accessible service.

An adequate, nondiscriminatory level of wheelchair accessible service will require that the TNCs own and operate wheelchair accessible vehicles.

The TNC business model in which drivers own or lease the vehicles and bear all of the financial risk (called “peer-to-peer” by the TNCs) has not resulted, and will not result, in wheelchair accessible service. Rather, it has resulted in discrimination against people who use wheelchairs. If the business model results in discrimination, it must be changed. The TNCs should be required to own and operate wheelchair accessible vehicles sufficient to provide transportation equivalent to that enjoyed by their able-bodied customers.

Some have suggested that the TNCs be required to collect a surcharge on every ride and use the money to subsidize wheelchair accessible taxis or some other accessible transportation system operated by a third party. This is unlikely to work in the long run. The TNCs maintain that they have no obligation to provide wheelchair accessible transportation. In effect, they maintain that they have the right to discriminate against wheelchair users. (Their position is similar to that of private clubs that rented hotel rooms to nonmembers and claimed that the civil rights laws didn't apply to them because they are private clubs. The clubs were wrong, and so are the TNCs.) Letting them outsource their obligation to provide accessible transportation would be an acceptance of this position. It would also set a bad precedent for the “sharing economy” in general. Letting the TNCs offload their civil rights obligations would be likely to foster a separate, unequal and inferior system of transportation for wheelchair users. If the TNCs' obligations were limited to collecting and remitting money to a third-party, they would have no involvement, and no incentive ever to become involved, in running the system - call it taxis or something else - of wheelchair accessible on-demand transportation. The segment of the on-demand transportation industry that is the largest, fastest growing, best financed, most sophisticated in advertising, marketing and lobbying, and most technologically savvy would not

be involved in the system that provides wheelchair accessible transportation. That is a recipe for an underfunded, poorly functioning, second-class system.

The fact that AB 650 imposes no obligations on the TNC industry or the taxi industry to provide wheelchair accessible transportation is reason enough to reject this bill. And as detailed in the testimony referred to above, there are plenty of other reasons.

Therefore, please vote in favor of Supervisor Peskin's resolution opposing AB 650.

Thank you for considering this email.

Sincerely

Howard Chabner

Dear President Peevey and Commissioners:

These comments are submitted to the California Public Utilities Commission en banc meeting of November 4, 2014 about Transportation Network Companies (TNCs). I've lived in San Francisco since 1982 and have used an electric wheelchair since 1990. **I urge you not to allow the TNCs to continue to discriminate against wheelchair users, and, instead, to require them to directly provide wheelchair accessible service.**

Uber and Lyft have admitted that they have no wheelchair accessible vehicles in their networks (at least in San Francisco) and have no plans to obtain or provide any. I attended the July 18, 2014, meeting of the San Francisco Mayor's Disability Council (MDC), at which a representative of Uber admitted this, and the September 19, 2014, MDC meeting, at which a representative of Lyft made the same admission. The Lyft representative described her company's efforts to recruit drivers of wheelchair accessible vehicles. These efforts revealed a naïveté and lack of knowledge about wheelchair access and about the lives and logistical difficulties of people who use wheelchairs. Both companies' representatives maintained the fiction that they merely provide information technology to facilitate a "peer" matching service but don't provide transportation. This despite the fact that the TNCs process payments, many drivers drive for them full-time, and some of the TNCs recruit drivers by offering a guaranteed minimum income for an initial period and offering to finance the purchase of vehicles.

Before the advent and dominance of the TNCs, the system of wheelchair accessible taxis in San Francisco wasn't ideal, but it functioned. In the past couple of years, however, I have essentially stopped trying to get accessible taxis except to and from the airport. For many years, even for rides to the airport, I've called a superb rampvan driver with whom I'm friends. If he was unavailable, I had a list of other rampvan drivers, and called them. (I'd found it more reliable and convenient to call rampvan drivers directly than to call the taxi companies.) But in the past couple of years, if my friend is unavailable, he has been unable to refer me to anyone else. Most of the drivers on his and my lists no longer drive taxis, and those few who do, no longer drive rampvans.

My most recent trip to SFO was in May of this year. My friend the rampvan driver was out of town, and he was literally unable to find anyone else to provide an accessible taxi ride to the airport. Fortunately I got a ride from a family member who was able to rearrange her schedule. Upon landing at SFO in early June, I was able to find a rampvan easily for a ride home.

SFO signed agreements in October 2014 with Uber, Sidecar and Lyft, allowing them to operate at the airport. This may well be the death knell for accessible taxis at SFO. Did SFO, as a condition of permitting them to operate at the airport, require the TNCs to provide wheelchair accessible transportation? If it didn't, it not only undermined the system of accessible taxis, missed an opportunity to create a more accessible transportation system, and squandered the negotiating leverage it had, but it sent the TNCs - and the disability community - a clear message that it's okay for the TNCs to discriminate against consumers in wheelchairs.

At one of the MDC meetings mentioned above, a representative of Luxor Cab mentioned that a few years ago Luxor had 40 rampvans in its fleet, now (at the date of the meeting) only 20 in the fleet, and only 10 are in service at any time. According to an article in the San Francisco Chronicle, the number of pickups in rampvans dropped from 1,378 in March 2013 to just 768 in July 2014. (The article doesn't say whether all of those passengers were wheelchair users or the number includes able-bodied passengers.) ("Ride Services Decimate SF Taxi Industry's Business," San Francisco Chronicle, September 16, 2014.) SFMTA is providing financial incentives for taxi drivers to drive rampvans and pick up passengers in wheelchairs, but they are not working. In November 2012 a friend who uses a scooter was visiting. He was staying at the Marriott downtown and was going to meet me at the Asian Art Museum. In the middle of the day on a clear, sunny weekday, not during rush hour, he had to wait literally one hour to get a rampvan from his hotel, even though the hotel called several taxi companies multiple times.

There is a downward spiral. As fewer ramp taxis are in service, wait times increase and reliability decreases, consumers in wheelchairs like me give up trying to use them, which makes business worse and increases the per-trip and per-mile costs of operating accessible taxis. More drivers stop driving ramp taxis.

Buses and paratransit are not the equivalent of taxis. For decades only taxis, and now also TNCs, provide on-demand, door-to-door, non-shared transportation. As TNCs come to supplant the taxi system, they, too, should be required to provide equivalent transportation to people who use wheelchairs, as the taxi industry has been required to do in San Francisco for decades.

Some have suggested that the TNCs be required to collect a surcharge on every ride, with the money being used to subsidize wheelchair accessible taxis. Seattle is reported to be considering this. This is wrong and unlikely to work in the long run. The TNCs maintain that they have no obligation - moral, legal or otherwise - to provide wheelchair accessible transportation. In effect, they maintain that they have the right to discriminate against wheelchair users. (Their position is similar to that of private clubs that rented hotel rooms to nonmembers and claimed that the civil rights laws didn't apply to them because they are private clubs. The clubs were wrong, and so are the TNCs.) Letting them off with a surcharge would be an acceptance of this position. It would also set a bad precedent for the so-called "sharing economy" in general.

Letting the TNCs merely collect a surcharge would foster a separate, unequal and inferior system of on-demand transportation for wheelchair users. The financial incentives San Francisco MTA is currently providing for rampvan taxis aren't working. What reason is there to believe that funding additional incentives by means of a small surcharge on TNC rides would work? And if the TNCs' obligations were limited to collecting and remitting a surcharge, they would have no involvement, and no incentive ever to become involved, in running the system - call it taxis or something else - of wheelchair accessible on-demand transportation. The segment of the on-demand transportation industry that is the largest, fastest growing, best financed, most sophisticated in advertising, marketing and lobbying, and most technologically savvy would not be involved in the system that provides wheelchair accessible transportation. That is a recipe for an underfunded, poorly functioning, second-class system.

Even if it did work for a while, how long would such a system survive? Nobody can predict what will happen to the taxi industry in a few years, and whether it will even continue to exist. If the TNCs' business strategy succeeds, there will be no taxis. But having initially allowed the TNCs to avoid providing wheelchair accessible transportation, state and local regulators will hardly be in a position to change course and try to impose such a requirement some years later. It will be too late.

The only fair and viable solution is to have strong state and local regulation requiring the TNCs to provide wheelchair accessible transportation at the same level of service as the regular transportation they provide. This would mean declaring that the Emperor has no clothes - that the TNCs are actually in the business of providing transportation. But regulators are already doing this in imposing insurance requirements, driver background checks and other consumer protections. The TNCs are accepting some regulations while still publicly maintaining the fiction that they don't provide transportation. Except in the aggressive, sophisticated and high-priced public relations campaigns of the TNCs, this fiction is receding in the face of reality. Just as San Francisco has required the taxi industry to provide wheelchair accessible transportation, among other regulatory requirements, the CPUC and SFMTA should do so with respect to TNCs.

It is relevant to note that, as they have done with TNCs, San Francisco government has taken a hands-off approach to accessibility of limousine/private car services and sightseeing buses, declining to assert regulatory jurisdiction or even to use San Francisco's considerable financial, logistical and practical leverage to require access.

This summer I tried to arrange, with a limousine/private car service, an accessible short ride within San Francisco that would have been less than \$10 in a taxi or TNC, for an acquaintance from out of town, a Grammy award-winning pianist who uses a wheelchair. I called Bauer and Gateway, the two largest providers in San Francisco. The smallest accessible vehicle Bauer could provide was a 24-seater, at a cost of \$616 for four hours (there is a four-hour minimum). Gateway could only provide a "minibus" at \$131 per hour with a three-hour minimum. Neither the Bauer nor the Gateway employees were knowledgeable about access; they noted my request and said they would call me a day or two later. Neither called, so I had to chase them. Besides the outrageous prices, it was obvious that neither company was interested in providing accessible transportation. Ultimately I didn't book with either one.

A significant percentage of the hop-on hop-off and other sightseeing buses operating in San Francisco are not wheelchair accessible. I see inaccessible ones often, including when I roll past a large dedicated parking space on Fell near Pierce streets that San Francisco government has provided the tour bus operators. Some bus drivers have confirmed to me that their vehicles aren't accessible.

When I inquired about these discriminatory situations, San Francisco City employees told me they believe that the CPUC, and not the City and County of San Francisco, has jurisdiction over limousine/private car services and sightseeing buses.

Please do not bestow the blessing of the California Public Utilities Commission on yet another transportation system that is inaccessible to consumers who use wheelchairs, especially one that is rapidly becoming dominant and ubiquitous, and that may make taxis obsolete. Require the TNCs to directly provide wheelchair accessible transportation at a level equivalent to that enjoyed by their other customers.

Thank you for considering these comments.

Sincerely

Howard L. Chabner

TNCs AND WHEELCHAIR ACCESS

By Howard Chabner
March 25, 2016

This memo is a follow-up to the meeting/conference call on Tuesday, March 22, 2016, with CPUC Commissioner Liane Randolph, CPUC staff and various disability rights advocates. The discussion was about providing access to TNC transportation services for customers with various types of disabilities. This memo focuses on wheelchair access. I've used a power wheelchair since 1990. My wife and I have owned three lowered floor wheelchair accessible minivans since 1990, including our current one.

Paratransit is neither a paradigm for wheelchair accessible TNC service nor a substitute for it.

Paratransit is a program run by local public transportation agencies for people with disabilities who are unable to use public transportation independently (or where public transportation is not accessible); for them it is a substitute for public transportation. Paratransit fares are heavily subsidized by the local government, which makes sense because public transportation has (relatively) low fares.

In great contrast to TNC transportation, paratransit is not true on-demand transportation. It requires a reservation, usually at least the day before the ride. Pick up and drop off are provided within a time window that varies depending upon the agency that runs the program. The ride is often shared with other customers going to different destinations. Depending on the localities, there can be barriers and problems in getting a ride that crosses jurisdictions. In order to be eligible for paratransit, a person must fill out an application and demonstrate that they are unable to use public transportation independently (or that public transportation isn't accessible). If their application is approved, their eligibility is for a specified time period. Visitors can be served, but they also must demonstrate eligibility and sign up in advance.

In short, not only is paratransit service different from TNC transportation, but in many ways it is the complete opposite. Therefore, referring a customer who uses a wheelchair to paratransit does not fulfill a TNC's obligation to provide accessible services. Moreover, doing so would put a strain on the paratransit system, and would be using public funds to, in effect, subsidize the TNC.

Providing transportation in an inaccessible vehicle does not constitute wheelchair accessible service.

This should be self-evident, and has been among the disability community, taxi industry, regulators and many others for decades, but sometimes TNCs have mischaracterized transportation in an inaccessible vehicle as constituting wheelchair accessible service. Depending on the particular vehicle, some people who use manual wheelchairs are able to transfer to an ordinary, non-accessible vehicle and stow their wheelchair in the trunk or back

seat. TNCs must serve these wheelchair users with the same level of service as able-bodied customers, and provide accommodations such as assistance stowing the wheelchair, but this doesn't constitute wheelchair accessible service.¹ To say that it does would be like saying that a public accommodation located on the second floor of a building without an elevator is accessible because people with mobility limitations who are able to climb stairs can get there.

Only transportation in a wheelchair accessible vehicle (WAV) should be considered wheelchair accessible transportation. The CPUC should define what an accessible vehicle is. As stated by Peter Mendoza, it should be a vehicle that can accommodate a power wheelchair, with a ramp or lift, a conversion by a recognized mobility vehicle conversion company, at least four tiedowns and a lap/shoulder belt long enough to accommodate a power wheelchair. The rampvans used in the San Francisco taxi fleet are an example. 49 CFR Section 38.23 provides specifications for ramps, lifts and securement devices. Also, minimum doorway and interior height, doorway width and interior open space should be specified in any regulations the CPUC adopts.

The CPUC should require TNCs to provide data about requests for accessible transportation, but those requests understate the demand. The TNCs should be required to continue providing this information. However, the number of requests almost certainly understates the demand because many potential customers who use wheelchairs have stopped requesting WAV service because the TNCs have not provided it. This is a classic example of dissuasion, a barrier all too common in disability access. For example, I use a power wheelchair but have not requested accessible service because I know from other wheelchair users, from media coverage and from the TNCs themselves that accessible service is virtually nonexistent. The TNCs may argue that demand for WAV service is low, based on a relatively low number of requests; it's important to keep in mind that the number of requests doesn't reflect the true level of demand.

An adequate, nondiscriminatory level of wheelchair accessible service will require that the TNCs own WAVs.

The goal, the imperative, is to provide customers in wheelchairs with transportation in WAVs equivalent to that provided to able-bodied customers - in response time, geographical availability, fares and other characteristics. In order to provide adequate response time and geographical availability, there needs to be a substantial number of WAVs. On the conference call it was mentioned that Houston specifies a required response time, rather than an absolute number of WAVs or a percentage of the fleet.

Certainly the ultimate goal is response time; having WAVs is a means to that end. But given the TNCs' lack of transparency and outright disobedience to the CPUC's order for information, and also due to the complexity of the data and the difficulty of customers proving waiting time (the TNCs will have and control all of the data), the CPUC should require both a maximum response time and, for each geographical area, a minimum number of WAVs or a percentage based on the average number of vehicles being driven for the particular TNC in that

¹ All TNC drivers should be trained in providing assistance to customers with all types of disabilities, including customers who use wheelchairs.

area over a specified time period. Disability Rights Advocates, on behalf of various organizations and individuals, achieved a settlement with New York City requiring that WAVs comprise 50% of the NYC taxi fleet by a date certain. Both sides recognized that, in order to provide equivalent, responsive accessible service, a significant percentage of a fleet must be wheelchair accessible.

There are three categories of potential WAV drivers: wheelchair users; able-bodied spouses, partners, friends or family members of people who use wheelchairs; and people who don't fall into either of those categories. Under the TNCs' current business model in which the drivers, not the TNCs, own the vehicles, it is highly unlikely that there will be enough owner/drivers of WAVs to provide adequate response time and geographical availability. This is likely to be true even if large incentives were provided to drive WAVs, and even if the TNCs' sophisticated software were used to optimize response times.

Many wheelchair users don't drive. Most wheelchair users who do drive and own a WAV are unlikely to be able to drive their own vehicle for a TNC for customers in wheelchairs. It's difficult or impossible to fit two wheelchairs, especially power wheelchairs, in most accessible minivans, which are now more popular than accessible full-sized vans. Even if two wheelchairs could fit in a particular vehicle, it would be difficult if not impossible for the driver who uses a wheelchair to operate the tiedowns and shoulder harness in order to secure the customer's wheelchair. And even for someone with enough strength and manual dexterity, there wouldn't be enough space in most WAVs to maneuver. Also, safety would require eight tiedowns and two adapted shoulder belts - that's a lot of devices and straps in a small space. In San Francisco, I'm unaware of any taxi driver who uses a wheelchair, although I know one who uses a scooter but can walk short distances.

The second category of potential drivers of WAVs includes able-bodied spouses, partners or close friends/family members of someone who uses a wheelchair and owns an accessible vehicle. But often that person has their hands full living their own life and helping their loved one. Not many would be likely to have the time or want to drive for a TNC. Per Peter Mendoza, his wife Jennifer is the only driver of a WAV for a TNC in San Francisco.

The third category is drivers who choose to drive a WAV for altruistic reasons or financial incentives or both. Under the TNC business model of owner/drivers, the number of individuals in this category is likely to be extremely small. Most people who don't have a spouse, partner, close friend or family member who uses a wheelchair are unlikely to purchase a WAV.

The purchase price, maintenance cost, operating cost and wear and tear of WAVs are significantly higher than for a comparable ordinary vehicle.² This is true whether the vehicle is

² The conversion cost of a new WAV minivan can be as much as 80% of the cost of the basic vehicle, or 45% of the total cost. For commercial WAV minivans, which often have fewer features and amenities than those owned by individuals for personal use, the percentages may be lower but are still significant. (For example, individuals often purchase WAVs for their own use with a kneeling feature and a sunroof, which commercial WAVs typically don't have. The cost of these extra features is yet another hurdle to the economic feasibility of driving one's personal WAV for a TNC.) If the TNC model is based solely on owner/drivers operating their own vehicles, of which each

used to transport mostly wheelchair users or mostly able-bodied passengers (although the wear and tear is greater when transporting people who use wheelchairs). Gas mileage is mediocre at best. All of this makes the economics difficult, whether the owner/driver is closely connected with a wheelchair user or is someone who's committed to serving customers in wheelchairs even though he or she doesn't have a particular connection with one. This also makes it unlikely that the spouse, partner or close friend/family member would choose to drive for a TNC without a huge subsidy, both because of the extra cost and wear and tear associated with their WAV, and because the wheelchair user in their life is very dependent on the WAV and might well be reluctant to increase the frequency and cost of maintenance required and to incur the increased likelihood and time of the vehicle being out of service.³

The TNC business model in which drivers own the vehicles and bear all of the financial risk (called "peer-to-peer" by the TNCs) has not resulted, and will not result, in wheelchair accessible service. Rather, it has resulted in discrimination against people who use wheelchairs. If the business model results in discrimination, it must be changed. The TNCs should be required to own and operate WAVs sufficient to provide transportation equivalent to that enjoyed by their able-bodied customers.

Reports have suggested that Uber alone is valued at over \$50 billion based on its most recent financing, making it one of the world's most valuable private companies. It's also been widely reported that Uber is investing in driverless vehicles. It is not asking too much for the CPUC to require TNCs to own and operate WAVs. The cost could be built into the price of every ride, whether explicitly designated a surcharge or just built into the pricing structure.

Some have suggested that the TNCs be required to collect a surcharge on every ride and use the money to subsidize wheelchair accessible taxis or some other accessible transportation system operated by a third party. This is unlikely to work in the long run. The TNCs maintain that they have no obligation to provide wheelchair accessible transportation. In effect, they maintain that they have the right to discriminate against wheelchair users. (Their position is similar to that of private clubs that rented hotel rooms to nonmembers and claimed that the civil rights laws didn't apply to them because they are private clubs. The clubs were wrong, and so are the TNCs.) Letting them outsource their obligation to provide accessible transportation would be an acceptance of this position. It would also set a bad precedent for the "sharing economy" in general.

purchases only one, the per-vehicle acquisition cost is probably higher than for a fleet of similar commercial accessible vehicles, such as a fleet of rampvan taxis.

³ WAVs have two sets of systems that must be maintained and repaired - the regular systems, like any automobile, which are serviced by regular auto mechanics, and the adapted components (ramp or lift, special suspension, kneeling mechanism and related controls), which are maintained and repaired by specialized WAV dealers, not regular auto mechanics. There are a limited number of specialized dealers (there are none in San Francisco that I'm aware of), they typically are not open on Saturdays, and they don't stock as many parts, or have them available as quickly, as regular auto mechanics do. Loaner vehicles are rarely available when one's WAV - either the adapted components or the regular systems - is being serviced. So it's significantly more difficult, time-consuming, inconvenient and expensive to maintain and repair a WAV than a regular automobile.

Letting the TNCs offload their civil rights obligations would be likely to foster a separate, unequal and inferior system of transportation for wheelchair users. If the TNCs' obligations were limited to collecting and remitting money to a third-party, they would have no involvement, and no incentive ever to become involved, in running the system - call it taxis or something else - of wheelchair accessible on-demand transportation. The segment of the on-demand transportation industry that is the largest, fastest growing, best financed, most sophisticated in advertising, marketing and lobbying, and most technologically savvy would not be involved in the system that provides wheelchair accessible transportation. That is a recipe for an underfunded, poorly functioning, second-class system.⁴

Even if it did work for a while, how long would such a system survive? Nobody can predict what will happen to the taxi industry in a few years, and whether it will even continue to exist. If the TNCs' business strategy succeeds, there will be no taxis. But having initially allowed the TNCs to avoid directly providing wheelchair accessible transportation, regulators will hardly be in a position to change course and try to impose such a requirement some years later. It will be too late. And what industry would remain with the equipment and expertise to provide accessible on-demand transportation?

The CPUC should permit the different TNC companies to work together to create a combined WAV fleet, with perhaps a common ordering mechanism so that a customer has the option of requesting a WAV from a particular TNC or from whichever company's WAV could arrive the soonest.

⁴ The system of assistance personnel at airports is relevant. Many years ago airline employees directly provided assistance to disabled people at airports, but over the years at US airports the airlines have contracted this to third-party providers in order to save money. I know from years of personal experience that the quality of the assistance was better when it was provided directly by the airlines. Businesses tend to serve their customers better when they do it directly rather than through third parties.

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: Board File No. 160383
Attachments: FFI.SFO.ban.pdf; ATT00001.htm; ffi_email_logo.jpg; ATT00002.htm

From: Major, Erica (BOS)
Sent: Tuesday, June 14, 2016 8:18 AM
To: mhays@foamfabricatorsinc.com; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: FW: Board File No. 160383

Greetings Michael,

Thank you for the submittal, I have added the letter to the official file.

Rachel - Please forward to the full Board, thank you.

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: Michael Hays [<mailto:mhays@foamfabricatorsinc.com>]
Sent: Tuesday, June 14, 2016 6:57 AM
To: Major, Erica (BOS) <erica.major@sfgov.org>
Subject: Board File No. 160383

Hello Ms. Major,

This is a request that the attached communication be distributed to the Board of Supervisors.

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Foam Fabricators, Inc.
301-B St.
Modesto, CA 95351



Monday, May 9th, 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 Supervisors Breed, Lee and Peskin,

On behalf of Foam Fabricators 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 have a facility in Modesto California with approx. 40 employees. That plant has been in Modesto for decades and is a significant employer with a commensurate tax base.

While it may be popular to malign polystyrene as an environmental menace, the supporting information outlined in this ordinance is blatantly false. EPS is clean, safe, lightweight, low cost and recyclable. Every material has some affect on our environment. EPS's affects, when handled properly, are very low and far offset by its service to all of our communities.

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, Foam Fabricators, 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,

A handwritten signature in black ink, appearing to read 'Michael Hays', with a long, sweeping underline that extends across the width of the signature area.

Michael Hays
Foam Fabricators, Inc.
Vice President

cc: Members of the Board of Supervisors

From: Board of Supervisors, (BOS)
To: Wong, Linda (BOS)
Subject: File 160464 FW: Please Vote No on SFMTA Funding Item 3 on Today's Board of Supervisors Agenda, Tuesday, June 14, 2016

From: Paula Katz [mailto:paulagiants@gmail.com]
Sent: Tuesday, June 14, 2016 1:04 AM
To: Tang, Katy (BOS) <katy.tang@sfgov.org>; Summers, Ashley (BOS) <ashley.summers@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>; Choy, Jarlene (BOS) <jarlene.choy@sfgov.org>; Chung Hagen, Sheila (BOS) <sheila.chung.hagen@sfgov.org>
Subject: Please Vote No on SFMTA Funding Item 3 on Today's Board of Supervisors Agenda, Tuesday, June 14, 2016

Monday, June 14, 2016

To the San Francisco Board of Supervisors:

I'm writing to you
opposing item 3 on today's Board of Supervisors' Agenda
regarding an appropriation "not to exceed \$207,000 million" from revenue bond sales for the SFMTA (Res. #160464)
\$48 million of which is earmarked for the Van Ness BRT project.

I urge you NOT TO APPROVE
this item and instead to refer it for closer scrutiny

to the Government Audit and Oversight Committee, and other BOS committees as appropriate.
Please let me know how you vote on this item, and
I request that your office inform me of
any
subsequent referral
s to any committees.

I also
am seriously concerned about the \$207 million bond issue authorization itself, which already
has
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,
that vision is
not fiscally sound, not friendly to our neighborhoods, our transit riders, or our local businesses, and
is poorly suited to a densely developed city like S.F.

No
t only is it not fiscally sustainable, it is likely to e
xacerbate -- 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 and neighborhood opposition along Van Ness, Lombard and Taraval Streets.**

Bus
stop consolidation along Van Ness
has reduced transit time some
while still allowing riders curbside access, without the need for extensive and expensive public works interventions that will disrupt traffic for years, if not permanently
, and will not significantly speed up transit time
. 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.

I urge the Board of Supervisors to do everything possible, including withholding SFMTA appropriations, to get SFMTA to recognize that the small time savings gained by eliminating stops is not worth the hardship that seniors, those with mobility challenges, and parents with toddlers face when they have to walk extra blocks to or from their bus/LRV, or the inconvenience that other MUNI riders face when they waste time walking extra those blocks, and invariably watch their bus/LRV go by as they are walking to a farther stop.

We are ALL voters and taxpayers.
We don't want our tax money wasted on these projects:

PLEASE DO NOT APPROVE ITEM #3 UNTIL BETTER OPTIONS HAVE BEEN RE-EXAMINED.

Thank you.

Paula Katz
2233 44th Avenue
San Francisco, Ca 94116
District 4 Resident and Voter
Member Save Our L Taraval Stops and Van Ness Coalition

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; Wong, Linda (BOS)
Subject: File 160466 FW: Comments on Agenda Item 4 of the June 14, 2016 Board of Supervisors Meeting
Attachments: 16.06.14 Ltr to SF BOS.pdf

From: Mae Empleo [mailto:mae@semlawyers.com]
Sent: Tuesday, June 14, 2016 12:12 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: 'Patrick Soluri' <patrick@semlawyers.com>
Subject: Comments on Agenda Item 4 of the June 14, 2016 Board of Supervisors Meeting

Dear Members of the San Francisco City and County Board of Supervisors:

Attached please find the correspondence submitted on behalf of the Mission Bay Alliance regarding the June 14, 2016 Board of Supervisors agenda item 4, file number 160466. Should you have questions, please do not hesitate to contact our office.

Sincerely,

Mae Ryan Empleo
Legal Assistant
Soluri Meserve, A Law Corporation
1010 F Street, Suite 100
Sacramento, CA 95814

☎ tel: 916.455.7300 ▪ 📠 fax: 916.244.7300 ▪ 📱 mobile: 559.361.5363 ▪ ✉ email: mae@semlawyers.com

This email and any attachments thereto may contain private, confidential, and privileged material for the sole use of the intended recipient.



tel: 916.455.7300 · fax: 916.244.7300
1010 F Street, Suite 100 · Sacramento, CA 95814

June 14, 2016

SENT VIA EMAIL (Board.of.Supervisors@sfgov.org)

Board of Supervisors
City and County of San Francisco
1 Drive Carlton B. Goodlett Place
San Francisco, CA 94102-4689

**RE: June 14, 2016 Board of Supervisors Meeting, Agenda Item 4
File No. 160466: Appropriation - Mission Bay Improvement Fund - Warrior
Arena Improvement Capital Projects - \$5,980,000 - FYs 2016-2017 and 2017-
2018**

Dear Members of the San Francisco City and County Board of Supervisors:

These public comments regarding Board of Supervisors agenda/file number 160466 are submitted on behalf of the Mission Bay Alliance (the "Alliance"). This agenda item is a proposed ordinance appropriating \$5,980,000 to fund "planning, design and construction of the transportation capital improvements for the Golden State Warriors Event Center and Mixed Use Development in Mission Bay." This appropriation by the City represents a public subsidy to the Golden State Warriors ("GSW") under Government Code section 53083 ("Section 53083"). Moreover, the City's approval of this appropriation violates the public notice and disclosure requirements of Section 53083.

Section 53083 requires a noticed public hearing for any economic development subsidy along with specific information about the subsidy's purpose, amount, start and end dates, the stated public purpose including the estimated number of jobs created, the projected local tax revenue resulting from the subsidy, and finally a "description of the economic development subsidy, including the estimated total amount of the expenditure of public funds by, or of revenue lost to, the local agency." A "subsidy" is defined under Section 53083 as including "an expenditure of public funds or loss of revenue to a local agency" as well as loans or loan guarantees of \$100,000 or more. (Gov. Code, § 53083, subd. (g)(1).) None of this mandatory information is contained in the notice of public hearing, agenda or staff report for this appropriation in violation of Section 53083.

Further, the staff report fails to explain that the appropriations authorized by this ordinance will pay for transportation improvement projects that are necessary to mitigate the arena's environmental impacts, and that GSW has a legal obligation mitigate the impacts of its arena if feasible to do so and proportional to the impact. (CEQA, §§ 21002, 21002.1(a), 21004; CEQA Guidelines, § 15091) The City's policy decision to help alleviate GSW's financial burden for mitigating its impacts does not somehow mean the public expenditure is not a subsidy to GSW. Refusing to acknowledge that any of these expenditures constitutes a "subsidy" under

Board of Supervisors
City and County of San Francisco
June 14, 2016
Page 2 of 2

Section 53083 fundamentally fails to inform the public of the nature of these public expenditures. Additionally, the City's decision to assume GSW's financial burden to mitigate its own operational impacts constitutes waste of public assets.

The staff report is also misleading regarding the source of the appropriation by asserting that these infrastructure improvements will be paid out of revenues generated by operation of the arena. However, \$3.4 million of the proposed appropriation comes from documentary transfer tax that was due and payable by GSW upon purchase of the property. Since this \$3.4 million documentary transfer tax was payable upon purchase of the arena site just like any other property, and whether or not the arena is ever constructed, it can in no way be construed as resulting from operation of the arena. This also reinforces that the re-direction of this revenue is a public subsidy: the City could not function if all property owners had their documentary transfer tax re-directed to pay for infrastructure projects solely benefitting the individual parcel generating the tax.

The Alliance previously asserted these concerns when the City considered approval of the Transit Service Plan and subsequent Mission Bay Transportation Improvement Fund. The City dismissed these concerns. In a memorandum dated November 6, 2016, the City Attorney's office declared that City expenditures to pay for the arena's transportation improvements were not public subsidies under Section 53083.

In summary, this appropriation is unquestionably a public subsidy to GSW, and the City has failed to comply with the law by adequately disclosing the nature of that public subsidy. We urge the City to not pass the ordinance approving the appropriation without satisfying the procedural and substantive requirements of Section 53083.

Very truly yours,

SOLURI MESERVE
A Law Corporation

By: 
Patrick M. Soluri

PMS/mre

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: CPUC Notification - Verizon Wireless - Yosemite
Attachments: CPUC Notification - Verizon - Yosemite.pdf; CPUC Notification - Verizon Wireless - Market & Van Ness

From: West Area CPUC [mailto:WestAreaCPUC@VerizonWireless.com]
Sent: Tuesday, June 14, 2016 2:35 PM
To: Masry, Omar (CPC) <omar.masry@sfgov.org>; Administrator, City (ADM) <city.administrator@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Cc: West Area CPUC <WestAreaCPUC@VerizonWireless.com>
Subject: CPUC Notification - Verizon Wireless - Yosemite

This is to provide your agency with notice according to the provisions of General Order No. 159A of the Public Utilities Commission of the State of California ("CPUC"). This notice is being provided pursuant to Section IV.C.2.

If you prefer to receive these notices by US Mail, please reply to this email stating your jurisdiction's preference.

Thank You



June 14, 2016

Ms. Anna Hom
Utilities Enforcement Branch
Consumer Protection and Enforcement Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
alh@cpuc.ca.gov

RE: Notification Letter for Market & Van Ness
San Francisco-Oakland, CA / GTE Mobilnet of California Limited Partnership / U-3002-C

This is to provide the Commission with notice according to the provisions of General Order No. 159A of the Public Utilities Commission of the State of California ("CPUC") for the project described in Attachment A.

A copy of this notification letter is also being provided to the appropriate local government agency for its information. Should there be any questions regarding this project, or if you disagree with any of the information contained herein, please contact the representative below.

Sincerely,

Ruth Concepcion
Engr II Spec-RE/Regulatory
15505 Sand Canyon Avenue, Irvine, CA 92618
WestAreaCPUC@VerizonWireless.com

CPUC Attachment A



Site Name	Market & Van Ness
Legal Entity	GTE Mobilnet of California LP
Type of Project	Initial Build (new presence for VZW)
Street Address of Site	1 South Van Ness Avenue
Site Location City	San Francisco
Site Location Zip Code	94103
Site Location County	San Francisco
Site Location APN Number	3506/001

Site Coordinates			
	Degrees	Minutes	Seconds
Latitude	37	46	29.97
Longitude	122	25	6.46
NAD 83			

Brief Description of Project
 Verizon Wireless proposed the installation of fifteen (15) antennas mounted on a rooftop behind FRP screening, thirty (30) RRUs on the roof, power & telco utilities, and equipment cabinets inside the existing building rooftop penthouse within a 23' x 8.5' equipment lease area.

Number & type of Antennas / Dishes	15 VZW Antennas
Tower Design	Building roof mount
Tower Appearance	Sector A @ 148'8" RAD CL; Sector B @ 146' RAD CL; Sectors C, D & E @ 156'10" RAD CL
Tower Height (in feet)	152'10" top of existing rooftop penthouse
Size of Building or NA	N/A

LAND USE OR BUILDING APPROVALS	
Type of Approval Issued	Administrative Planning Approval/Building Permit
Issue Date of Approval	12/7/2015 (SF Arts Commission); 5/11/2016 (BP)
Effective Date of Approval	5/26/2016
Agency Name	San Francisco Planning Department
Approval Permit Number	201605117135
Resolution Number	SF Arts Commission RESOLUTION NO. 1207-15-332
Type of Approval Issued (2)	
Issue Date of Approval (2)	N/A
Effective Date of Approval (2)	N/A
Agency Name (2)	N/A
Approval Permit Number (2)	N/A
Resolution Number (2)	N/A

Planning Director (or equivalent)	Wireless Planner
Contact 1 Email Address	omar.masry@sfgov.org
Contact 1 Agency Name	City of San Francisco
Contact 1 Street Address	1660 Mission Street, #400
Contact 1 City, State ZIP	San Francisco, CA 94103

City Manager (or equivalent)	City Administrator
Contact 2 Email Address	city.administrator@sfgov.org
Contact 2 Agency Name	City of San Francisco
Contact 2 Street Address	1 Dr. Carlton B. Goodlett Place
Contact 2 City, State ZIP	San Francisco, CA 94102

City Clerk (or equivalent)	Clerk of the Board
Contact 3 Email Address	Board.of.Supervisors@sfgov.org
Contact 3 Agency Name	City of San Francisco
Contact 3 Street Address	1 Dr. Carlton B. Goodlett Place
Contact 3 City, State ZIP	San Francisco, CA 94102

Director of School Board (or equivalent)	N/A
Contact 4 Email Address	N/A
Contact 4 Agency Name	N/A
Contact 4 Street Address	N/A
Contact 4 City, State ZIP	N/A

Notes/Comments:



June 14, 2016

Ms. Anna Hom
Utilities Enforcement Branch
Consumer Protection and Enforcement Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
alh@cpuc.ca.gov

RE: Notification Letter for Yosemite
San Francisco-Oakland, CA / GTE Mobilnet of California Limited Partnership / U-3002-C

This is to provide the Commission with notice according to the provisions of General Order No. 159A of the Public Utilities Commission of the State of California ("CPUC") for the project described in Attachment A.

A copy of this notification letter is also being provided to the appropriate local government agency for its information. Should there be any questions regarding this project, or if you disagree with any of the information contained herein, please contact the representative below.

Sincerely,

Ruth Concepcion
Engr II Spec-RE/Regulatory
15505 Sand Canyon Avenue, Irvine, CA 92618
WestAreaCPUC@VerizonWireless.com

CPUC Attachment A



Site Name	Yosemite
Legal Entity	GTE Mobilnet of California LP
Type of Project	Initial Build (new presence for VZW)
Street Address of Site	1777 Yosemite Avenue
Site Location City	San Francisco
Site Location Zip Code	94124
Site Location County	San Francisco
Site Location APN Number	5418 / 013

Site Coordinates			
	Degrees	Minutes	Seconds
Latitude	37	43	42.34
Longitude	122	23	43.00
NAD 83			

Brief Description of Project
 Verizon Wireless proposed the installation of twelve (12) antennas mounted on a rooftop inside faux vent pipes, nine (9) RRUs on the roof, power & telco utilities, and equipment cabinets on the roof of the existing building within a 20'-5" x 11'-3" equipment lease area.

Number & type of Antennas / Dishes	12 VZW Antennas
Tower Design	Building roof mount
Tower Appearance	Sector A @ 57'1" RAD/CL; Sectors B & C @ 60'1" RAD/CL
Tower Height (in feet)	75'6" top of existing rooftop penthouse/tower
Size of Building or NA	N/A

LAND USE OR BUILDING APPROVALS	
Type of Approval Issued	Administrative Planning Approval/Building Permit
Issue Date of Approval	5/26/2016
Effective Date of Approval	5/26/2016
Agency Name	San Francisco Planning Department
Approval Permit Number	201605268424
Resolution Number	N/A
Type of Approval Issued (2)	
Issue Date of Approval (2)	N/A
Effective Date of Approval (2)	N/A
Agency Name (2)	N/A
Approval Permit Number (2)	N/A
Resolution Number (2)	N/A

Planning Director (or equivalent)	Wireless Planner
Contact 1 Email Address	omar.masry@sfgov.org
Contact 1 Agency Name	City of San Francisco
Contact 1 Street Address	1660 Mission Street, #400
Contact 1 City, State ZIP	San Francisco, CA 94103

City Manager (or equivalent)	City Administrator
Contact 2 Email Address	city_administrator@sfgov.org
Contact 2 Agency Name	City of San Francisco
Contact 2 Street Address	1 Dr. Carlton B. Goodlett Place
Contact 2 City, State ZIP	San Francisco, CA 94102

City Clerk (or equivalent)	Clerk of the Board
Contact 3 Email Address	Board.of.Supervisors@sfgov.org
Contact 3 Agency Name	City of San Francisco
Contact 3 Street Address	1 Dr. Carlton B. Goodlett Place
Contact 3 City, State ZIP	San Francisco, CA 94102

Director of School Board (or equivalent)	N/A
Contact 4 Email Address	N/A
Contact 4 Agency Name	N/A
Contact 4 Street Address	N/A
Contact 4 City, State ZIP	N/A

Notes/Comments:

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: CPUC Notification - Verizon Wireless - SF LM PH2 SC 123
Attachments: CPUC Notification - Verizon - SF LM PH2 6-17-2016.pdf

From: West Area CPUC [mailto:WestAreaCPUC@VerizonWireless.com]

Sent: Friday, June 17, 2016 3:36 PM

To: Masry, Omar (CPC) <omar.masry@sfgov.org>; Administrator, City (ADM) <city.administrator@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>

Cc: West Area CPUC <WestAreaCPUC@VerizonWireless.com>

Subject: CPUC Notification - Verizon Wireless - SF LM PH2 SC 123

This is to provide your agency with notice according to the provisions of General Order No. 159A of the Public Utilities Commission of the State of California ("CPUC"). This notice is being provided pursuant to Section IV.C.2.

If you prefer to receive these notices by US Mail, please reply to this email stating your jurisdiction's preference.

Thank You



June 17, 2016

Ms. Anna Hom
Utilities Enforcement Branch
Consumer Protection and Enforcement Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
alh@cpuc.ca.gov

RE: Notification Letter for SF LM PH2 SC 123
San Francisco-Oakland, CA / GTE Mobilnet of California Limited Partnership / U-3002-C

This is to provide the Commission with notice according to the provisions of General Order No. 159A of the Public Utilities Commission of the State of California ("CPUC") for the project described in Attachment A.

A copy of this notification letter is also being provided to the appropriate local government agency for its information. Should there be any questions regarding this project, or if you disagree with any of the information contained herein, please contact the representative below.

Sincerely,

Ruth Concepcion
Engr II Spec-RE/Regulatory
15505 Sand Canyon Avenue, Irvine, CA 92618
WestAreaCPUC@VerizonWireless.com

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: CCSF Monthly Pooled Investment Report for May 2016
Attachments: CCSF Monthly Pooled Investment Report for May 2016.pdf

From: Dion, Ichieh (TTX)
Sent: Wednesday, June 15, 2016 9:02 AM
Subject: CCSF Monthly Pooled Investment Report for May 2016

Hello All -

Please find the CCSF Pooled Investment Report for the month of May attached for your use.

Thank you,

Ichieh Dion
City and County of San Francisco
1 Dr. Carlton B. Goodlett Place, Room 140
San Francisco, CA 94102
415-554-5433

20



Pauline Marx, Chief Assistant Treasurer
Michelle Durgy, Chief Investment Officer

Investment Report for the month of May 2016

June 15, 2016

The Honorable Edwin M. Lee
Mayor of San Francisco
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

The Honorable Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4638

Ladies and Gentlemen,

In accordance with the provisions of California State Government Code, Section 53646, we forward this report detailing the City's pooled fund portfolio as of May 31, 2016. These investments provide sufficient liquidity to meet expenditure requirements for the next six months and are in compliance with our statement of investment policy and California Code.

This correspondence and its attachments show the investment activity for the month of May 2016 for the portfolios under the Treasurer's management. All pricing and valuation data is obtained from Interactive Data Corporation.

CCSF Pooled Fund Investment Earnings Statistics *

<i>(in \$ million)</i>	Current Month		Prior Month	
	Fiscal YTD	May 2016	Fiscal YTD	April 2016
Average Daily Balance	\$ 7,037	\$ 8,059	\$ 6,933	\$ 7,734
Net Earnings	42.92	4.92	38.00	4.59
Earned Income Yield	0.66%	0.72%	0.66%	0.72%

CCSF Pooled Fund Statistics *

<i>(in \$ million)</i>	% of Portfolio	Book Value	Market Value	Wtd. Avg. Coupon	Wtd. Avg. YTM	WAM
Investment Type						
U.S. Treasuries	6.36%	\$ 523.2	\$ 525.6	0.85%	0.96%	322
Federal Agencies	54.48%	4,517.9	4,504.6	0.82%	0.66%	451
State & Local Government						
Agency Obligations	2.21%	183.3	183.1	1.28%	1.03%	448
Public Time Deposits	0.02%	1.4	1.4	0.83%	0.83%	221
Negotiable CDs	14.40%	1,190.1	1,190.6	0.89%	0.89%	224
Commercial Paper	6.52%	537.9	538.8	0.00%	0.65%	50
Medium Term Notes	8.57%	711.4	709.0	1.38%	0.57%	168
Money Market Funds	4.60%	380.4	380.4	0.27%	0.27%	1
Supranationals	2.84%	234.8	234.9	0.07%	0.26%	72
Totals	100.0%	\$ 8,280.4	\$ 8,268.4	0.79%	0.69%	329

In the remainder of this report, we provide additional information and analytics at the security-level and portfolio-level, as recommended by the California Debt and Investment Advisory Commission.

Very truly yours,

José Cisneros
Treasurer

cc: Treasury Oversight Committee: Aimee Brown, Ron Gerhard, Reeta Madhavan, Charles Perl
Ben Rosenfield, Controller, Office of the Controller
Tonia Lediju, Internal Audit, Office of the Controller
Cynthia Fong, Deputy Director for Finance & Administration, San Francisco County Transportation Authority
Carol Lu, Budget Analyst
San Francisco Public Library

* Please see last page of this report for non-pooled funds holdings and statistics.

Portfolio Summary Pooled Fund

As of May 31, 2016

<i>(in \$ million)</i>							
Security Type	Par Value	Book Value	Market Value	Market/Book Price	Current % Allocation	Max. Policy Allocation	Compliant?
U.S. Treasuries	\$ 525.0	\$ 523.2	\$ 525.6	100.45	6.36%	100%	Yes
Federal Agencies	4,502.1	4,517.9	4,504.6	99.71	54.48%	100%	Yes
State & Local Government							
Agency Obligations	181.2	183.3	183.1	99.89	2.21%	20%	Yes
Public Time Deposits	1.4	1.4	1.4	99.87	0.02%	100%	Yes
Negotiable CDs	1,190.0	1,190.1	1,190.6	100.04	14.40%	30%	Yes
Bankers Acceptances	-	-	-	-	0.00%	40%	Yes
Commercial Paper	539.2	537.9	538.8	100.18	6.52%	25%	Yes
Medium Term Notes	708.2	711.4	709.0	99.66	8.57%	25%	Yes
Repurchase Agreements	-	-	-	-	0.00%	10%	Yes
Reverse Repurchase/ Securities Lending Agreements	-	-	-	-	0.00%	\$75mm	Yes
Money Market Funds - Government	380.4	380.4	380.4	100.00	4.60%	10%	Yes
Money Market Funds - Prime	-	-	-	-	0.00%	5%	Yes
LAIF	-	-	-	-	0.00%	\$50mm	Yes
Supranationals	235.0	234.8	234.9	100.04	2.84%	5%	Yes
TOTAL	\$ 8,262.5	\$ 8,280.4	\$ 8,268.4	99.86	100.00%	-	Yes

The City and County of San Francisco uses the following methodology to determine compliance: Compliance is pre-trade and calculated on both a par and market value basis, using the result with the lowest percentage of the overall portfolio value. Cash balances are included in the City's compliance calculations.

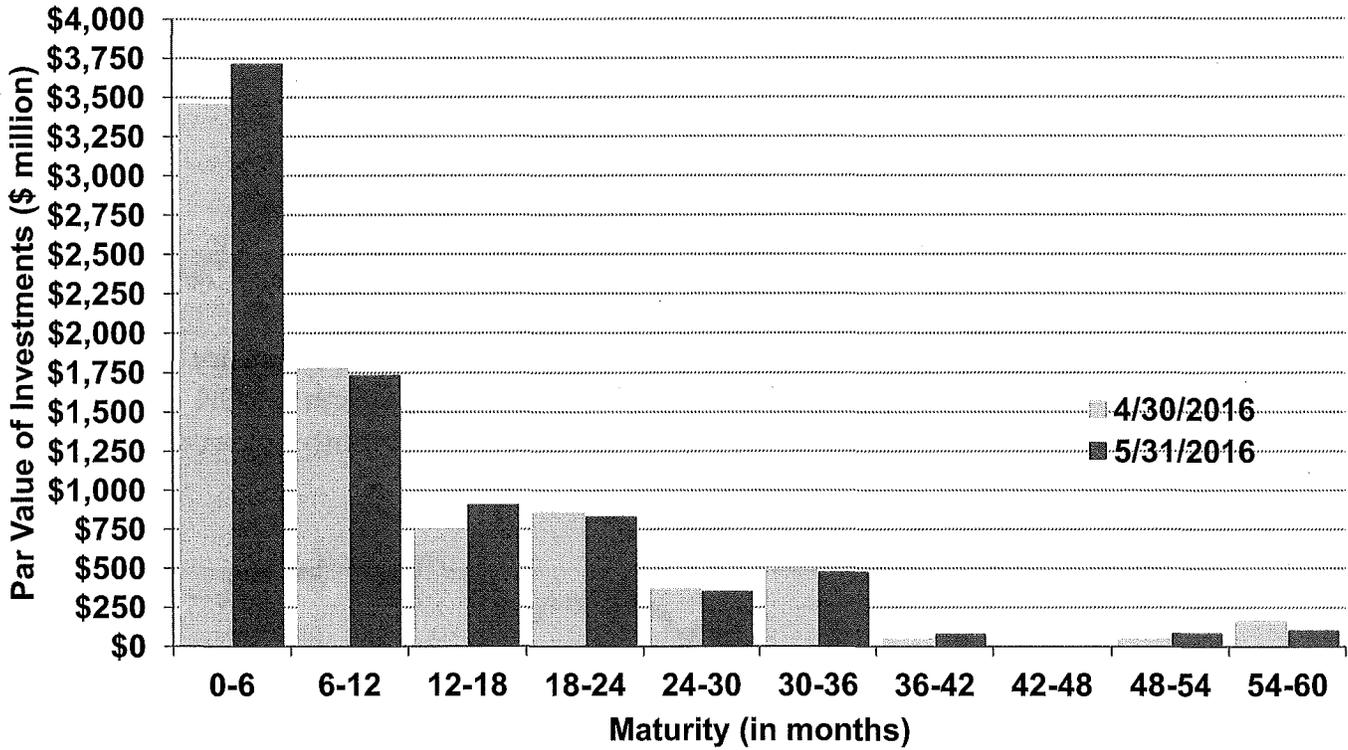
Please note the information in this report does not include cash balances. Due to fluctuations in the market value of the securities held in the Pooled Fund and changes in the City's cash position, the allocation limits may be exceeded on a post-trade compliance basis. In these instances, no compliance violation has occurred, as the policy limits were not exceeded prior to trade execution. The full Investment Policy can be found at <http://www.sftreasurer.org/>, in the Reports & Plans section of the About menu.

Totals may not add due to rounding.

Portfolio Analysis

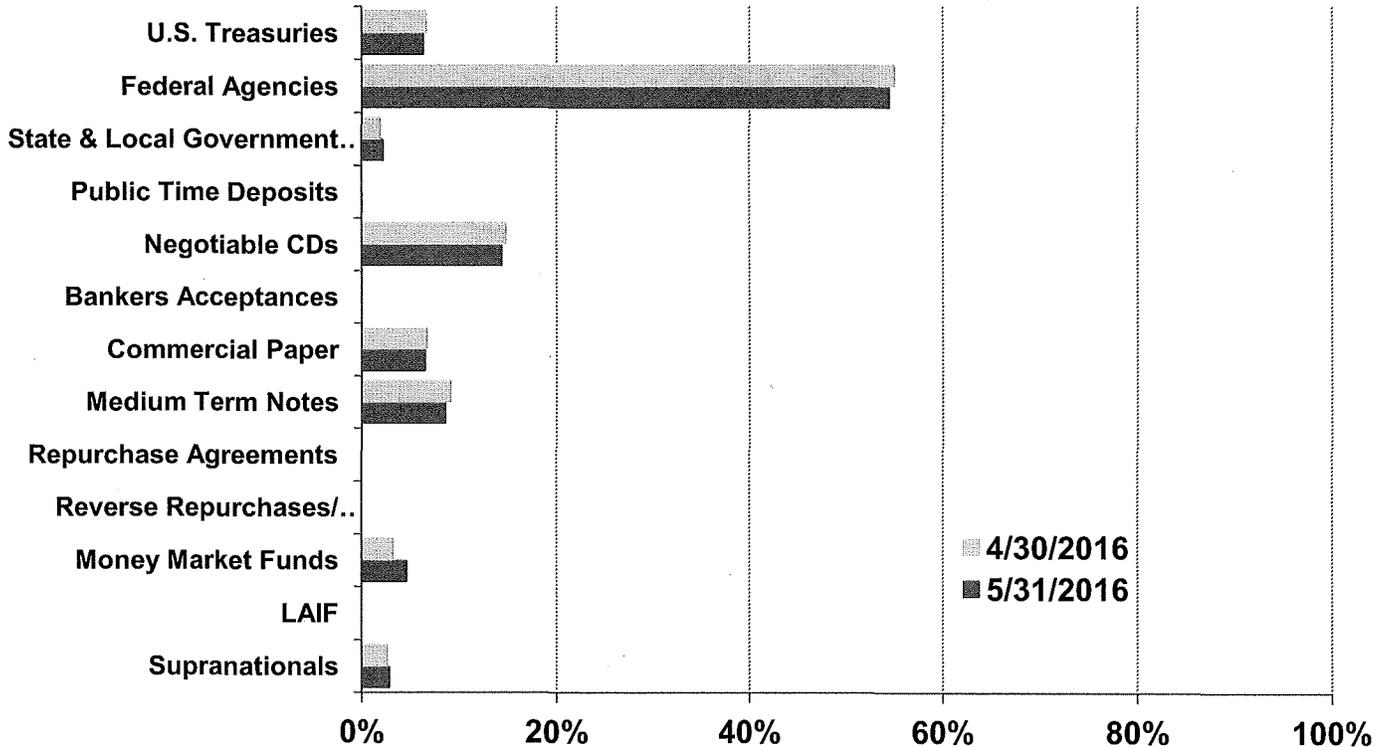
Pooled Fund

Par Value of Investments by Maturity

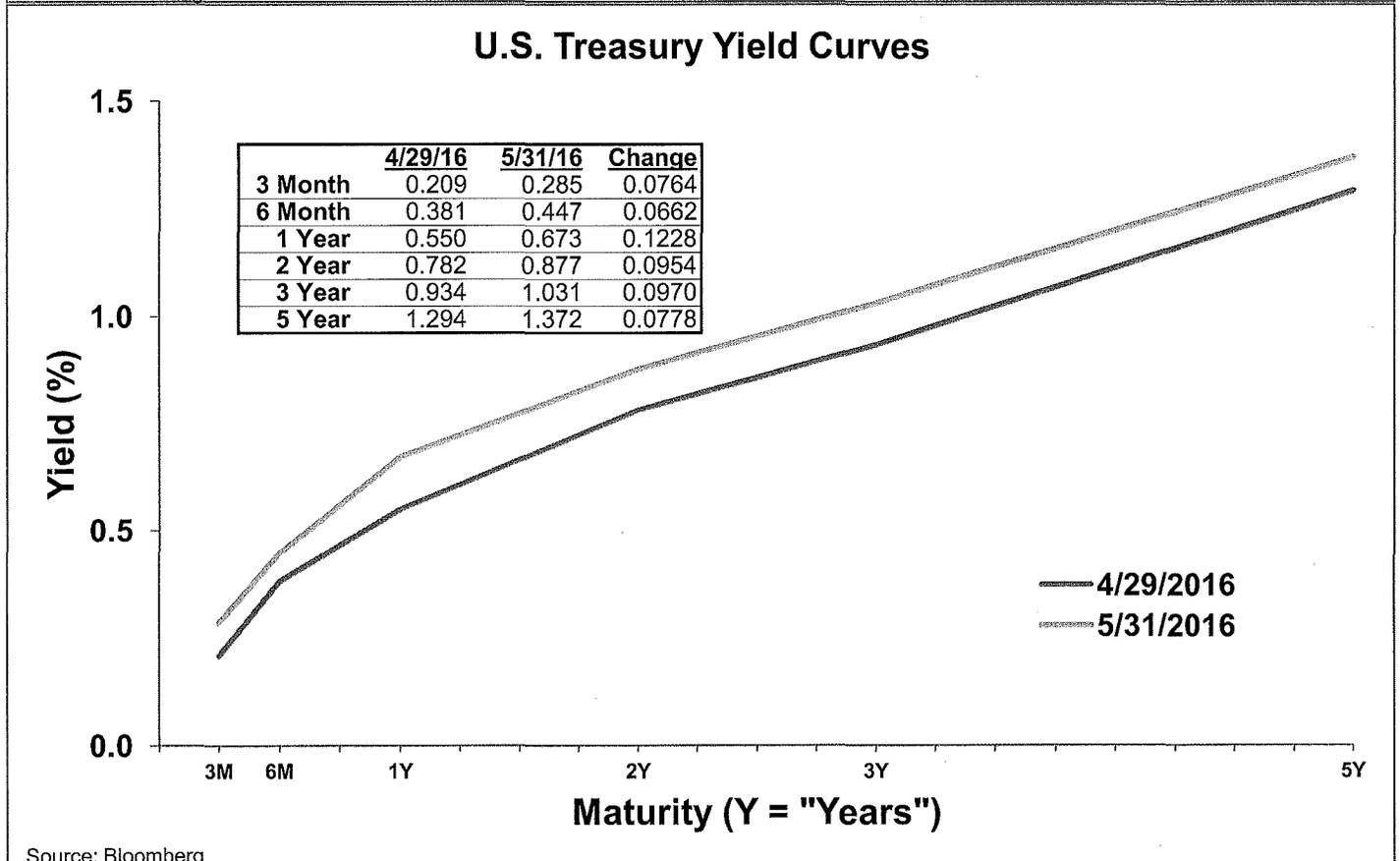
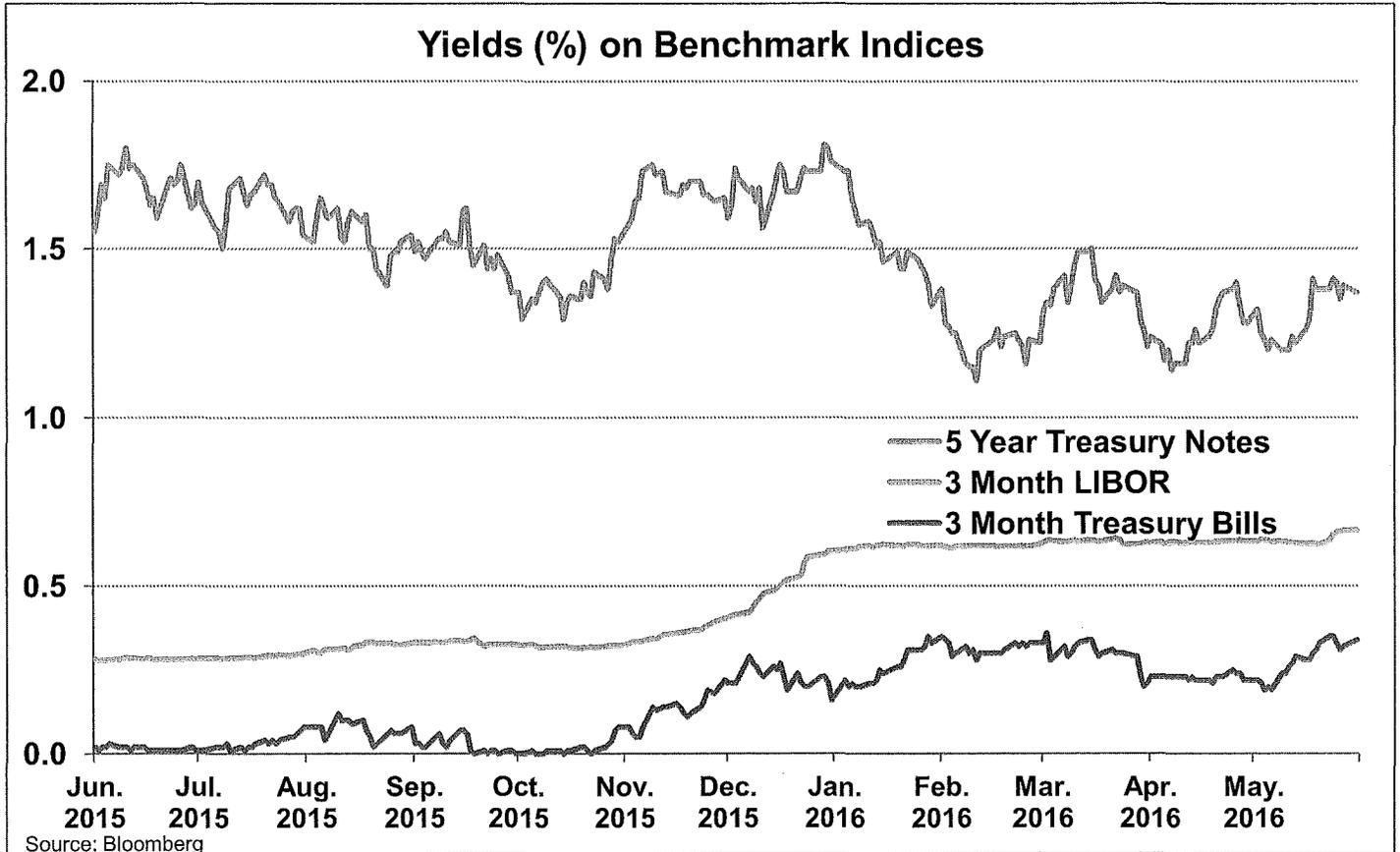


Callable bonds shown at maturity date.

Asset Allocation by Market Value



Yield Curves



Investment Inventory

Pooled Fund

As of May 31, 2016

Type of Investment	CUSIP	Issuer Name	Settle	Maturity	Duration	Coupon	Par Value	Book Value	Amortized	
			Date	Date					Book Value	Market Value
U.S. Treasuries	912828WQ9	US TSY NT	3/15/2016	6/30/2016	0.08	0.50	\$ 25,000,000	\$ 25,033,568	\$ 25,002,117	\$ 25,005,500
U.S. Treasuries	912828RJ1	US TSY NT	10/11/2011	9/30/2016	0.33	1.00	75,000,000	74,830,078	74,988,678	75,135,750
U.S. Treasuries	12/2628RM4	US TSY NT	12/26/2013	10/31/2016	0.42	1.00	25,000,000	25,183,594	25,026,833	25,048,500
U.S. Treasuries	912828RX0	US TSY NT	2/25/2014	12/31/2016	0.58	0.88	25,000,000	25,145,508	25,029,801	25,042,000
U.S. Treasuries	912828SJ0	US TSY NT	3/21/2012	2/28/2017	0.75	0.88	25,000,000	24,599,609	24,939,664	25,035,250
U.S. Treasuries	912828SJ0	US TSY NT	3/21/2012	2/28/2017	0.75	0.88	25,000,000	24,599,609	24,939,664	25,035,250
U.S. Treasuries	912828SJ0	US TSY NT	3/14/2012	2/28/2017	0.75	0.88	75,000,000	74,771,484	74,965,697	75,105,750
U.S. Treasuries	912828SM3	US TSY NT	4/4/2012	3/31/2017	0.83	1.00	50,000,000	49,835,938	49,972,716	50,123,000
U.S. Treasuries	912828TM2	US TSY NT	12/15/2015	8/31/2017	1.25	0.63	100,000,000	99,433,594	99,586,750	99,922,000
U.S. Treasuries	912828M72	US TSY NT	12/17/2015	11/30/2017	1.49	0.88	50,000,000	49,882,813	49,910,222	50,051,000
U.S. Treasuries	912828M72	US TSY NT	12/17/2015	11/30/2017	1.49	0.88	50,000,000	49,878,906	49,907,229	50,051,000
Subtotals					0.88	0.85	\$ 525,000,000	\$ 523,194,701	\$ 524,269,373	\$ 525,555,000
Federal Agencies	3130A5VB2	FEDERAL HOME LOAN BANK	2/1/2016	6/1/2016	0.00	0.34	\$ 2,000,000	\$ 2,000,373	\$ 2,000,000	\$ 2,000,000
Federal Agencies	3133EDB35	FEDERAL FARM CREDIT BANK	1/15/2014	6/2/2016	0.01	0.47	50,000,000	49,991,681	49,999,990	50,000,000
Federal Agencies	313384XR5	FED HOME LN DISCOUNT NT	3/7/2016	6/3/2016	0.00	0.00	14,000,000	13,986,482	13,986,482	13,999,759
Federal Agencies	313384XR5	FED HOME LN DISCOUNT NT	3/7/2016	6/3/2016	0.00	0.00	15,000,000	14,985,700	14,985,700	14,999,742
Federal Agencies	31315PB73	FARMER MAC	2/9/2012	6/9/2016	0.00	0.90	10,000,000	10,000,000	10,000,000	10,001,400
Federal Agencies	313373SZ6	FEDERAL HOME LOAN BANK	10/23/2014	6/10/2016	0.00	2.13	28,000,000	28,790,468	28,011,937	28,012,320
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	12/11/2015	6/13/2016	0.00	5.63	4,200,000	4,304,160	4,206,756	4,207,392
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	9/4/2014	6/13/2016	0.00	5.63	8,620,000	9,380,715	8,634,087	8,635,171
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	5/30/2013	6/13/2016	0.00	5.63	14,195,000	16,259,095	14,217,315	14,219,983
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	5/20/2013	6/13/2016	0.00	5.63	16,925,000	19,472,890	16,952,299	16,954,788
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	8/31/2015	6/13/2016	0.00	5.63	71,000,000	73,835,669	71,118,565	71,124,960
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	3/1/2016	6/15/2016	0.04	0.00	25,000,000	24,971,292	24,971,292	24,996,986
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	3/15/2016	6/15/2016	0.04	0.00	25,000,000	24,975,403	24,975,403	24,996,986
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	3/15/2016	6/15/2016	0.04	0.00	25,000,000	24,975,403	24,975,403	24,996,986
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	3/17/2016	6/15/2016	0.04	0.00	25,000,000	24,979,375	24,979,375	24,996,986
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	3/9/2016	6/15/2016	0.04	0.00	40,000,000	39,958,622	39,958,622	39,995,178
Federal Agencies	313384YF0	FED HOME LN DISCOUNT NT	3/18/2016	6/17/2016	0.05	0.00	25,000,000	24,976,618	24,976,618	24,996,556
Federal Agencies	313384YF0	FED HOME LN DISCOUNT NT	3/18/2016	6/17/2016	0.05	0.00	25,000,000	24,976,618	24,976,618	24,996,556
Federal Agencies	3133EDDP4	FEDERAL FARM CREDIT BANK	2/11/2014	6/17/2016	0.05	0.52	50,000,000	50,062,000	50,001,158	50,006,000
Federal Agencies	3130A1BK3	FEDERAL HOME LOAN BANK	3/24/2014	6/24/2016	0.07	0.50	25,000,000	25,000,000	25,000,000	25,003,250
Federal Agencies	313384YN3	FED HOME LN DISCOUNT NT	3/28/2016	6/24/2016	0.07	0.00	25,000,000	24,978,000	24,978,000	24,995,049
Federal Agencies	313384YS2	FED HOME LN DISCOUNT NT	3/15/2016	6/28/2016	0.08	0.00	17,500,000	17,480,094	17,480,094	17,495,931
Federal Agencies	313384YS2	FED HOME LN DISCOUNT NT	4/6/2016	6/28/2016	0.08	0.00	27,021,000	27,001,687	27,001,687	27,014,718
Federal Agencies	3134G32M1	FREDDIE MAC	12/28/2012	6/28/2016	0.08	1.00	50,000,000	50,000,000	50,000,000	50,003,500
Federal Agencies	3130A76J9	FEDERAL HOME LOAN BANK	4/8/2016	6/30/2016	0.08	0.44	10,000,000	10,011,238	10,000,894	10,000,800
Federal Agencies	313384YU7	FED HOME LN DISCOUNT NT	4/11/2016	6/30/2016	0.08	0.00	25,000,000	24,982,222	24,982,222	24,993,757
Federal Agencies	313384YU7	FED HOME LN DISCOUNT NT	4/11/2016	6/30/2016	0.08	0.00	25,000,000	24,982,222	24,982,222	24,993,757
Federal Agencies	313384YU7	FED HOME LN DISCOUNT NT	3/28/2016	6/30/2016	0.08	0.00	50,000,000	49,953,000	49,953,000	49,987,514
Federal Agencies	313384YU7	FED HOME LN DISCOUNT NT	3/28/2016	6/30/2016	0.08	0.00	50,000,000	49,953,000	49,953,000	49,987,514
Federal Agencies	313384YV5	FED HOME LN DISCOUNT NT	4/4/2016	7/1/2016	0.09	0.00	25,000,000	24,979,222	24,979,222	24,993,542
Federal Agencies	313384YV5	FED HOME LN DISCOUNT NT	4/1/2016	7/1/2016	0.09	0.00	50,000,000	49,957,154	49,957,154	49,987,083
Federal Agencies	313384YV5	FED HOME LN DISCOUNT NT	4/7/2016	7/1/2016	0.09	0.00	50,000,000	49,964,583	49,964,583	49,987,083
Federal Agencies	313384YV5	FED HOME LN DISCOUNT NT	4/15/2016	7/1/2016	0.09	0.00	100,000,000	99,936,903	99,936,903	99,974,167
Federal Agencies	313588YV1	FANNIE DISCOUNT NOTE	2/19/2016	7/1/2016	0.09	0.00	22,009,000	21,977,289	21,977,289	22,002,837
Federal Agencies	3135G0XP3	FANNIE MAE	3/25/2014	7/5/2016	0.00	0.38	50,000,000	49,753,100	49,989,922	50,001,500
Federal Agencies	31315PA25	FARMER MAC	3/26/2013	7/27/2016	0.16	2.00	11,900,000	12,440,498	11,924,830	11,929,155

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Type of Investment	CUSIP	Issuer Name	Settle	Maturity	Duration	Coupon	Par Value	Book Value	Amortized	
			Date	Date					Book Value	Market Value
Federal Agencies	31315PA25	FARMER MAC	3/26/2013	7/27/2016	0.16	2.00	14,100,000	14,735,205	14,129,181	14,134,545
Federal Agencies	31315PA25	FARMER MAC	7/27/2011	7/27/2016	0.16	2.00	15,000,000	14,934,750	14,998,000	15,036,750
Federal Agencies	31315PA25	FARMER MAC	3/26/2014	7/27/2016	0.16	2.00	20,000,000	20,643,350	20,042,187	20,049,000
Federal Agencies	313384B57	FED HOME LN DISCOUNT NT	5/10/2016	8/10/2016	0.00	0.00	30,000,000	29,973,933	29,973,933	29,979,583
Federal Agencies	3137EACW7	FREDDIE MAC	12/3/2015	8/25/2016	0.24	2.00	7,369,000	7,443,280	7,392,736	7,395,234
Federal Agencies	3135G0YE7	FANNIE MAE	3/17/2014	8/26/2016	0.24	0.63	50,000,000	50,124,765	50,012,015	50,017,500
Federal Agencies	31315PQB8	FARMER MAC	10/29/2013	9/1/2016	0.26	1.50	7,000,000	7,156,240	7,013,848	7,019,670
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	10/11/2011	9/9/2016	0.28	2.00	25,000,000	25,727,400	25,040,524	25,104,750
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	11/5/2014	9/9/2016	0.00	2.00	25,000,000	25,662,125	25,098,238	25,104,750
Federal Agencies	3133EDH21	FEDERAL FARM CREDIT BANK	3/14/2014	9/14/2016	0.04	0.45	50,000,000	49,993,612	49,999,267	50,007,500
Federal Agencies	3134G4XW3	FREDDIE MAC	3/26/2014	9/26/2016	0.32	0.60	25,000,000	25,000,000	25,000,000	25,018,750
Federal Agencies	3130A7KH7	FEDERAL HOME LOAN BANK	5/4/2016	9/29/2016	0.33	0.53	5,495,000	5,500,293	5,496,996	5,495,879
Federal Agencies	313378UB5	FEDERAL HOME LOAN BANK	10/23/2014	10/11/2016	0.36	1.13	5,000,000	5,060,200	5,011,052	5,011,600
Federal Agencies	3133EDJA1	FEDERAL FARM CREDIT BANK	4/11/2014	10/11/2016	0.03	0.46	25,000,000	24,993,750	24,999,097	25,004,750
Federal Agencies	3130A3CE2	FEDERAL HOME LOAN BANK	11/3/2014	10/14/2016	0.37	0.63	40,000,000	40,032,000	40,006,076	40,019,600
Federal Agencies	3137EADS5	FREDDIE MAC	3/3/2014	10/14/2016	0.37	0.88	25,000,000	25,200,250	25,028,278	25,028,750
Federal Agencies	313384L31	FED HOME LN DISCOUNT NT	4/20/2016	10/19/2016	0.39	0.00	25,000,000	24,943,125	24,943,125	24,961,111
Federal Agencies	3130A6PZ4	FEDERAL HOME LOAN BANK	1/7/2016	10/28/2016	0.41	0.40	5,950,000	5,932,745	5,941,285	5,948,513
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	11/18/2015	11/23/2016	0.48	0.63	7,015,000	7,012,545	7,013,842	7,016,754
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	11/17/2014	11/23/2016	0.48	0.63	25,000,000	24,990,000	24,997,626	25,006,250
Federal Agencies	313381GA7	FEDERAL HOME LOAN BANK	11/30/2012	11/30/2016	0.50	0.57	23,100,000	23,104,389	23,100,547	23,098,845
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	5/11/2016	12/9/2016	0.52	1.63	6,545,000	6,633,123	6,583,936	6,580,932
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	11/6/2014	12/9/2016	0.52	1.63	25,000,000	25,513,000	25,128,250	25,137,250
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	12/4/2014	12/9/2016	0.52	1.63	25,000,000	25,486,750	25,126,317	25,137,250
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	12/12/2014	12/9/2016	0.52	1.63	25,000,000	25,447,500	25,117,407	25,137,250
Federal Agencies	3133XHZK1	FEDERAL HOME LOAN BANK	5/11/2016	12/16/2016	0.53	4.75	33,850,000	35,357,643	34,627,559	34,593,346
Federal Agencies	3130A12F4	FEDERAL HOME LOAN BANK	3/19/2014	12/19/2016	0.55	0.70	20,500,000	20,497,950	20,499,590	20,511,890
Federal Agencies	3134G5VG7	FREDDIE MAC	12/29/2014	12/29/2016	0.58	0.78	50,000,000	50,000,000	50,000,000	50,004,000
Federal Agencies	3134G33C2	FREDDIE MAC	1/3/2013	1/3/2017	0.59	0.60	50,000,000	50,000,000	50,000,000	49,990,000
Federal Agencies	3133ECB37	FEDERAL FARM CREDIT BANK	12/20/2012	1/12/2017	0.61	0.58	14,000,000	14,000,000	14,000,000	13,992,440
Federal Agencies	31315PWW5	FARMER MAC	5/4/2012	1/17/2017	0.63	1.01	49,500,000	49,475,250	49,496,688	49,629,690
Federal Agencies	3130A7T62	FEDERAL HOME LOAN BANK	4/20/2016	1/18/2017	0.63	0.55	9,000,000	8,999,825	8,999,619	8,996,490
Federal Agencies	3133EDRD6	FEDERAL FARM CREDIT BANK	12/12/2014	1/30/2017	0.08	0.41	50,000,000	49,981,400	49,994,205	49,984,000
Federal Agencies	3133786Q9	FEDERAL HOME LOAN BANK	1/10/2013	2/13/2017	0.70	1.00	67,780,000	68,546,456	67,911,759	67,958,939
Federal Agencies	3133EDFW7	FEDERAL FARM CREDIT BANK	2/27/2014	2/27/2017	0.07	0.50	50,000,000	50,000,000	50,000,000	50,005,500
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	12/29/2015	3/10/2017	0.77	0.88	15,000,000	14,990,850	14,994,095	15,020,700
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	12/15/2014	3/10/2017	0.77	0.88	50,000,000	50,058,500	50,020,217	50,069,000
Federal Agencies	3133EDP30	FEDERAL FARM CREDIT BANK	10/3/2014	3/24/2017	0.07	0.48	26,000,000	26,009,347	26,003,064	26,002,860
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	10/29/2014	3/29/2017	0.08	0.47	25,000,000	24,999,750	24,999,915	24,998,250
Federal Agencies	31315PTQ2	FARMER MAC	4/10/2012	4/10/2017	0.86	1.26	12,500,000	12,439,250	12,489,587	12,553,625
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	4/17/2013	4/17/2017	0.88	0.60	10,000,000	10,000,000	10,000,000	9,995,200
Federal Agencies	31315PUQ0	FARMER MAC	4/26/2012	4/26/2017	0.90	1.13	10,500,000	10,500,000	10,500,000	10,532,970
Federal Agencies	3137EADF3	FREDDIE MAC	5/14/2012	5/12/2017	0.94	1.25	25,000,000	25,133,000	25,025,156	25,106,750
Federal Agencies	31315PZQ5	FARMER MAC	12/28/2012	6/5/2017	1.00	1.11	9,000,000	9,122,130	9,027,819	9,031,050
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/19/2014	6/9/2017	1.02	1.00	12,000,000	12,020,760	12,008,575	12,022,800
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12/29/2015	6/9/2017	1.02	1.00	20,600,000	20,605,470	20,595,780	20,639,140
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	12/30/2014	6/15/2017	1.03	0.95	25,000,000	24,959,750	24,983,013	25,040,500
Federal Agencies	3133EAUW6	FEDERAL FARM CREDIT BANK	6/19/2012	6/19/2017	0.05	0.59	50,000,000	50,000,000	50,000,000	50,026,500
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	12/26/2014	6/26/2017	1.06	0.93	8,400,000	8,397,312	8,398,852	8,418,144
Federal Agencies	3137EADH9	FREDDIE MAC	5/25/2016	6/29/2017	1.07	1.00	15,000,000	15,096,683	15,035,223	15,034,650

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Federal Agencies	3137EADH9	FREDDIE MAC	3/25/2014	6/29/2017	1.07	1.00	25,000,000	24,920,625	24,973,830	25,057,750
Federal Agencies	3134G5W50	FREDDIE MAC	12/30/2014	6/30/2017	1.08	1.00	50,000,000	50,000,000	50,000,000	50,120,000
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	7/24/2013	7/24/2017	0.07	0.48	50,000,000	50,000,000	50,000,000	49,991,000
Federal Agencies	3133ECVG6	FEDERAL FARM CREDIT BANK	8/5/2013	7/26/2017	0.15	0.64	23,520,000	23,520,000	23,520,000	23,549,165
Federal Agencies	3135G0F24	FANNIE MAE	9/16/2015	8/16/2017	0.04	0.44	25,000,000	24,995,153	24,996,946	24,987,750
Federal Agencies	3133EEFX3	FEDERAL FARM CREDIT BANK	12/23/2014	8/23/2017	0.06	0.49	50,000,000	50,000,000	50,000,000	49,991,000
Federal Agencies	3137EADL0	FREDDIE MAC	3/25/2014	9/29/2017	1.32	1.00	25,000,000	24,808,175	24,927,543	25,057,250
Federal Agencies	3135G0F57	FANNIE MAE	10/5/2015	10/5/2017	0.01	0.45	25,000,000	24,992,356	24,994,865	24,983,250
Federal Agencies	3134G7M81	FREDDIE MAC	2/3/2016	10/6/2017	1.34	0.88	36,010,000	35,991,995	35,995,502	36,010,360
Federal Agencies	3133EETS9	FEDERAL FARM CREDIT BANK	9/25/2015	10/19/2017	0.05	0.47	30,000,000	30,000,600	30,000,401	29,975,100
Federal Agencies	3130A6LZ8	FEDERAL HOME LOAN BANK	4/28/2016	10/26/2017	1.40	0.63	25,000,000	24,930,368	24,933,890	24,937,750
Federal Agencies	3133EEBR0	FEDERAL FARM CREDIT BANK	11/18/2014	11/13/2017	0.04	0.46	25,000,000	24,988,794	24,994,556	24,975,750
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	8/20/2015	11/13/2017	0.20	0.52	25,000,000	24,991,500	24,994,479	24,963,000
Federal Agencies	3134G44F2	FREDDIE MAC	5/21/2013	11/21/2017	1.47	0.80	50,000,000	50,000,000	50,000,000	49,912,000
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	12/22/2014	12/8/2017	1.50	1.13	25,000,000	24,955,500	24,977,174	25,099,250
Federal Agencies	3137EADX4	FREDDIE MAC	12/11/2015	12/15/2017	1.52	1.00	25,000,000	24,969,000	24,976,297	25,042,500
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	12/19/2014	12/18/2017	1.53	1.13	50,000,000	49,914,500	49,955,884	50,166,000
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	5/27/2015	2/2/2018	0.01	0.49	4,000,000	3,999,480	3,999,676	3,996,640
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	2/2/2015	2/2/2018	0.01	0.49	35,000,000	34,978,893	34,988,233	34,970,600
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.48	25,000,000	25,000,000	25,000,000	24,972,000
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.48	25,000,000	24,991,750	24,995,736	24,972,000
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	11/5/2014	2/5/2018	0.01	0.48	50,000,000	49,983,560	49,991,503	49,944,000
Federal Agencies	3133EFNK9	FEDERAL FARM CREDIT BANK	11/9/2015	2/9/2018	0.02	0.52	25,000,000	24,994,315	24,995,731	24,988,250
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	5/22/2015	3/22/2018	0.06	0.48	50,000,000	49,992,500	49,995,225	49,924,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/27/2015	3/26/2018	0.07	0.47	50,000,000	49,978,500	49,986,214	49,882,500
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	5/29/2015	3/26/2018	0.07	0.47	50,000,000	49,978,500	49,986,188	49,882,500
Federal Agencies	3133EFWG8	FEDERAL FARM CREDIT BANK	1/26/2016	3/26/2018	0.07	0.60	25,000,000	24,997,200	24,997,650	25,018,000
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	4/16/2015	4/16/2018	0.04	0.48	50,000,000	49,992,422	49,995,270	49,925,000
Federal Agencies	31331KJB7	FEDERAL FARM CREDIT BANK	2/2/2016	4/25/2018	1.86	3.00	14,230,000	14,876,184	14,780,807	14,782,409
Federal Agencies	3130A6Z42	FEDERAL HOME LOAN BANK	1/27/2016	4/27/2018	1.89	1.25	9,100,000	9,100,000	9,100,000	9,110,101
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	6/3/2015	5/3/2018	0.01	0.48	69,000,000	68,994,894	68,996,639	68,881,320
Federal Agencies	3135G0WJ8	FANNIE MAE	5/23/2013	5/21/2018	1.96	0.88	25,000,000	24,786,500	24,915,841	24,964,000
Federal Agencies	3134G9ET0	FREDDIE MAC	5/25/2016	5/25/2018	1.97	1.00	7,000,000	7,000,000	7,000,000	7,000,070
Federal Agencies	3134G9GG6	FREDDIE MAC	5/25/2016	5/25/2018	1.97	0.80	50,000,000	50,000,000	50,000,000	50,002,500
Federal Agencies	3134G9HC4	FREDDIE MAC	5/25/2016	5/25/2018	1.97	1.00	10,000,000	9,995,000	9,995,048	9,990,000
Federal Agencies	3133EFACT2	FEDERAL FARM CREDIT BANK	9/8/2015	6/8/2018	0.02	0.49	25,000,000	25,000,000	25,000,000	24,962,500
Federal Agencies	3133EFACT2	FEDERAL FARM CREDIT BANK	9/8/2015	6/8/2018	0.02	0.49	50,000,000	50,000,000	50,000,000	49,925,000
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	6/11/2015	6/11/2018	0.03	0.48	50,000,000	49,996,000	49,997,299	49,914,500
Federal Agencies	3133EF5H1	FEDERAL FARM CREDIT BANK	12/18/2015	6/14/2018	2.01	1.17	25,000,000	24,955,500	24,960,970	25,083,250
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	5/19/2016	7/19/2018	0.05	0.57	25,000,000	25,000,000	25,000,000	24,984,000
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	5/19/2016	7/19/2018	0.05	0.57	25,000,000	25,000,000	25,000,000	24,984,000
Federal Agencies	3136G2NZ6	FANNIE MAE	9/30/2015	9/28/2018	2.31	0.75	25,000,000	25,000,000	25,000,000	24,996,250
Federal Agencies	3136G2NZ6	FANNIE MAE	9/30/2015	9/28/2018	2.31	0.75	25,000,000	25,000,000	25,000,000	24,996,250
Federal Agencies	3134G73D1	FREDDIE MAC	10/29/2015	10/29/2018	2.40	0.75	50,000,000	50,000,000	50,000,000	50,011,500
Federal Agencies	3134G82B4	FREDDIE MAC	11/23/2015	11/23/2018	2.46	0.75	25,000,000	25,000,000	25,000,000	25,006,000
Federal Agencies	3134G85Z8	FREDDIE MAC	12/4/2015	12/4/2018	0.00	0.88	75,000,000	75,000,000	75,000,000	75,002,250
Federal Agencies	3134G8AT6	FREDDIE MAC	12/11/2015	12/11/2018	0.00	1.00	25,000,000	25,000,000	25,000,000	25,002,750
Federal Agencies	3134G8CS6	FREDDIE MAC	12/28/2015	12/28/2018	2.55	0.63	25,000,000	25,000,000	25,000,000	25,001,500
Federal Agencies	3136G2C39	FANNIE MAE	12/30/2014	12/28/2018	2.52	1.63	15,000,000	15,000,000	15,000,000	15,069,150
Federal Agencies	3132X0EK3	FARMER MAC	1/25/2016	1/25/2019	0.15	0.74	25,000,000	25,000,000	25,000,000	25,001,000

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Federal Agencies	3134G8GD5	FREDDIE MAC	1/29/2016	1/29/2019	2.62	1.00	25,000,000	25,000,000	25,000,000	25,018,250
Federal Agencies	3134G8H69	FREDDIE MAC	1/29/2016	1/29/2019	2.62	1.00	19,000,000	18,996,200	18,996,630	19,003,610
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	5/25/2016	2/25/2019	0.07	0.62	50,000,000	50,000,000	50,000,000	50,000,000
Federal Agencies	3134G8K81	FREDDIE MAC	2/26/2016	2/26/2019	2.70	1.00	5,500,000	5,500,000	5,500,000	5,502,365
Federal Agencies	3134G8K81	FREDDIE MAC	2/26/2016	2/26/2019	2.70	1.00	12,500,000	12,500,000	12,500,000	12,505,375
Federal Agencies	3134G8LN7	FREDDIE MAC	2/26/2016	2/26/2019	2.72	0.75	25,000,000	25,000,000	25,000,000	24,972,750
Federal Agencies	3136G2XK8	FANNIE MAE	2/26/2016	2/26/2019	2.71	0.75	25,000,000	25,000,000	25,000,000	24,997,250
Federal Agencies	3136G2Y68	FANNIE MAE	2/26/2016	2/26/2019	2.71	0.75	15,935,000	15,927,033	15,927,730	15,916,675
Federal Agencies	3132X0ED9	FARMER MAC	1/19/2016	3/19/2019	0.05	0.69	40,000,000	40,000,000	40,000,000	39,998,000
Federal Agencies	3136G3FC4	FANNIE MAE	3/29/2016	3/29/2019	2.79	1.00	6,250,000	6,250,000	6,250,000	6,233,625
Federal Agencies	3134G8VT3	FREDDIE MAC	5/23/2016	4/25/2019	2.87	0.80	14,560,000	14,568,332	14,559,278	14,559,126
Federal Agencies	3134G9DB0	FREDDIE MAC	4/29/2016	4/29/2019	2.88	0.75	10,000,000	10,000,000	10,000,000	9,989,300
Federal Agencies	3134G9DB0	FREDDIE MAC	4/29/2016	4/29/2019	2.88	0.75	50,000,000	50,000,000	50,000,000	49,946,500
Federal Agencies	3136G3QP3	FANNIE MAE	5/24/2016	5/24/2019	2.93	1.25	10,000,000	10,000,000	10,000,000	9,994,400
Federal Agencies	3134G9GS0	FREDDIE MAC	5/26/2016	8/26/2019	3.17	1.25	25,000,000	25,000,000	25,000,000	24,960,250
Federal Agencies	3134G8TG4	FREDDIE MAC	4/11/2016	10/11/2019	3.28	1.50	15,000,000	15,000,000	15,000,000	15,013,650
Federal Agencies	3136G3LV5	FANNIE MAE	5/26/2016	11/26/2019	3.42	1.35	8,950,000	8,950,000	8,950,000	8,955,102
Federal Agencies	3132X0AT8	FARMER MAC	6/5/2015	6/2/2020	0.01	0.58	41,000,000	41,000,000	41,000,000	40,783,930
Federal Agencies	3134G7U33	FREDDIE MAC	10/29/2015	10/29/2020	4.28	1.50	8,000,000	8,000,000	8,000,000	8,012,720
Federal Agencies	3134G7U90	FREDDIE MAC	10/29/2015	10/29/2020	4.28	1.55	10,000,000	10,000,000	10,000,000	10,015,900
Federal Agencies	3136G2QT7	FANNIE MAE	10/29/2015	10/29/2020	4.28	1.50	25,000,000	25,000,000	25,000,000	25,000,250
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	12/24/2015	12/24/2020	0.07	0.77	100,000,000	100,000,000	100,000,000	100,186,000
Subtotals					0.60	0.82	\$ 4,502,129,000	\$ 4,517,929,760	\$ 4,503,396,156	\$ 4,504,634,297
State/Local Agencies	91411SGE4	UNIVERSITY OF CALIFORNIA	5/20/2016	7/14/2016	0.12	0.00	\$ 30,800,000	\$ 30,779,296	\$ 30,779,296	\$ 30,784,917
State/Local Agencies	612574DR1	MONTEREY PENINSULA CA CMNTY	5/7/2013	8/1/2016	0.17	0.98	2,670,000	2,670,000	2,670,000	2,671,549
State/Local Agencies	13063CPM6	CALIFORNIA ST	12/9/2014	11/1/2016	0.42	0.75	44,000,000	44,046,200	44,010,200	43,997,360
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA CA REVENUE	4/10/2014	5/15/2017	0.95	1.22	3,250,000	3,250,000	3,250,000	3,270,053
State/Local Agencies	13063CFC9	CALIFORNIA ST	11/5/2013	11/1/2017	1.40	1.75	16,500,000	16,558,905	16,520,942	16,659,885
State/Local Agencies	13063CPN4	CALIFORNIA ST	12/22/2014	11/1/2017	1.41	1.25	5,000,000	5,004,550	5,002,255	5,013,550
State/Local Agencies	13063CPN4	CALIFORNIA ST	11/25/2014	11/1/2017	1.41	1.25	50,000,000	50,121,500	50,058,710	50,135,500
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/5/2015	7/1/2019	2.99	1.80	4,180,000	4,214,443	4,208,387	4,240,067
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	10/2/2015	7/1/2019	2.99	1.80	16,325,000	16,461,640	16,437,369	16,559,590
State/Local Agencies	6055804W6	MISSISSIPPI ST	4/23/2015	10/1/2019	3.06	6.09	8,500,000	10,217,510	9,788,662	9,782,310
Subtotals					1.20	1.28	\$ 181,225,000	\$ 183,324,044	\$ 182,725,821	\$ 183,114,780
Public Time Deposits	PP00BERR6	UMPQUA BANK	6/29/2015	6/29/2016	0.08	0.60	\$ 240,000	\$ 240,000	\$ 240,000	\$ 240,000
Public Time Deposits	PP6J1O5Z6	IND & COMM BK OF CHINA	8/10/2015	8/10/2016	0.19	0.72	240,000	240,000	240,000	240,000
Public Time Deposits	PP5Z1EJS4	MISSION NATIONAL BK SF	2/19/2016	2/21/2017	0.22	0.86	240,000	240,000	240,000	240,000
Public Time Deposits	PP600XGA1	TRANS-PAC NATIONAL BK	3/21/2016	3/21/2017	0.80	1.05	240,000	240,000	240,000	240,000
Public Time Deposits	PPF00EG62	BANK OF SAN FRANCISCO	4/11/2016	4/11/2017	0.11	0.89	240,000	240,000	240,000	240,000
Public Time Deposits	PPQJ03J86	PREFERRED BANK LA CALIF	5/16/2016	5/16/2017	0.96	0.85	240,000	240,000	240,000	240,000
Subtotals					0.39	0.83	\$ 1,440,000	\$ 1,440,000	\$ 1,440,000	\$ 1,440,000
Negotiable CDs	78009NVT0	ROYAL BANK OF CANADA NY	8/7/2015	8/8/2016	0.02	0.67	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 25,016,626
Negotiable CDs	06366CWA2	BANK OF MONTREAL CHICAGO	2/12/2015	8/12/2016	0.04	0.68	25,000,000	25,000,000	25,000,000	25,018,104
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	3/31/2015	9/23/2016	0.06	0.70	25,000,000	25,000,000	25,000,000	25,015,396
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	3/31/2015	9/23/2016	0.06	0.70	50,000,000	50,000,000	50,000,000	50,030,792
Negotiable CDs	06417HUW4	BANK OF NOVA SCOTIA HOUS	9/25/2014	9/23/2016	0.06	0.82	50,000,000	50,000,000	50,000,000	50,050,154
Negotiable CDs	06366CC48	BANK OF MONTREAL CHICAGO	4/7/2015	10/7/2016	0.02	0.70	50,000,000	50,000,000	50,000,000	50,033,491

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Negotiable CDs	06417HVR4	BANK OF NOVA SCOTIA HOUS	10/7/2014	10/7/2016	0.10	0.83	50,000,000	50,000,000	50,000,000	50,056,609
Negotiable CDs	78009NB96	ROYAL BANK OF CANADA NY	4/20/2016	10/17/2016	0.38	0.85	25,000,000	25,000,000	25,000,000	25,032,226
Negotiable CDs	89113EE69	TORONTO DOMINION BANK NY	10/16/2015	10/17/2016	0.13	0.88	25,000,000	25,000,000	25,000,000	25,035,918
Negotiable CDs	89113EL79	TORONTO DOMINION BANK NY	2/12/2016	11/8/2016	0.44	1.00	25,000,000	25,069,012	25,003,036	25,054,342
Negotiable CDs	78009NXP6	ROYAL BANK OF CANADA NY	12/3/2015	12/2/2016	0.01	0.96	50,000,000	50,000,000	50,000,000	50,041,774
Negotiable CDs	89113EU20	TORONTO DOMINION BANK NY	12/7/2015	12/7/2016	0.02	0.97	50,000,000	50,000,000	50,000,000	50,043,547
Negotiable CDs	78009NSX5	ROYAL BANK OF CANADA NY	12/15/2014	12/15/2016	0.04	0.81	100,000,000	100,000,000	100,000,000	100,007,536
Negotiable CDs	96121TH27	WESTPAC BANKING CORP NY	12/22/2015	12/28/2016	0.08	0.92	50,000,000	50,000,000	50,000,000	50,036,373
Negotiable CDs	96121TH27	WESTPAC BANKING CORP NY	12/22/2015	12/28/2016	0.08	0.92	50,000,000	50,000,000	50,000,000	50,036,373
Negotiable CDs	78009NB54	ROYAL BANK OF CANADA NY	4/8/2016	1/4/2017	0.60	0.96	50,000,000	50,000,000	50,000,000	50,047,870
Negotiable CDs	78009NZD1	ROYAL BANK OF CANADA NY	1/25/2016	1/25/2017	0.07	0.96	25,000,000	25,000,000	25,000,000	25,025,812
Negotiable CDs	06427EM65	BANK OF MONTREAL CHICAGO	4/29/2016	2/1/2017	0.17	0.88	25,000,000	25,000,000	25,000,000	25,013,309
Negotiable CDs	89113E2G0	TORONTO DOMINION BANK NY	1/11/2016	2/1/2017	0.00	0.94	50,000,000	50,000,000	50,000,000	50,047,277
Negotiable CDs	96121TK64	WESTPAC BANKING CORP NY	2/4/2016	2/3/2017	0.68	1.02	50,000,000	50,000,000	50,000,000	50,074,454
Negotiable CDs	89113WAL0	TORONTO DOMINION BANK NY	5/11/2016	2/15/2017	0.71	1.00	40,000,000	40,000,000	40,000,000	40,057,318
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	2/23/2015	2/23/2017	0.23	0.93	25,000,000	25,000,000	25,000,000	25,024,812
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	2/23/2015	2/23/2017	0.23	0.93	25,000,000	25,000,000	25,000,000	25,024,812
Negotiable CDs	78009NZW9	ROYAL BANK OF CANADA NY	3/10/2016	3/10/2017	0.03	0.95	50,000,000	50,000,000	50,000,000	49,991,343
Negotiable CDs	06427EDJ7	BANK OF MONTREAL CHICAGO	9/17/2015	3/17/2017	0.05	0.83	25,000,000	25,000,000	25,000,000	24,972,715
Negotiable CDs	89113EC79	TORONTO DOMINION BANK NY	10/2/2015	3/28/2017	0.08	0.88	50,000,000	50,000,000	50,000,000	49,962,551
Negotiable CDs	89113E5Z5	TORONTO DOMINION BANK NY	4/8/2016	4/12/2017	0.87	1.10	25,000,000	25,000,000	25,000,000	25,027,945
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	9/25/2014	9/25/2017	0.07	0.90	50,000,000	50,000,000	50,000,000	49,787,500
Negotiable CDs	06427EK91	BANK OF MONTREAL CHICAGO	4/25/2016	10/25/2017	0.07	1.17	50,000,000	50,000,000	50,000,000	50,037,000
Subtotals					0.17	0.89	\$ 1,190,000,000	\$ 1,190,069,012	\$ 1,190,003,036	\$ 1,190,603,982
Commercial Paper	06538BF73	BANK TOKYO-MIT UFJ NY	5/27/2016	6/7/2016	0.00	0.00	\$ 50,000,000	\$ 49,993,889	\$ 49,993,889	\$ 49,996,583
Commercial Paper	36960LF75	GENERAL ELECTRIC CO	5/27/2016	6/7/2016	0.00	0.00	50,000,000	49,995,264	49,995,264	49,996,583
Commercial Paper	06538BFF5	BANK TOKYO-MIT UFJ NY	3/29/2016	6/15/2016	0.04	0.00	25,000,000	24,969,667	24,969,667	24,996,014
Commercial Paper	89233GFF8	TOYOTA MOTOR CREDIT CORP	3/29/2016	6/15/2016	0.04	0.00	25,000,000	24,974,542	24,974,542	24,996,014
Commercial Paper	89233GFF8	TOYOTA MOTOR CREDIT CORP	3/30/2016	6/15/2016	0.04	0.00	25,000,000	24,975,403	24,975,403	24,996,014
Commercial Paper	36960LFT7	GENERAL ELECTRIC CO	4/20/2016	6/27/2016	0.07	0.00	45,000,000	44,960,900	44,960,900	44,986,675
Commercial Paper	45920FFW3	IBM CORP	4/19/2016	6/30/2016	0.08	0.00	14,200,000	14,187,504	14,187,504	14,195,310
Commercial Paper	06538BG15	BANK TOKYO-MIT UFJ NY	3/1/2016	7/1/2016	0.09	0.00	25,000,000	24,939,847	24,939,847	24,991,458
Commercial Paper	06538BG15	BANK TOKYO-MIT UFJ NY	2/29/2016	7/1/2016	0.09	0.00	50,000,000	49,878,708	49,878,708	49,982,917
Commercial Paper	06538BGR8	BANK TOKYO-MIT UFJ NY	1/28/2016	7/25/2016	0.15	0.00	50,000,000	49,793,653	49,793,653	49,969,250
Commercial Paper	06538BGV9	BANK TOKYO-MIT UFJ NY	1/29/2016	7/29/2016	0.16	0.00	50,000,000	49,787,667	49,787,667	49,966,972
Commercial Paper	06538BH89	BANK TOKYO-MIT UFJ NY	2/8/2016	8/8/2016	0.19	0.00	50,000,000	49,787,667	49,787,667	49,957,500
Commercial Paper	06538BKH5	BANK TOKYO-MIT UFJ NY	4/19/2016	10/17/2016	0.38	0.00	30,000,000	29,865,758	29,865,758	29,933,300
Commercial Paper	06538BKX0	BANK TOKYO-MIT UFJ NY	5/3/2016	10/31/2016	0.42	0.00	25,000,000	24,886,875	24,886,875	24,938,778
Commercial Paper	06538BKX0	BANK TOKYO-MIT UFJ NY	5/4/2016	10/31/2016	0.42	0.00	25,000,000	24,887,500	24,887,500	24,938,778
Subtotals					0.13	0.00	\$ 539,200,000	\$ 537,884,843	\$ 537,884,843	\$ 538,842,146
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	11/24/2015	7/5/2016	0.10	3.15	\$ 1,755,000	\$ 1,780,290	\$ 1,758,839	\$ 1,758,633
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	11/27/2015	7/5/2016	0.10	3.15	4,513,000	4,576,633	4,522,790	4,522,342
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	11/3/2015	7/5/2016	0.10	3.15	11,400,000	11,585,592	11,425,756	11,423,598
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	10/30/2015	7/5/2016	0.10	3.15	22,203,000	22,568,239	22,252,872	22,248,960
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	12/1/2015	7/5/2016	0.10	3.15	33,893,000	34,359,707	33,966,125	33,963,159
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	12/14/2015	7/5/2016	0.10	3.15	50,000,000	50,621,000	50,103,500	50,103,500
Medium Term Notes	36962G6Z2	GENERAL ELECTRIC CO	7/22/2015	7/12/2016	0.12	1.50	30,740,000	30,992,683	30,769,101	30,768,896
Medium Term Notes	36962G7A6	GENERAL ELECTRIC CO	4/1/2015	7/12/2016	0.12	1.28	18,194,000	18,324,486	18,205,431	18,210,375

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Medium Term Notes	36962G7A6	GENERAL ELECTRIC CO	3/23/2015	7/12/2016	0.12	1.28	27,651,000	27,853,609	27,668,415	27,675,886
Medium Term Notes	06366RPR0	BANK OF MONTREAL	12/18/2015	7/15/2016	0.12	1.30	5,760,000	5,775,437	5,763,234	5,763,571
Medium Term Notes	06366RPS8	BANK OF MONTREAL	7/31/2015	7/15/2016	0.12	1.15	35,000,000	35,127,050	35,015,972	35,027,300
Medium Term Notes	064159CQ7	BANK OF NOVA SCOTIA	2/13/2015	7/15/2016	0.12	1.38	16,483,000	16,621,787	16,494,789	16,493,055
Medium Term Notes	742718DV8	PROCTER & GAMBLE CO	11/9/2015	8/15/2016	0.21	1.45	9,785,000	9,859,268	9,804,893	9,802,124
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	12/15/2014	9/9/2016	0.02	1.10	18,930,000	19,016,132	18,943,585	18,951,202
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	3/2/2015	9/9/2016	0.02	1.10	24,000,000	24,103,620	24,018,603	24,026,880
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	9/23/2014	9/23/2016	0.06	0.72	5,000,000	5,000,000	5,000,000	5,000,750
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	12/9/2014	9/23/2016	0.06	0.72	14,150,000	14,145,331	14,149,186	14,152,123
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	2/11/2015	9/23/2016	0.06	0.72	28,150,000	28,142,963	28,148,640	28,154,223
Medium Term Notes	89236TBV6	TOYOTA MOTOR CREDIT CORP	9/25/2014	9/23/2016	0.06	0.62	47,500,000	47,500,000	47,500,000	47,483,850
Medium Term Notes	9612EODB0	WESTPAC BANKING CORP	10/10/2014	10/7/2016	0.02	0.69	50,000,000	50,000,000	50,000,000	49,999,500
Medium Term Notes	89236TCL7	TOYOTA MOTOR CREDIT CORP	4/14/2015	10/14/2016	0.12	0.73	50,000,000	50,000,000	50,000,000	50,014,000
Medium Term Notes	073928S46	BEAR STEARNS COS LLC	2/10/2016	11/21/2016	0.23	1.04	6,450,000	6,439,745	6,443,775	6,451,871
Medium Term Notes	36967FAB7	GENERAL ELECTRIC CO	1/9/2015	1/9/2017	0.11	0.91	20,000,000	20,000,000	20,000,000	20,031,600
Medium Term Notes	064159AM8	BANK OF NOVA SCOTIA	10/20/2015	1/12/2017	0.61	2.55	10,000,000	10,185,500	10,092,750	10,093,400
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	2/11/2016	1/30/2017	0.66	1.10	1,500,000	1,502,567	1,501,416	1,501,890
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	2/12/2016	1/30/2017	0.66	1.10	8,515,000	8,526,297	8,520,627	8,525,729
Medium Term Notes	36962G2F0	GENERAL ELECTRIC CO	4/8/2015	2/15/2017	0.21	0.80	3,791,000	3,789,138	3,790,290	3,793,502
Medium Term Notes	36962G2F0	GENERAL ELECTRIC CO	4/1/2015	2/15/2017	0.21	0.80	4,948,000	4,942,755	4,946,020	4,951,266
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	4/14/2015	2/16/2017	0.21	0.82	10,000,000	10,006,300	10,002,430	10,006,600
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	2/20/2015	2/16/2017	0.21	0.82	50,000,000	50,000,000	50,000,000	50,033,000
Medium Term Notes	91159HHD5	US BANCORP	2/3/2016	5/15/2017	0.95	1.65	3,090,000	3,111,908	3,106,326	3,106,130
Medium Term Notes	459200JD4	IBM CORP	2/19/2016	8/18/2017	0.22	1.08	25,000,000	25,000,000	25,000,000	25,057,500
Medium Term Notes	459200GJ4	IBM CORP	3/22/2016	9/14/2017	1.25	5.70	1,325,000	1,417,057	1,403,517	1,403,427
Medium Term Notes	911312AP1	UNITED PARCEL SERVICE	1/28/2016	10/1/2017	1.33	1.13	2,000,000	2,003,780	2,003,008	2,004,280
Medium Term Notes	459200HK0	IBM CORP	5/6/2016	2/8/2018	1.67	1.25	11,450,000	11,554,602	11,516,801	11,475,076
Medium Term Notes	89236TCY9	TOYOTA MOTOR CREDIT CORP	4/8/2016	4/6/2018	0.10	1.01	45,000,000	45,000,000	45,000,000	45,008,550
Subtotals					0.16	1.38	\$ 708,176,000	\$ 711,433,472	\$ 708,838,690	\$ 708,987,743
Money Market Funds	09248U718	BLACKROCK LIQUIDITY FUNDS T-FI	5/31/2016	6/1/2016	0.00	0.21	\$ 5,004,840	\$ 5,004,840	\$ 5,004,840	\$ 5,004,840
Money Market Funds	31607A703	FIDELITY INSTITUTIONAL MONEY M	5/31/2016	6/1/2016	0.00	0.28	300,171,093	300,171,093	300,171,093	300,171,093
Money Market Funds	61747C707	MORGAN STANLEY INSTITUTIONAL	5/31/2016	6/1/2016	0.00	0.25	75,196,845	75,196,845	75,196,845	75,196,845
Subtotals					0.00	0.27	\$ 380,372,778	\$ 380,372,778	\$ 380,372,778	\$ 380,372,778
Supranationals	459516YD6	INTERNATIONAL FINANCE CORP	4/12/2016	6/15/2016	0.04	0.00	\$ 25,000,000	\$ 24,985,778	\$ 24,985,778	\$ 24,996,625
Supranationals	459516YD6	INTERNATIONAL FINANCE CORP	4/7/2016	6/15/2016	0.04	0.00	50,000,000	49,969,333	49,969,333	49,993,250
Supranationals	459052YN0	INTL BK RECON & DEVELOP	3/29/2016	6/24/2016	0.07	0.00	10,000,000	9,990,092	9,990,092	9,998,600
Supranationals	45818KYV8	INTER-AMERICAN DEVELOPMENT E	3/29/2016	7/1/2016	0.09	0.00	50,000,000	49,954,306	49,954,306	49,986,000
Supranationals	45818KYV8	INTER-AMERICAN DEVELOPMENT E	3/31/2016	7/1/2016	0.09	0.00	50,000,000	49,959,111	49,959,111	49,986,000
Supranationals	459516A67	INTERNATIONAL FINANCE CORP	5/9/2016	8/3/2016	0.18	0.00	25,000,000	24,976,111	24,976,111	24,983,778
Supranationals	459058ER0	INTL BK RECON & DEVELOP	10/7/2015	10/5/2018	2.32	1.00	25,000,000	24,967,500	24,966,746	24,953,500
Subtotals					0.32	0.11	\$ 235,000,000	\$ 234,792,231	\$ 234,801,476	\$ 234,897,753
Grand Totals					0.46	0.79	\$ 8,262,542,778	\$ 8,280,440,840	\$ 8,263,732,174	\$ 8,268,448,478

Monthly Investment Earnings

Pooled Fund

For month ended May 31, 2016

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle	Maturity	Earned	Amort.	Realized	Earned Income
						Date	Date	Interest	Expense	Gain/(Loss)	/Net Earnings
U.S. Treasuries	912828WQ9	US TSY NT	\$ 25,000,000	0.50	0.39	3/15/16	6/30/16	\$ 10,646	\$ (2,263)	\$ -	\$ 8,382
U.S. Treasuries	912828RJ1	US TSY NT	75,000,000	1.00	1.05	10/11/11	9/30/16	63,525	2,901	-	66,425
U.S. Treasuries	912828RM4	US TSY NT	25,000,000	1.00	0.74	12/26/13	10/31/16	21,060	(5,473)	-	15,587
U.S. Treasuries	912828RX0	US TSY NT	25,000,000	0.88	0.67	2/25/14	12/31/16	18,630	(4,337)	-	14,293
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	18,427	6,877	-	25,304
U.S. Treasuries	912828SJ0	US TSY NT	25,000,000	0.88	1.21	3/21/12	2/28/17	18,427	6,877	-	25,304
U.S. Treasuries	912828S00	US TSY NT	75,000,000	0.88	0.94	3/14/12	2/28/17	55,282	3,909	-	59,191
U.S. Treasuries	912828SM3	US TSY NT	50,000,000	1.00	1.07	4/4/12	3/31/17	42,350	2,791	-	45,141
U.S. Treasuries	912828TM2	US TSY NT	100,000,000	0.63	0.96	12/15/15	8/31/17	52,649	28,094	-	80,743
U.S. Treasuries	912828M72	US TSY NT	50,000,000	0.88	1.00	12/17/15	11/30/17	37,056	5,088	-	42,144
U.S. Treasuries	912828M72	US TSY NT	50,000,000	0.88	1.00	12/17/15	11/30/17	37,056	5,258	-	42,314
Subtotals			\$ 525,000,000					\$ 375,108	\$ 49,721	\$ -	\$ 424,828
Federal Agencies	3133ECWT7	FEDERAL FARM CREDIT BANK	\$ -	0.65	0.48	11/20/13	5/9/16	\$ 3,272	\$ (857)	\$ -	\$ 2,415
Federal Agencies	313384WX3	FED HOME LN DISCOUNT NT	-	0.00	0.25	4/26/16	5/16/16	2,604	-	-	2,604
Federal Agencies	313384XA2	FED HOME LN DISCOUNT NT	-	0.00	0.27	5/18/16	5/19/16	173	-	-	173
Federal Agencies	313384XG9	FED HOME LN DISCOUNT NT	-	0.00	0.24	5/4/16	5/25/16	3,427	-	-	3,427
Federal Agencies	3137EACT4	FREDDIE MAC	-	2.50	0.31	5/5/16	5/27/16	12,222	(10,688)	-	1,534
Federal Agencies	3130A5VB2	FEDERAL HOME LOAN BANK	2,000,000	0.34	0.45	2/1/16	6/1/16	567	195	-	761
Federal Agencies	3133EDB35	FEDERAL FARM CREDIT BANK	50,000,000	0.47	0.66	1/15/14	6/2/16	20,182	297	-	20,479
Federal Agencies	313384XR5	FED HOME LN DISCOUNT NT	14,000,000	0.00	0.40	3/7/16	6/3/16	4,762	-	-	4,762
Federal Agencies	313384XR5	FED HOME LN DISCOUNT NT	15,000,000	0.00	0.39	3/7/16	6/3/16	5,038	-	-	5,038
Federal Agencies	31315PB73	FARMER MAC	10,000,000	0.90	0.90	2/9/12	6/9/16	7,500	-	-	7,500
Federal Agencies	313373SZ6	FEDERAL HOME LOAN BANK	28,000,000	2.13	0.39	10/23/14	6/10/16	49,583	(41,115)	-	8,468
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	4,200,000	5.63	0.70	12/11/15	6/13/16	19,688	(17,454)	-	2,234
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	8,620,000	5.63	0.62	9/4/14	6/13/16	40,406	(36,392)	-	4,014
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	14,195,000	5.63	0.77	5/30/13	6/13/16	66,539	(57,646)	-	8,893
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	16,925,000	5.63	0.65	5/20/13	6/13/16	79,336	(70,522)	-	8,814
Federal Agencies	313771AA5	FEDERAL HOME LOAN BK IL	71,000,000	5.63	0.51	8/31/15	6/13/16	332,813	(306,292)	-	26,521
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.39	3/1/16	6/15/16	8,396	-	-	8,396
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.39	3/15/16	6/15/16	8,288	-	-	8,288
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.39	3/15/16	6/15/16	8,288	-	-	8,288
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.33	3/17/16	6/15/16	7,104	-	-	7,104
Federal Agencies	313384YD5	FED HOME LN DISCOUNT NT	40,000,000	0.00	0.38	3/9/16	6/15/16	13,089	-	-	13,089
Federal Agencies	313384YF0	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.37	3/18/16	6/17/16	7,965	-	-	7,965
Federal Agencies	313384YF0	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.37	3/18/16	6/17/16	7,965	-	-	7,965
Federal Agencies	3133EDDP4	FEDERAL FARM CREDIT BANK	50,000,000	0.52	0.44	2/11/14	6/17/16	21,667	(2,243)	-	19,424
Federal Agencies	3130A1BK3	FEDERAL HOME LOAN BANK	25,000,000	0.50	0.50	3/24/14	6/24/16	10,417	-	-	10,417
Federal Agencies	313384YN3	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.36	3/28/16	6/24/16	7,750	-	-	7,750
Federal Agencies	313384YS2	FED HOME LN DISCOUNT NT	17,500,000	0.00	0.39	3/15/16	6/28/16	5,877	-	-	5,877
Federal Agencies	313384YS2	FED HOME LN DISCOUNT NT	27,021,000	0.00	0.31	4/6/16	6/28/16	7,213	-	-	7,213
Federal Agencies	3134G32M1	FREDDIE MAC	50,000,000	1.00	1.00	12/28/12	6/28/16	41,667	-	-	41,667
Federal Agencies	3130A76J9	FEDERAL HOME LOAN BANK	10,000,000	0.44	0.33	4/8/16	6/30/16	3,667	(956)	-	2,711
Federal Agencies	313384YU7	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.32	4/11/16	6/30/16	6,889	-	-	6,889
Federal Agencies	313384YU7	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.32	4/11/16	6/30/16	6,889	-	-	6,889
Federal Agencies	313384YU7	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.36	3/28/16	6/30/16	15,500	-	-	15,500
Federal Agencies	313384YU7	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.36	3/28/16	6/30/16	15,500	-	-	15,500
Federal Agencies	313384YV5	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.34	4/4/16	7/1/16	7,319	-	-	7,319
Federal Agencies	313384YV5	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.34	4/1/16	7/1/16	14,596	-	-	14,596
Federal Agencies	313384YV5	FED HOME LN DISCOUNT NT	50,000,000	0.00	0.30	4/7/16	7/1/16	12,917	-	-	12,917

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle	Maturity	Earned	Amort.	Realized	Earned Income
						Date	Date	Interest	Expense	Gain/(Loss)	Net Earnings
Federal Agencies	313384YV5	FED HOME LN DISCOUNT NT	100,000,000	0.00	0.30	4/15/16	7/1/16	25,403	-	-	25,403
Federal Agencies	313588YV1	FANNIE DISCOUNT NOTE	22,009,000	0.00	0.39	2/19/16	7/1/16	7,391	-	-	7,391
Federal Agencies	3135G0XP3	FANNIE MAE	50,000,000	0.38	0.59	3/25/14	7/5/16	15,625	9,188	-	24,813
Federal Agencies	31315PA25	FARMER MAC	11,900,000	2.00	0.62	3/26/13	7/27/16	19,833	(13,745)	-	6,088
Federal Agencies	31315PA25	FARMER MAC	14,100,000	2.00	0.63	3/26/13	7/27/16	23,500	(16,154)	-	7,346
Federal Agencies	31315PA25	FARMER MAC	15,000,000	2.00	2.09	7/27/11	7/27/16	25,000	1,107	-	26,107
Federal Agencies	31315PA25	FARMER MAC	20,000,000	2.00	0.61	3/26/14	7/27/16	33,333	(23,353)	-	9,980
Federal Agencies	313384B57	FED HOME LN DISCOUNT NT	30,000,000	0.00	0.34	5/10/16	8/10/16	6,233	-	-	6,233
Federal Agencies	3137EACW7	FREDDIE MAC	7,369,000	2.00	0.61	12/3/15	8/25/16	12,282	(8,657)	-	3,625
Federal Agencies	3135G0YE7	FANNIE MAE	50,000,000	0.63	0.52	3/17/14	8/26/16	26,042	(4,331)	-	21,711
Federal Agencies	31315PQB8	FARMER MAC	7,000,000	1.50	0.70	10/29/13	9/1/16	8,750	(4,666)	-	4,084
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	25,000,000	2.00	1.39	10/11/11	9/9/16	41,667	(12,562)	-	29,104
Federal Agencies	313370TW8	FEDERAL HOME LOAN BANK	25,000,000	2.00	0.55	11/5/14	9/9/16	41,667	(30,454)	-	11,213
Federal Agencies	3133EDH21	FEDERAL FARM CREDIT BANK	50,000,000	0.45	0.49	3/14/14	9/14/16	19,615	216	-	19,832
Federal Agencies	3134G4XW3	FREDDIE MAC	25,000,000	0.60	0.60	3/26/14	9/26/16	12,500	-	-	12,500
Federal Agencies	3130A7KH7	FEDERAL HOME LOAN BANK	5,495,000	0.53	0.42	5/4/16	9/29/16	2,184	(466)	-	1,719
Federal Agencies	313378UB5	FEDERAL HOME LOAN BANK	5,000,000	1.13	0.51	10/23/14	10/11/16	4,708	(2,596)	-	2,113
Federal Agencies	3133EDJA1	FEDERAL FARM CREDIT BANK	25,000,000	0.46	0.52	4/11/14	10/11/16	9,858	212	-	10,070
Federal Agencies	3130A3CE2	FEDERAL HOME LOAN BANK	40,000,000	0.63	0.58	11/3/14	10/14/16	20,833	(1,395)	-	19,438
Federal Agencies	3137EADS5	FREDDIE MAC	25,000,000	0.88	0.57	3/3/14	10/14/16	18,229	(6,493)	-	11,736
Federal Agencies	313384L31	FED HOME LN DISCOUNT NT	25,000,000	0.00	0.45	4/20/16	10/19/16	9,688	-	-	9,688
Federal Agencies	3130A6PZ4	FEDERAL HOME LOAN BANK	5,950,000	0.40	0.76	1/7/16	10/28/16	1,983	1,813	-	3,797
Federal Agencies	3134G5LS2	FREDDIE MAC	-	0.60	0.60	11/17/14	11/17/16	6,667	-	-	6,667
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	7,015,000	0.63	0.66	11/18/15	11/23/16	3,654	205	-	3,859
Federal Agencies	3130A3J70	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.64	11/17/14	11/23/16	13,021	421	-	13,441
Federal Agencies	313381GA7	FEDERAL HOME LOAN BANK	23,100,000	0.57	0.57	11/30/12	11/30/16	10,973	(93)	-	10,879
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	6,545,000	1.63	0.48	5/11/16	12/9/16	5,909	(4,281)	-	1,628
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.64	11/6/14	12/9/16	33,854	(20,815)	-	13,039
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.65	12/4/14	12/9/16	33,854	(20,502)	-	13,352
Federal Agencies	313371PV2	FEDERAL HOME LOAN BANK	25,000,000	1.63	0.72	12/12/14	12/9/16	33,854	(19,056)	-	14,799
Federal Agencies	3133XHZK1	FEDERAL HOME LOAN BANK	33,850,000	4.75	0.48	5/11/16	12/16/16	89,326	(82,468)	-	6,858
Federal Agencies	3130A12F4	FEDERAL HOME LOAN BANK	20,500,000	0.70	0.70	3/19/14	12/19/16	11,958	63	-	12,022
Federal Agencies	3134G5VG7	FREDDIE MAC	50,000,000	0.78	0.78	12/29/14	12/29/16	32,500	-	-	32,500
Federal Agencies	3134G33C2	FREDDIE MAC	50,000,000	0.60	0.60	1/3/13	1/3/17	25,000	-	-	25,000
Federal Agencies	3133ECB37	FEDERAL FARM CREDIT BANK	14,000,000	0.58	0.58	12/20/12	1/12/17	6,767	-	-	6,767
Federal Agencies	31315PWW5	FARMER MAC	49,500,000	1.01	1.02	5/4/12	1/17/17	41,663	446	-	42,109
Federal Agencies	3130A7T62	FEDERAL HOME LOAN BANK	9,000,000	0.55	0.56	4/20/16	1/18/17	4,125	51	-	4,176
Federal Agencies	3133EDRD6	FEDERAL FARM CREDIT BANK	50,000,000	0.41	0.46	12/12/14	1/30/17	17,542	739	-	18,282
Federal Agencies	3133786Q9	FEDERAL HOME LOAN BANK	67,780,000	1.00	0.72	1/10/13	2/13/17	56,483	(15,893)	-	40,590
Federal Agencies	3133EDFW7	FEDERAL FARM CREDIT BANK	50,000,000	0.50	0.50	2/27/14	2/27/17	21,270	-	-	21,270
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	15,000,000	0.88	0.93	12/29/15	3/10/17	10,938	649	-	11,587
Federal Agencies	3133782N0	FEDERAL HOME LOAN BANK	50,000,000	0.88	0.82	12/15/14	3/10/17	36,458	(2,222)	-	34,236
Federal Agencies	3133EDP30	FEDERAL FARM CREDIT BANK	26,000,000	0.48	0.44	10/3/14	3/24/17	10,746	(321)	-	10,425
Federal Agencies	3133EDZW5	FEDERAL FARM CREDIT BANK	25,000,000	0.47	0.48	10/29/14	3/29/17	9,840	9	-	9,848
Federal Agencies	31315PTQ2	FARMER MAC	12,500,000	1.26	1.36	4/10/12	4/10/17	13,125	1,031	-	14,156
Federal Agencies	3133ECLL6	FEDERAL FARM CREDIT BANK	10,000,000	0.60	0.60	4/17/13	4/17/17	5,000	-	-	5,000
Federal Agencies	31315PUQ0	FARMER MAC	10,500,000	1.13	1.13	4/26/12	4/26/17	9,844	-	-	9,844
Federal Agencies	3137EADF3	FREDDIE MAC	25,000,000	1.25	1.14	5/14/12	5/12/17	26,042	(2,260)	-	23,781
Federal Agencies	31315PZQ5	FARMER MAC	9,000,000	1.11	0.80	12/28/12	6/5/17	8,325	(2,337)	-	5,988
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	12,000,000	1.00	0.93	12/19/14	6/9/17	10,000	(713)	-	9,287
Federal Agencies	313379FW4	FEDERAL HOME LOAN BANK	20,600,000	1.00	1.02	12/29/15	6/9/17	17,167	351	-	17,517

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Federal Agencies	3130A3SL9	FEDERAL HOME LOAN BANK	25,000,000	0.95	1.02	12/30/14	6/15/17	19,792	1,389	-	21,181
Federal Agencies	3133EAUW6	FEDERAL FARM CREDIT BANK	50,000,000	0.59	0.59	6/19/12	6/19/17	25,306	-	-	25,306
Federal Agencies	3133EEGH7	FEDERAL FARM CREDIT BANK	8,400,000	0.93	0.94	12/26/14	6/26/17	6,510	91	-	6,601
Federal Agencies	3137EADH9	FREDDIE MAC	15,000,000	1.00	0.78	5/25/16	6/29/17	2,500	(627)	-	1,873
Federal Agencies	3137EADH9	FREDDIE MAC	25,000,000	1.00	1.10	3/25/14	6/29/17	20,833	2,064	-	22,898
Federal Agencies	3134G5W50	FREDDIE MAC	50,000,000	1.00	1.00	12/30/14	6/30/17	41,667	-	-	41,667
Federal Agencies	3133ECV92	FEDERAL FARM CREDIT BANK	50,000,000	0.48	0.48	7/24/13	7/24/17	20,666	-	-	20,666
Federal Agencies	3133ECV60	FEDERAL FARM CREDIT BANK	23,520,000	0.64	0.64	8/5/13	7/26/17	12,878	-	-	12,878
Federal Agencies	3135G0F24	FANNIE MAE	25,000,000	0.44	0.46	9/16/15	8/16/17	9,587	215	-	9,801
Federal Agencies	3133EEFX3	FEDERAL FARM CREDIT BANK	50,000,000	0.49	0.49	12/23/14	8/23/17	21,100	-	-	21,100
Federal Agencies	3137EADL0	FREDDIE MAC	25,000,000	1.00	1.22	3/25/14	9/29/17	20,833	4,631	-	25,465
Federal Agencies	3135G0F57	FANNIE MAE	25,000,000	0.45	0.47	10/5/15	10/5/17	9,603	324	-	9,927
Federal Agencies	3134G7M81	FREDDIE MAC	36,010,000	0.88	0.91	2/3/16	10/6/17	26,257	914	-	27,171
Federal Agencies	3133EETS9	FEDERAL FARM CREDIT BANK	30,000,000	0.47	0.47	9/25/15	10/19/17	12,071	(25)	-	12,047
Federal Agencies	3130A6LZ8	FEDERAL HOME LOAN BANK	25,000,000	0.63	0.82	4/28/16	10/26/17	13,021	4,003	-	17,024
Federal Agencies	3133EEBR0	FEDERAL FARM CREDIT BANK	25,000,000	0.46	0.49	11/18/14	11/13/17	10,013	318	-	10,332
Federal Agencies	3133EEJ76	FEDERAL FARM CREDIT BANK	25,000,000	0.52	0.55	8/20/15	11/13/17	10,671	323	-	10,994
Federal Agencies	3134G44F2	FREDDIE MAC	50,000,000	0.80	0.80	5/21/13	11/21/17	33,333	-	-	33,333
Federal Agencies	3130A3HF4	FEDERAL HOME LOAN BANK	25,000,000	1.13	1.19	12/22/14	12/8/17	23,438	1,275	-	24,713
Federal Agencies	3137EADX4	FREDDIE MAC	25,000,000	1.00	1.06	12/11/15	12/15/17	20,833	1,307	-	22,141
Federal Agencies	3133EEFE5	FEDERAL FARM CREDIT BANK	50,000,000	1.13	1.18	12/19/14	12/18/17	46,875	2,421	-	49,296
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	4,000,000	0.49	0.50	5/27/15	2/2/18	1,683	16	-	1,700
Federal Agencies	3133EEMH0	FEDERAL FARM CREDIT BANK	35,000,000	0.49	0.52	2/2/15	2/2/18	14,730	597	-	15,327
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.48	0.48	11/5/14	2/5/18	10,249	-	-	10,249
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	25,000,000	0.48	0.49	11/5/14	2/5/18	10,249	215	-	10,464
Federal Agencies	3133EEAN0	FEDERAL FARM CREDIT BANK	50,000,000	0.48	0.49	11/5/14	2/5/18	20,498	429	-	20,927
Federal Agencies	3133EFNK9	FEDERAL FARM CREDIT BANK	25,000,000	0.52	0.53	11/9/15	2/9/18	11,129	214	-	11,343
Federal Agencies	3135G0UN1	FANNIE MAE	-	1.15	1.32	2/26/14	2/28/18	16,388	(66,594)	122,550	72,343
Federal Agencies	3135G0UN1	FANNIE MAE	-	1.15	1.32	2/26/14	2/28/18	7,564	(30,738)	56,567	33,392
Federal Agencies	3133EEN71	FEDERAL FARM CREDIT BANK	50,000,000	0.48	0.49	5/22/15	3/22/18	20,530	225	-	20,754
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	0.47	0.49	5/27/15	3/26/18	20,139	645	-	20,783
Federal Agencies	3133EEQ86	FEDERAL FARM CREDIT BANK	50,000,000	0.47	0.49	5/29/15	3/26/18	20,139	646	-	20,785
Federal Agencies	3133EFWG8	FEDERAL FARM CREDIT BANK	25,000,000	0.60	0.61	1/26/16	3/26/18	12,873	110	-	12,982
Federal Agencies	3133EEZC7	FEDERAL FARM CREDIT BANK	50,000,000	0.48	0.49	4/16/15	4/16/18	20,896	214	-	21,110
Federal Agencies	31331KJB7	FEDERAL FARM CREDIT BANK	14,230,000	3.00	0.94	2/2/16	4/25/18	35,575	(24,639)	-	10,936
Federal Agencies	3130A6Z42	FEDERAL HOME LOAN BANK	9,100,000	1.25	1.25	1/27/16	4/27/18	9,479	-	-	9,479
Federal Agencies	3133EEU40	FEDERAL FARM CREDIT BANK	69,000,000	0.48	0.48	6/3/15	5/3/18	28,443	149	-	28,591
Federal Agencies	3135G0WJ8	FANNIE MAE	25,000,000	0.88	1.05	5/23/13	5/21/18	18,229	3,629	-	21,858
Federal Agencies	3134G9ET0	FREDDIE MAC	7,000,000	1.00	1.00	5/25/16	5/25/18	1,167	-	-	1,167
Federal Agencies	3134G9GG6	FREDDIE MAC	50,000,000	0.80	0.80	5/25/16	5/25/18	6,667	-	-	6,667
Federal Agencies	3134G9HC4	FREDDIE MAC	10,000,000	1.00	1.03	5/25/16	5/25/18	1,667	48	-	1,715
Federal Agencies	3133EFCT2	FEDERAL FARM CREDIT BANK	25,000,000	0.49	0.49	9/8/15	6/8/18	10,604	-	-	10,604
Federal Agencies	3133EFCT2	FEDERAL FARM CREDIT BANK	50,000,000	0.49	0.49	9/8/15	6/8/18	21,208	-	-	21,208
Federal Agencies	3133EEW48	FEDERAL FARM CREDIT BANK	50,000,000	0.48	0.49	6/11/15	6/11/18	20,793	113	-	20,906
Federal Agencies	3133EFSSH1	FEDERAL FARM CREDIT BANK	25,000,000	1.17	1.25	12/18/15	6/14/18	24,375	1,628	-	26,003
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	25,000,000	0.57	0.57	5/19/16	7/19/18	5,134	-	-	5,134
Federal Agencies	3133EGBQ7	FEDERAL FARM CREDIT BANK	25,000,000	0.57	0.57	5/19/16	7/19/18	5,134	-	-	5,134
Federal Agencies	3136G2NZ6	FANNIE MAE	25,000,000	0.75	0.75	9/30/15	9/28/18	15,625	-	-	15,625
Federal Agencies	3136G2NZ6	FANNIE MAE	25,000,000	0.75	0.75	9/30/15	9/28/18	15,625	-	-	15,625
Federal Agencies	3134G73D1	FREDDIE MAC	50,000,000	0.75	0.75	10/29/15	10/29/18	31,250	-	-	31,250
Federal Agencies	3135G0G80	FANNIE MAE	-	0.50	0.50	2/12/16	11/13/18	4,167	(197)	2,500	6,470

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle	Maturity	Earned	Amort.	Realized	Earned Income
						Date	Date	Interest	Expense	Gain/(Loss)	Net Earnings
Federal Agencies	3134G82T5	FREDDIE MAC	-	0.88	0.88	11/16/15	11/16/18	9,115	-	-	9,115
Federal Agencies	3134G82B4	FREDDIE MAC	25,000,000	0.75	0.75	11/23/15	11/23/18	15,625	-	-	15,625
Federal Agencies	3134G85M7	FREDDIE MAC	-	0.75	0.77	11/27/15	11/26/18	11,458	(1,881)	13,200	22,778
Federal Agencies	3134G85Z8	FREDDIE MAC	75,000,000	0.88	0.88	12/4/15	12/4/18	54,688	-	-	54,688
Federal Agencies	3134G8AT6	FREDDIE MAC	25,000,000	1.00	1.00	12/11/15	12/11/18	20,833	-	-	20,833
Federal Agencies	3134G8CS6	FREDDIE MAC	25,000,000	0.63	0.63	12/28/15	12/28/18	13,021	-	-	13,021
Federal Agencies	3136G2C39	FANNIE MAE	15,000,000	1.63	1.63	12/30/14	12/28/18	20,313	-	-	20,313
Federal Agencies	3132X0EK3	FARMER MAC	25,000,000	0.74	0.74	1/25/16	1/25/19	15,890	-	-	15,890
Federal Agencies	3134G8GD5	FREDDIE MAC	25,000,000	1.00	1.00	1/29/16	1/29/19	20,833	-	-	20,833
Federal Agencies	3134G8H69	FREDDIE MAC	19,000,000	1.00	1.01	1/29/16	1/29/19	15,833	107	-	15,941
Federal Agencies	3133EGBU8	FEDERAL FARM CREDIT BANK	50,000,000	0.62	0.62	5/25/16	2/25/19	6,038	-	-	6,038
Federal Agencies	3134G8K81	FREDDIE MAC	5,500,000	1.00	1.00	2/26/16	2/26/19	4,583	-	-	4,583
Federal Agencies	3134G8K81	FREDDIE MAC	12,500,000	1.00	1.00	2/26/16	2/26/19	10,417	-	-	10,417
Federal Agencies	3134G8LN7	FREDDIE MAC	25,000,000	0.75	0.75	2/26/16	2/26/19	11,285	-	-	11,285
Federal Agencies	3136G2XK8	FANNIE MAE	25,000,000	0.75	0.75	2/26/16	2/26/19	15,625	-	-	15,625
Federal Agencies	3136G2Y68	FANNIE MAE	15,935,000	0.75	0.77	2/26/16	2/26/19	9,959	225	-	10,185
Federal Agencies	3132X0ED9	FARMER MAC	40,000,000	0.69	0.69	1/19/16	3/19/19	23,884	-	-	23,884
Federal Agencies	3136G3FC4	FANNIE MAE	6,250,000	1.00	1.00	3/29/16	3/29/19	5,208	-	-	5,208
Federal Agencies	3134G8VT3	FREDDIE MAC	14,560,000	0.80	0.80	5/23/16	4/25/19	2,588	6	-	2,595
Federal Agencies	3134G9DB0	FREDDIE MAC	10,000,000	0.75	0.75	4/29/16	4/29/19	6,250	-	-	6,250
Federal Agencies	3134G9DB0	FREDDIE MAC	50,000,000	0.75	0.75	4/29/16	4/29/19	31,250	-	-	31,250
Federal Agencies	3136G3QP3	FANNIE MAE	10,000,000	1.25	1.25	5/24/16	5/24/19	2,431	-	-	2,431
Federal Agencies	3134G9GS0	FREDDIE MAC	25,000,000	1.25	1.25	5/26/16	8/26/19	4,340	-	-	4,340
Federal Agencies	3134G8TG4	FREDDIE MAC	15,000,000	1.50	1.50	4/11/16	10/11/19	18,750	-	-	18,750
Federal Agencies	3136G3LV5	FANNIE MAE	8,950,000	1.35	1.35	5/26/16	11/26/19	1,678	-	-	1,678
Federal Agencies	3132X0AT8	FARMER MAC	41,000,000	0.58	0.58	6/5/15	6/2/20	20,433	-	-	20,433
Federal Agencies	3134G7U33	FREDDIE MAC	8,000,000	1.50	1.50	10/29/15	10/29/20	10,000	-	-	10,000
Federal Agencies	3134G7U90	FREDDIE MAC	10,000,000	1.55	1.55	10/29/15	10/29/20	12,917	-	-	12,917
Federal Agencies	3136G2QT7	FANNIE MAE	25,000,000	1.50	1.50	10/29/15	10/29/20	31,250	-	-	31,250
Federal Agencies	3133EFTX5	FEDERAL FARM CREDIT BANK	100,000,000	0.77	0.77	12/24/15	12/24/20	66,304	-	-	66,304
Federal Agencies	3134G8JE0	FREDDIE MAC	-	1.75	1.75	2/26/16	2/26/21	17,196	-	-	17,196
Subtotals			\$ 4,502,129,000					\$ 3,239,291	\$ (919,213)	\$ 194,817	\$ 2,514,895
State/Local Agencies	91412GUT0	UNIV OF CALIFORNIA CA REVENUE	\$ -	0.63	0.63	4/10/14	5/15/16	\$ 616	\$ -	\$ -	\$ 616
State/Local Agencies	91411SGE4	UNIVERSITY OF CALIFORNIA	30,800,000	0.00	0.44	5/20/16	7/14/16	4,517	-	-	4,517
State/Local Agencies	612574DR1	MONTEREY PENINSULA CA CMNT)	2,670,000	0.98	0.98	5/7/13	8/1/16	2,185	-	-	2,185
State/Local Agencies	13063CPM6	CALIFORNIA ST	44,000,000	0.75	0.69	12/9/14	11/1/16	27,500	(2,067)	-	25,433
State/Local Agencies	91412GUU7	UNIV OF CALIFORNIA CA REVENUE	3,250,000	1.22	1.22	4/10/14	5/15/17	3,310	-	-	3,310
State/Local Agencies	13063CFC9	CALIFORNIA ST	16,500,000	1.75	1.66	11/5/13	11/1/17	24,063	(1,253)	-	22,809
State/Local Agencies	13063CPN4	CALIFORNIA ST	5,000,000	1.25	1.22	12/22/14	11/1/17	5,208	(135)	-	5,073
State/Local Agencies	13063CPN4	CALIFORNIA ST	50,000,000	1.25	1.17	11/25/14	11/1/17	52,083	(3,514)	-	48,570
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	4,180,000	1.80	1.57	10/5/15	7/1/19	6,256	(782)	-	5,474
State/Local Agencies	91412GSB2	UNIV OF CALIFORNIA CA REVENUE	16,325,000	1.80	1.56	10/2/15	7/1/19	24,433	(3,096)	-	21,337
State/Local Agencies	6055804W6	MISSISSIPPI ST	8,500,000	6.09	1.38	4/23/15	10/1/19	43,130	(32,825)	-	10,305
Subtotals			\$ 181,225,000					\$ 193,302	\$ (43,672)	\$ -	\$ 149,629
Public Time Deposits	PP9302V13	PREFERRED BANK LA CALIF	\$ -	0.54	0.54	5/15/15	5/16/16	\$ 54	\$ -	\$ -	\$ 54
Public Time Deposits	PP00BERR6	UMPQUA BANK	240,000	0.60	0.60	6/29/15	6/29/16	122	-	-	122
Public Time Deposits	PP6J1O5Z6	IND & COMM BK OF CHINA	240,000	0.72	0.72	8/10/15	8/10/16	148	-	-	148
Public Time Deposits	PP5Z1EJS4	MISSION NATIONAL BK SF	240,000	0.86	0.86	2/19/16	2/21/17	194	-	-	194
Public Time Deposits	PP600XGA1	TRANS-PAC NATIONAL BK	240,000	1.05	1.05	3/21/16	3/21/17	213	-	-	213

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Public Time Deposits	PPF00EG62	BANK OF SAN FRANCISCO	240,000	0.89	0.89	4/11/16	4/11/17	184	-	-	184
Public Time Deposits	PPQJ03J86	PREFERRED BANK LA CALIF	240,000	0.85	0.85	5/16/16	5/16/17	91	-	-	91
Subtotals			\$ 1,440,000					\$ 1,006	\$ -	\$ -	\$ 1,006
Negotiable CDs	06417HKT2	BANK OF NOVA SCOTIA HOUS	\$ -	0.81	0.98	5/9/14	5/9/16	\$ 4,498	\$ 115	\$ -	\$ 4,613
Negotiable CDs	78009NVT0	ROYAL BANK OF CANADA NY	25,000,000	0.67	0.67	8/7/15	8/8/16	14,373	-	-	14,373
Negotiable CDs	06366CWA2	BANK OF MONTREAL CHICAGO	25,000,000	0.68	0.68	2/12/15	8/12/16	14,561	-	-	14,561
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	25,000,000	0.70	0.70	3/31/15	9/23/16	15,071	-	-	15,071
Negotiable CDs	06366CA32	BANK OF MONTREAL CHICAGO	50,000,000	0.70	0.70	3/31/15	9/23/16	30,141	-	-	30,141
Negotiable CDs	06417HUW4	BANK OF NOVA SCOTIA HOUS	50,000,000	0.82	0.82	9/25/14	9/23/16	35,504	-	-	35,504
Negotiable CDs	06366CC48	BANK OF MONTREAL CHICAGO	50,000,000	0.70	0.70	4/7/15	10/7/16	30,031	-	-	30,031
Negotiable CDs	06417HVR4	BANK OF NOVA SCOTIA HOUS	50,000,000	0.83	0.83	10/7/14	10/7/16	35,590	-	-	35,590
Negotiable CDs	78009NB96	ROYAL BANK OF CANADA NY	25,000,000	0.85	0.85	4/20/16	10/17/16	18,191	-	-	18,191
Negotiable CDs	89113EE69	TORONTO DOMINION BANK NY	25,000,000	0.88	0.88	10/16/15	10/17/16	19,006	-	-	19,006
Negotiable CDs	89113EL79	TORONTO DOMINION BANK NY	25,000,000	1.00	0.97	2/12/16	11/8/16	21,528	(588)	-	20,940
Negotiable CDs	78009NXP6	ROYAL BANK OF CANADA NY	50,000,000	0.96	0.96	12/3/15	12/2/16	41,467	-	-	41,467
Negotiable CDs	89113EU20	TORONTO DOMINION BANK NY	50,000,000	0.97	0.97	12/7/15	12/7/16	41,574	-	-	41,574
Negotiable CDs	78009NSX5	ROYAL BANK OF CANADA NY	100,000,000	0.81	0.81	12/15/14	12/15/16	70,082	-	-	70,082
Negotiable CDs	96121TH27	WESTPAC BANKING CORP NY	50,000,000	0.92	0.92	12/22/15	12/28/16	39,105	-	-	39,105
Negotiable CDs	96121TH27	WESTPAC BANKING CORP NY	50,000,000	0.92	0.92	12/22/15	12/28/16	39,105	-	-	39,105
Negotiable CDs	78009NB54	ROYAL BANK OF CANADA NY	50,000,000	0.96	0.96	4/8/16	1/4/17	41,333	-	-	41,333
Negotiable CDs	78009NZZ1	ROYAL BANK OF CANADA NY	25,000,000	0.96	0.96	1/25/16	1/25/17	20,461	-	-	20,461
Negotiable CDs	06427EM65	BANK OF MONTREAL CHICAGO	25,000,000	0.88	0.88	4/29/16	2/1/17	18,909	-	-	18,909
Negotiable CDs	89113E2G0	TORONTO DOMINION BANK NY	50,000,000	0.94	0.94	1/11/16	2/1/17	40,407	-	-	40,407
Negotiable CDs	96121TK64	WESTPAC BANKING CORP NY	50,000,000	1.02	1.02	2/4/16	2/3/17	43,917	-	-	43,917
Negotiable CDs	89113WAL0	TORONTO DOMINION BANK NY	40,000,000	1.00	1.00	5/11/16	2/15/17	23,333	-	-	23,333
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	25,000,000	0.93	0.93	2/23/15	2/23/17	19,559	-	-	19,559
Negotiable CDs	06417HE36	BANK OF NOVA SCOTIA HOUS	25,000,000	0.93	0.93	2/23/15	2/23/17	19,559	-	-	19,559
Negotiable CDs	78009NZW9	ROYAL BANK OF CANADA NY	50,000,000	0.95	0.95	3/10/16	3/10/17	40,794	-	-	40,794
Negotiable CDs	06427EDJ7	BANK OF MONTREAL CHICAGO	25,000,000	0.83	0.83	9/17/15	3/17/17	17,979	-	-	17,979
Negotiable CDs	89113EC79	TORONTO DOMINION BANK NY	50,000,000	0.88	0.88	10/2/15	3/28/17	37,893	-	-	37,893
Negotiable CDs	89113E5Z5	TORONTO DOMINION BANK NY	25,000,000	1.10	1.10	4/8/16	4/12/17	23,681	-	-	23,681
Negotiable CDs	06417HUR5	BANK OF NOVA SCOTIA HOUS	50,000,000	0.90	0.90	9/25/14	9/25/17	38,754	-	-	38,754
Negotiable CDs	06427EK91	BANK OF MONTREAL CHICAGO	50,000,000	1.17	1.17	4/25/16	10/25/17	49,964	-	-	49,964
Subtotals			\$1,190,000,000					\$ 906,370	\$ (474)	\$ -	\$ 905,897
Commercial Paper	06538BE25	BANK TOKYO-MIT UFJ NY	\$ -	0.00	0.43	3/31/16	5/2/16	\$ 299	\$ -	\$ -	\$ 299
Commercial Paper	06538BE25	BANK TOKYO-MIT UFJ NY	-	0.00	0.42	4/4/16	5/2/16	292	-	-	292
Commercial Paper	59515ME43	MICROSOFT CORP	-	0.00	0.34	4/11/16	5/4/16	425	-	-	425
Commercial Paper	36164JEG5	GE CAPITAL TREASURY LLC	-	0.00	0.35	4/7/16	5/16/16	3,646	-	-	3,646
Commercial Paper	47816FEG2	JOHNSON & JOHNSON	-	0.00	0.33	4/8/16	5/16/16	3,438	-	-	3,438
Commercial Paper	47816FEL1	JOHNSON & JOHNSON	-	0.00	0.36	5/16/16	5/20/16	1,000	-	-	1,000
Commercial Paper	06538BET6	BANK TOKYO-MIT UFJ NY	-	0.00	0.42	5/9/16	5/27/16	8,400	-	-	8,400
Commercial Paper	89233GET9	TOYOTA MOTOR CREDIT CORP	-	0.00	0.40	4/1/16	5/27/16	7,222	-	-	7,222
Commercial Paper	06538BF73	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	0.40	5/27/16	6/7/16	2,778	-	-	2,778
Commercial Paper	36960LF75	GENERAL ELECTRIC CO	50,000,000	0.00	0.31	5/27/16	6/7/16	2,153	-	-	2,153
Commercial Paper	06538BFF5	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.56	3/29/16	6/15/16	12,056	-	-	12,056
Commercial Paper	89233GFF8	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	0.47	3/29/16	6/15/16	10,118	-	-	10,118
Commercial Paper	89233GFF8	TOYOTA MOTOR CREDIT CORP	25,000,000	0.00	0.46	3/30/16	6/15/16	9,903	-	-	9,903
Commercial Paper	36960LFT7	GENERAL ELECTRIC CO	45,000,000	0.00	0.46	4/20/16	6/27/16	17,825	-	-	17,825
Commercial Paper	45920FFW3	IBM CORP	14,200,000	0.00	0.44	4/19/16	6/30/16	5,380	-	-	5,380

Monthly Investment Earnings

Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle	Maturity	Earned	Amort.	Realized	Earned Income
						Date	Date	Interest	Expense	Gain/(Loss)	/Net Earnings
Commercial Paper	06538BG15	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.71	3/1/16	7/1/16	15,285	-	-	15,285
Commercial Paper	06538BG15	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	0.71	2/29/16	7/1/16	30,569	-	-	30,569
Commercial Paper	06538BGR8	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	0.83	1/28/16	7/25/16	35,736	-	-	35,736
Commercial Paper	06538BGV9	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	0.84	1/29/16	7/29/16	36,167	-	-	36,167
Commercial Paper	06538BH89	BANK TOKYO-MIT UFJ NY	50,000,000	0.00	0.84	2/8/16	8/8/16	36,167	-	-	36,167
Commercial Paper	06538BKH5	BANK TOKYO-MIT UFJ NY	30,000,000	0.00	0.89	4/19/16	10/17/16	22,992	-	-	22,992
Commercial Paper	06538BKX0	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.90	5/3/16	10/31/16	18,125	-	-	18,125
Commercial Paper	06538BKX0	BANK TOKYO-MIT UFJ NY	25,000,000	0.00	0.90	5/4/16	10/31/16	17,500	-	-	17,500
Subtotals			\$ 539,200,000					\$ 297,473	\$ -	\$ -	\$ 297,473
Medium Term Notes	36962G5C4	GENERAL ELECTRIC CO	\$ -	2.95	0.76	12/17/15	5/9/16	\$ 3,244	\$ (2,364)	\$ -	\$ 880
Medium Term Notes	36962G5C4	GENERAL ELECTRIC CO	-	2.95	0.86	12/18/15	5/9/16	1,967	(1,366)	-	601
Medium Term Notes	36962G2V5	GENERAL ELECTRIC CO	-	0.82	0.50	5/19/14	5/11/16	4,032	(198)	-	3,833
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	1,755,000	3.15	0.79	11/24/15	7/5/16	4,607	(3,500)	-	1,107
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	4,513,000	3.15	0.81	11/27/15	7/5/16	11,847	(8,926)	-	2,921
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	11,400,000	3.15	0.72	11/3/15	7/5/16	29,925	(23,483)	-	6,442
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	22,203,000	3.15	0.72	10/30/15	7/5/16	58,283	(45,472)	-	12,811
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	33,893,000	3.15	0.82	12/1/15	7/5/16	88,969	(66,672)	-	22,297
Medium Term Notes	46625HJA9	JPMORGAN CHASE & CO	50,000,000	3.15	0.91	12/14/15	7/5/16	131,250	(94,368)	-	36,882
Medium Term Notes	36962G6Z2	GENERAL ELECTRIC CO	30,740,000	1.50	0.65	7/22/15	7/12/16	38,425	(22,003)	-	16,422
Medium Term Notes	36962G7A6	GENERAL ELECTRIC CO	18,194,000	1.28	-1.55	4/1/15	7/12/16	20,066	(8,643)	-	11,423
Medium Term Notes	36962G7A6	GENERAL ELECTRIC CO	27,651,000	1.28	-1.61	3/23/15	7/12/16	30,497	(13,167)	-	17,329
Medium Term Notes	06366RPR0	BANK OF MONTREAL	5,760,000	1.30	0.83	12/18/15	7/15/16	6,240	(2,279)	-	3,961
Medium Term Notes	06366RPS8	BANK OF MONTREAL	35,000,000	1.15	-0.29	7/31/15	7/15/16	34,610	(11,253)	-	23,357
Medium Term Notes	064159CQ7	BANK OF NOVA SCOTIA	16,483,000	1.38	0.78	2/13/15	7/15/16	18,887	(8,306)	-	10,581
Medium Term Notes	742718DV8	PROCTER & GAMBLE CO	9,785,000	1.45	0.46	11/9/15	8/15/16	11,824	(8,223)	-	3,601
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	18,930,000	1.10	0.20	12/15/14	9/9/16	17,867	(4,211)	-	13,656
Medium Term Notes	89114QAL2	TORONTO-DOMINION BANK	24,000,000	1.10	0.24	3/2/15	9/9/16	22,653	(5,767)	-	16,886
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	5,000,000	0.72	0.72	9/23/14	9/23/16	3,120	-	-	3,120
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	14,150,000	0.72	0.79	12/9/14	9/23/16	8,829	221	-	9,050
Medium Term Notes	89236TBU8	TOYOTA MOTOR CREDIT CORP	28,150,000	0.72	0.77	2/11/15	9/23/16	17,565	370	-	17,934
Medium Term Notes	89236TBV6	TOYOTA MOTOR CREDIT CORP	47,500,000	0.62	0.62	9/25/14	9/23/16	25,267	-	-	25,267
Medium Term Notes	9612E0DB0	WESTPAC BANKING CORP	50,000,000	0.69	0.69	10/10/14	10/7/16	29,601	-	-	29,601
Medium Term Notes	89236TCL7	TOYOTA MOTOR CREDIT CORP	50,000,000	0.73	0.73	4/14/15	10/14/16	31,413	-	-	31,413
Medium Term Notes	073928S46	BEAR STEARNS COS LLC	6,450,000	1.04	1.36	2/10/16	11/21/16	5,657	1,116	-	6,773
Medium Term Notes	36967FAB7	GENERAL ELECTRIC CO	20,000,000	0.91	0.91	1/9/15	1/9/17	15,652	-	-	15,652
Medium Term Notes	064159AM8	BANK OF NOVA SCOTIA	10,000,000	2.55	1.03	10/20/15	1/12/17	21,250	(12,779)	-	8,471
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	1,500,000	1.10	0.96	2/11/16	1/30/17	1,375	(181)	-	1,194
Medium Term Notes	90331HMC4	US BANK NA CINCINNATI	8,515,000	1.10	1.00	2/12/16	1/30/17	7,805	(718)	-	7,088
Medium Term Notes	36962G2F0	GENERAL ELECTRIC CO	3,791,000	0.80	0.86	4/8/15	2/15/17	2,586	85	-	2,671
Medium Term Notes	36962G2F0	GENERAL ELECTRIC CO	4,948,000	0.80	0.94	4/1/15	2/15/17	3,376	237	-	3,613
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	10,000,000	0.82	0.73	4/14/15	2/16/17	6,995	(290)	-	6,705
Medium Term Notes	89236TCC7	TOYOTA MOTOR CREDIT CORP	50,000,000	0.82	0.82	2/20/15	2/16/17	34,973	-	-	34,973
Medium Term Notes	91159HHD5	US BANCORP	3,090,000	1.65	1.09	2/3/16	5/15/17	4,249	(1,454)	-	2,794
Medium Term Notes	459200JD4	IBM CORP	25,000,000	1.08	1.08	2/19/16	8/18/17	23,087	-	-	23,087
Medium Term Notes	459200GJ4	IBM CORP	1,325,000	5.70	1.04	3/22/16	9/14/17	6,294	(5,179)	-	1,115
Medium Term Notes	911312AP1	UNITED PARCEL SERVICE	2,000,000	1.13	1.01	1/28/16	10/1/17	1,875	(191)	-	1,684
Medium Term Notes	459200HK0	IBM CORP	11,450,000	1.25	0.90	5/6/16	2/8/18	9,939	(2,815)	-	7,124
Medium Term Notes	89236TCY9	TOYOTA MOTOR CREDIT CORP	45,000,000	1.01	1.01	4/8/16	4/6/18	39,161	-	-	39,161
Subtotals			\$ 708,176,000					\$ 835,259	\$ (351,779)	\$ -	\$ 483,480

Monthly Investment Earnings Pooled Fund

Type of Investment	CUSIP	Issuer Name	Par Value	Coupon	YTM ¹	Settle Date	Maturity Date	Earned Interest	Amort. Expense	Realized Gain/(Loss)	Earned Income /Net Earnings
Money Market Funds	09248U718	BLACKROCK LIQUIDITY FUNDS T-F	\$ 5,004,840	0.21	0.21	1/15/13	6/1/16	\$ 894	\$ -	\$ -	\$ 894
Money Market Funds	31607A703	FIDELITY INSTITUTIONAL MONEY M	300,171,093	0.28	0.28	11/4/15	6/1/16	52,125	-	-	52,125
Money Market Funds	61747C707	MORGAN STANLEY INSTITUTIONAL	75,196,845	0.25	0.25	12/31/12	6/1/16	9,297	-	-	9,297
Subtotals			\$ 380,372,778					\$ 62,316	\$ -	\$ -	\$ 62,316
Supranationals	459516YD6	INTERNATIONAL FINANCE CORP	\$ 25,000,000	0.00	0.32	4/12/16	6/15/16	\$ 6,889	\$ -	\$ -	\$ 6,889
Supranationals	459516YD6	INTERNATIONAL FINANCE CORP	50,000,000	0.00	0.32	4/7/16	6/15/16	13,778	-	-	13,778
Supranationals	459052YN0	INTL BK RECON & DEVELOP	10,000,000	0.00	0.41	3/29/16	6/24/16	3,531	-	-	3,531
Supranationals	45818KYV8	INTER-AMERICAN DEVELOPMENT	50,000,000	0.00	0.35	3/29/16	7/1/16	15,069	-	-	15,069
Supranationals	45818KYV8	INTER-AMERICAN DEVELOPMENT	50,000,000	0.00	0.32	3/31/16	7/1/16	13,778	-	-	13,778
Supranationals	459516A67	INTERNATIONAL FINANCE CORP	25,000,000	0.00	0.40	5/9/16	8/3/16	6,389	-	-	6,389
Supranationals	459058ERO	INTL BK RECON & DEVELOP	25,000,000	1.00	1.07	10/7/15	10/5/18	20,833	1,204	-	22,038
Subtotals			\$ 235,000,000					\$ 80,267	\$ 1,204	\$ -	\$ 81,471
Grand Totals			\$8,262,542,778					\$ 5,990,392	\$ (1,264,213)	\$ 194,817	\$ 4,920,995

¹Yield to maturity is calculated at purchase

Investment Transactions

Pooled Fund

For month ended May 31, 2016

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Purchase	5/2/2016	6/1/2016	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	\$ 794	0.21	0.21	\$ 100.00	\$ -	\$ 794
Purchase	5/3/2016	10/31/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BKX0	25,000,000	0.00	0.90	99.55	-	24,886,875
Purchase	5/4/2016	10/31/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BKX0	25,000,000	0.00	0.90	99.55	-	24,887,500
Purchase	5/4/2016	9/29/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A7KH7	5,495,000	0.53	0.42	100.04	2,831	5,500,293
Purchase	5/4/2016	5/25/2016	Federal Agencies	FED HOME LN DISCOUNT NT	313384XG9	25,000,000	0.00	0.24	99.99	-	24,996,573
Purchase	5/5/2016	5/27/2016	Federal Agencies	FREDDIE MAC	3137EACT4	8,000,000	2.50	0.31	100.13	87,778	8,098,466
Purchase	5/6/2016	2/8/2018	Medium Term Notes	IBM CORP	459200HK0	11,450,000	1.25	0.90	100.61	34,986	11,554,602
Purchase	5/9/2016	5/27/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BET6	40,000,000	0.00	0.42	99.98	-	39,991,600
Purchase	5/9/2016	8/3/2016	Supranationals	INTERNATIONAL FINANCE CO	459516A67	25,000,000	0.00	0.40	99.90	-	24,976,111
Purchase	5/10/2016	8/10/2016	Federal Agencies	FED HOME LN DISCOUNT NT	313384BV2	30,000,000	0.00	0.34	99.91	-	29,973,933
Purchase	5/11/2016	12/9/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313371P57	6,545,000	1.63	0.48	100.66	44,906	6,633,123
Purchase	5/11/2016	12/16/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3133XHZK1	33,850,000	4.75	0.48	102.54	647,616	35,357,643
Purchase	5/11/2016	2/15/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113WAL0	40,000,000	1.00	1.00	100.00	-	40,000,000
Purchase	5/16/2016	5/20/2016	Commercial Paper	JOHNSON & JOHNSON	47816FEL1	25,000,000	0.00	0.36	100.00	-	24,999,000
Purchase	5/16/2016	5/16/2017	Public Time Deposits	PREFERRED BANK LA CALIF	PPQJ03J86	240,000	0.85	0.85	100.00	-	240,000
Purchase	5/18/2016	5/19/2016	Federal Agencies	FED HOME LN DISCOUNT NT	313384XA2	23,000,000	0.00	0.27	100.00	-	22,999,828
Purchase	5/19/2016	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBQ7	25,000,000	0.56	0.56	100.00	-	25,000,000
Purchase	5/19/2016	7/19/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBQ7	25,000,000	0.56	0.56	100.00	-	25,000,000
Purchase	5/20/2016	7/14/2016	State/Local Agencies	UNIVERSITY OF CALIFORNIA	91411SGE4	30,800,000	0.00	0.44	99.93	-	30,779,296
Purchase	5/23/2016	4/25/2019	Federal Agencies	FREDDIE MAC	3134G8VT3	14,560,000	0.80	0.80	100.00	9,060	14,568,332
Purchase	5/24/2016	5/24/2019	Federal Agencies	FANNIE MAE	3136G3QP3	10,000,000	1.25	1.25	100.00	-	10,000,000
Purchase	5/25/2016	2/25/2019	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EGBU8	50,000,000	0.61	0.61	100.00	-	50,000,000
Purchase	5/25/2016	5/25/2018	Federal Agencies	FREDDIE MAC	3134G9ET0	7,000,000	1.00	1.00	100.00	-	7,000,000
Purchase	5/25/2016	5/25/2018	Federal Agencies	FREDDIE MAC	3134G9GG6	50,000,000	0.80	0.80	100.00	-	50,000,000
Purchase	5/25/2016	5/25/2018	Federal Agencies	FREDDIE MAC	3134G9HC4	10,000,000	1.00	1.03	99.95	-	9,995,000
Purchase	5/25/2016	6/29/2017	Federal Agencies	FREDDIE MAC	3137EADH9	15,000,000	1.00	0.78	100.24	60,833	15,096,683
Purchase	5/26/2016	8/26/2019	Federal Agencies	FREDDIE MAC	3134G9GS0	25,000,000	1.25	1.25	100.00	-	25,000,000
Purchase	5/26/2016	11/26/2019	Federal Agencies	FANNIE MAE	3136G3LV5	8,950,000	1.35	1.35	100.00	-	8,950,000
Purchase	5/26/2016	6/1/2016	Money Market Funds	FIDELITY INSTITUTIONAL M	31607A703	50,000,000	0.28	0.28	100.00	-	50,000,000
Purchase	5/26/2016	6/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	50,000,000	0.25	0.25	100.00	-	50,000,000
Purchase	5/27/2016	6/7/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BF73	50,000,000	0.00	0.40	99.99	-	49,993,889
Purchase	5/27/2016	6/1/2016	Money Market Funds	FIDELITY INSTITUTIONAL M	31607A703	50,000,000	0.28	0.28	100.00	-	50,000,000
Purchase	5/27/2016	6/7/2016	Commercial Paper	GENERAL ELECTRIC CO	36960LF75	50,000,000	0.00	0.31	99.99	-	49,995,264
Purchase	5/31/2016	6/1/2016	Money Market Funds	FIDELITY INSTITUTIONAL M	31607A703	52,125	0.28	0.28	100.00	-	52,125
Purchase	5/31/2016	6/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	9,297	0.25	0.25	100.00	-	9,297
Subtotals						\$ 844,952,216	0.58	0.55	\$ 100.08	\$ 888,011	\$ 846,536,226
Sale	5/12/2016	6/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	\$ 25,000,000	0.25	0.25	\$ 100.00	\$ -	\$ 25,000,000
Subtotals						\$ 25,000,000	0.25	0.25	\$ 100.00	\$ -	\$ 25,000,000
Call	5/13/2016	11/13/2018	Federal Agencies	FANNIE MAE	3135G0G80	\$ 25,000,000	0.50	0.50	\$ 100.00	\$ -	\$ 25,000,000
Call	5/16/2016	11/16/2018	Federal Agencies	FREDDIE MAC	3134G82T5	25,000,000	0.88	0.88	100.00	-	25,000,000
Call	5/17/2016	11/17/2016	Federal Agencies	FREDDIE MAC	3134G5LS2	25,000,000	0.60	0.60	100.00	-	25,000,000
Call	5/26/2016	11/26/2018	Federal Agencies	FREDDIE MAC	3134G85M7	22,000,000	0.75	0.77	100.00	-	22,000,000
Call	5/26/2016	2/26/2021	Federal Agencies	FREDDIE MAC	3134G8JE0	14,150,000	1.75	1.75	100.00	61,906	14,211,906
Call	5/28/2016	2/28/2018	Federal Agencies	FANNIE MAE	3135G0UN1	8,770,000	1.15	1.32	100.00	25,214	8,795,214
Call	5/28/2016	2/28/2018	Federal Agencies	FANNIE MAE	3135G0UN1	19,000,000	1.15	1.32	100.00	54,625	19,054,625
Subtotals						\$ 138,920,000	0.88	0.92	\$ 100.00	\$ 141,745	\$ 139,061,745
Maturity	5/2/2016	5/2/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BE25	\$ 25,000,000	0.00	0.43	\$ 100.00	\$ -	\$ 25,000,000
Maturity	5/2/2016	5/2/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BE25	25,000,000	0.00	0.42	100.00	-	25,000,000
Maturity	5/4/2016	5/4/2016	Commercial Paper	MICROSOFT CORP	59515ME43	15,000,000	0.00	0.34	100.00	-	15,000,000

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction
Maturity	5/9/2016	5/9/2016	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417HKT2	25,000,000	0.81	0.98	100.00	50,606	25,050,606
Maturity	5/9/2016	5/9/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECWT7	22,650,000	0.65	0.48	100.00	73,613	22,723,613
Maturity	5/9/2016	5/9/2016	Medium Term Notes	GENERAL ELECTRIC CO	36962G5C4	3,000,000	2.95	0.86	100.00	44,250	3,044,250
Maturity	5/9/2016	5/9/2016	Medium Term Notes	GENERAL ELECTRIC CO	36962G5C4	4,948,000	2.95	0.76	100.00	72,983	5,020,983
Maturity	5/11/2016	5/11/2016	Medium Term Notes	GENERAL ELECTRIC CO	36962G2V5	17,689,000	0.82	0.50	100.00	36,285	17,725,285
Maturity	5/15/2016	5/15/2016	State/Local Agencies	UNIV OF CALIFORNIA CA RE	91412GUT0	2,500,000	0.63	0.63	100.00	7,925	2,507,925
Maturity	5/16/2016	5/16/2016	Federal Agencies	FED HOME LN DISCOUNT NT	313384WX3	25,000,000	0.00	0.25	100.00	-	25,000,000
Maturity	5/16/2016	5/16/2016	Commercial Paper	GE CAPITAL TREASURY LLC	36164JEG5	25,000,000	0.00	0.35	100.00	-	25,000,000
Maturity	5/16/2016	5/16/2016	Commercial Paper	JOHNSON & JOHNSON	47816FEG2	25,000,000	0.00	0.33	100.00	-	25,000,000
Maturity	5/16/2016	5/16/2016	Public Time Deposits	PREFERRED BANK LA CALIF	PP9302V13	240,000	0.54	0.54	100.00	353	240,353
Maturity	5/19/2016	5/19/2016	Federal Agencies	FED HOME LN DISCOUNT NT	313384XA2	23,000,000	0.00	0.27	100.00	-	23,000,000
Maturity	5/20/2016	5/20/2016	Commercial Paper	JOHNSON & JOHNSON	47816FEL1	25,000,000	0.00	0.36	100.00	-	25,000,000
Maturity	5/25/2016	5/25/2016	Federal Agencies	FED HOME LN DISCOUNT NT	313384XG9	25,000,000	0.00	0.24	100.00	-	25,000,000
Maturity	5/27/2016	5/27/2016	Commercial Paper	BANK TOKYO-MIT UFJ NY	06538BET6	40,000,000	0.00	0.42	100.00	-	40,000,000
Maturity	5/27/2016	5/27/2016	Federal Agencies	FREDDIE MAC	3137EACT4	8,000,000	2.50	0.31	100.00	100,000	8,100,000
Maturity	5/27/2016	5/27/2016	Commercial Paper	TOYOTA MOTOR CREDIT CORP	89233GET9	25,000,000	0.00	0.40	100.00	-	25,000,000
Subtotals						\$ 362,027,000	0.26	0.42	\$ 100.00	\$ 386,014	\$ 362,413,014

Interest	5/1/2016	11/1/2017	State/Local Agencies	CALIFORNIA ST	13063CFC9	\$ 16,500,000	1.75	1.66	0.00	0.00	\$ 144,375
Interest	5/1/2016	11/1/2016	State/Local Agencies	CALIFORNIA ST	13063CPM6	44,000,000	0.75	0.69	0.00	0.00	165,000
Interest	5/1/2016	11/1/2017	State/Local Agencies	CALIFORNIA ST	13063CPN4	5,000,000	1.25	1.22	0.00	0.00	31,250
Interest	5/1/2016	11/1/2017	State/Local Agencies	CALIFORNIA ST	13063CPN4	50,000,000	1.25	1.17	0.00	0.00	312,500
Interest	5/2/2016	6/2/2020	Federal Agencies	FARMER MAC	3132XOAT8	41,000,000	0.58	0.58	0.00	0.00	19,723
Interest	5/2/2016	6/2/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDB35	50,000,000	0.47	0.57	0.00	0.00	19,469
Interest	5/2/2016	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	4,000,000	0.49	0.49	0.00	0.00	1,624
Interest	5/2/2016	2/2/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEMH0	35,000,000	0.49	0.52	0.00	0.00	14,211
Interest	5/3/2016	5/3/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEU40	69,000,000	0.48	0.48	0.00	0.00	27,442
Interest	5/3/2016	2/1/2017	Negotiable CDs	TORONTO DOMINION BANK NY	89113E2G0	50,000,000	0.93	0.93	0.00	0.00	41,511
Interest	5/5/2016	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.48	0.48	0.00	0.00	9,945
Interest	5/5/2016	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	25,000,000	0.48	0.50	0.00	0.00	9,945
Interest	5/5/2016	2/5/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEAN0	50,000,000	0.48	0.50	0.00	0.00	19,890
Interest	5/5/2016	10/5/2017	Federal Agencies	FANNIE MAE	3135G0F57	25,000,000	0.45	0.47	0.00	0.00	9,320
Interest	5/8/2016	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFCT2	25,000,000	0.49	0.49	0.00	0.00	10,292
Interest	5/8/2016	6/8/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFCT2	50,000,000	0.49	0.49	0.00	0.00	20,583
Interest	5/9/2016	10/7/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CC48	50,000,000	0.70	0.70	0.00	0.00	31,044
Interest	5/9/2016	2/9/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFNK9	25,000,000	0.52	0.53	0.00	0.00	10,759
Interest	5/9/2016	8/8/2016	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NVT0	25,000,000	0.67	0.67	0.00	0.00	14,402
Interest	5/9/2016	10/7/2016	Medium Term Notes	WESTPAC BANKING CORP	9612E0DB0	50,000,000	0.69	0.69	0.00	0.00	30,600
Interest	5/10/2016	3/10/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NZW9	50,000,000	0.95	0.95	0.00	0.00	38,121
Interest	5/10/2016	8/10/2016	Public Time Deposits	IND & COMM BK OF CHINA	PP6J1O5Z6	240,000	0.75	0.75	0.00	0.00	426
Interest	5/11/2016	10/11/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDJA1	25,000,000	0.46	0.51	0.00	0.00	9,509
Interest	5/11/2016	6/11/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEW48	50,000,000	0.48	0.49	0.00	0.00	20,060
Interest	5/12/2016	8/12/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CWA2	25,000,000	0.68	0.67	0.00	0.00	14,056
Interest	5/12/2016	5/12/2017	Federal Agencies	FREDDIE MAC	3137EADF3	25,000,000	1.25	1.14	0.00	0.00	156,250
Interest	5/13/2016	11/13/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEBR0	25,000,000	0.47	0.49	0.00	0.00	9,706
Interest	5/13/2016	11/13/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEJ76	25,000,000	0.45	0.47	0.00	0.00	31,485
Interest	5/13/2016	11/13/2018	Federal Agencies	FANNIE MAE	3135G0G80	25,000,000	0.50	0.50	0.00	0.00	62,500
Interest	5/14/2016	9/14/2016	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDH21	50,000,000	0.46	0.49	0.00	0.00	19,048
Interest	5/15/2016	5/15/2017	Medium Term Notes	US BANCORP	91159HHD5	3,090,000	1.65	1.09	0.00	0.00	25,493
Interest	5/15/2016	5/15/2017	State/Local Agencies	UNIV OF CALIFORNIA CA RE	91412GUU7	3,250,000	1.22	1.22	0.00	0.00	19,858
Interest	5/16/2016	4/16/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEZC7	50,000,000	0.49	0.49	0.00	0.00	20,260
Interest	5/16/2016	11/16/2018	Federal Agencies	FREDDIE MAC	3134G82T5	25,000,000	0.88	0.88	0.00	0.00	109,375
Interest	5/16/2016	8/16/2017	Federal Agencies	FANNIE MAE	3135G0F24	25,000,000	0.45	0.46	0.00	0.00	9,297

Investment Transactions

Pooled Fund

Transaction	Settle Date	Maturity	Type of Investment	Issuer Name	CUSIP	Par Value	Coupon	YTM	Price	Interest	Transaction	
Interest	5/16/2016	2/15/2017	Medium Term Notes	GENERAL ELECTRIC CO	36962G2F0	3,791,000	0.79	0.84	0.00	0.00	7,470	
Interest	5/16/2016	2/15/2017	Medium Term Notes	GENERAL ELECTRIC CO	36962G2F0	4,948,000	0.79	0.90	0.00	0.00	9,750	
Interest	5/16/2016	2/16/2017	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TCC7	10,000,000	0.81	0.74	0.00	0.00	20,205	
Interest	5/16/2016	2/16/2017	Medium Term Notes	TOYOTA MOTOR CREDIT CORP	89236TCC7	50,000,000	0.81	0.81	0.00	0.00	101,025	
Interest	5/17/2016	3/17/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427EDJ7	25,000,000	0.84	0.84	0.00	0.00	16,841	
Interest	5/17/2016	11/17/2016	Federal Agencies	FREDDIE MAC	3134G5LS2	25,000,000	0.60	0.60	0.00	0.00	75,000	
Interest	5/18/2016	8/18/2017	Medium Term Notes	IBM CORP	459200JD4	25,000,000	1.07	1.07	0.00	0.00	66,095	
Interest	5/19/2016	10/19/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EETS9	30,000,000	0.47	0.46	0.00	0.00	11,656	
Interest	5/19/2016	2/21/2017	Public Time Deposits	MISSION NATIONAL BK SF	PP5Z1EJS4	240,000	1.02	1.02	0.00	0.00	526	
Interest	5/21/2016	11/21/2017	Federal Agencies	FREDDIE MAC	3134G44F2	50,000,000	0.80	0.80	0.00	0.00	200,000	
Interest	5/21/2016	5/21/2018	Federal Agencies	FANNIE MAE	3135G0WJ8	25,000,000	0.88	1.05	0.00	0.00	109,375	
Interest	5/22/2016	3/22/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEN71	50,000,000	0.48	0.48	0.00	0.00	19,844	
Interest	5/23/2016	9/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CA32	25,000,000	0.70	0.70	0.00	0.00	13,589	
Interest	5/23/2016	9/23/2016	Negotiable CDs	BANK OF MONTREAL CHICAGO	06366CA32	50,000,000	0.70	0.70	0.00	0.00	27,178	
Interest	5/23/2016	2/23/2017	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417HE36	25,000,000	0.90	0.90	0.00	0.00	56,138	
Interest	5/23/2016	2/23/2017	Negotiable CDs	BANK OF NOVA SCOTIA HOUS	06417HE36	25,000,000	0.90	0.90	0.00	0.00	56,138	
Interest	5/23/2016	11/21/2016	Medium Term Notes	BEAR STEARNS COS LLC	073928S46	6,450,000	1.01	1.22	0.00	0.00	16,438	
Interest	5/23/2016	11/23/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3J70	7,015,000	0.63	0.66	0.00	0.00	21,922	
Interest	5/23/2016	11/23/2016	Federal Agencies	FEDERAL HOME LOAN BANK	3130A3J70	25,000,000	0.63	0.64	0.00	0.00	78,125	
Interest	5/23/2016	8/23/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EEFX3	50,000,000	0.49	0.49	0.00	0.00	20,369	
Interest	5/23/2016	11/23/2018	Federal Agencies	FREDDIE MAC	3134G82B4	25,000,000	0.75	0.75	0.00	0.00	93,750	
Interest	5/24/2016	7/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133ECV92	50,000,000	0.48	0.48	0.00	0.00	19,952	
Interest	5/24/2016	3/24/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDP30	26,000,000	0.48	0.44	0.00	0.00	10,375	
Interest	5/24/2016	12/24/2020	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFTX5	100,000,000	0.77	0.77	0.00	0.00	64,071	
Interest	5/25/2016	10/25/2017	Negotiable CDs	BANK OF MONTREAL CHICAGO	06427EK91	50,000,000	1.16	1.16	0.00	0.00	48,285	
Interest	5/25/2016	1/25/2017	Negotiable CDs	ROYAL BANK OF CANADA NY	78009NZD1	25,000,000	0.95	0.95	0.00	0.00	19,768	
Interest	5/26/2016	3/26/2018	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EFWG8	25,000,000	0.60	0.60	0.00	0.00	12,426	
Interest	5/26/2016	11/26/2018	Federal Agencies	FREDDIE MAC	3134G85M7	-	0.75	0.77	0.00	0.00	82,042	
Interest	5/26/2016	2/26/2019	Federal Agencies	FREDDIE MAC	3134G8LN7	25,000,000	0.50	0.50	0.00	0.00	31,250	
Interest	5/26/2016	2/26/2019	Federal Agencies	FANNIE MAE	3136G2Y68	15,935,000	0.75	0.77	0.00	0.00	29,878	
Interest	5/27/2016	2/27/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDFW7	50,000,000	0.49	0.49	0.00	0.00	20,498	
Interest	5/29/2016	3/29/2017	Federal Agencies	FEDERAL FARM CREDIT BANK	3133EDZW5	25,000,000	0.46	0.46	0.00	0.00	9,483	
Interest	5/30/2016	11/30/2016	Federal Agencies	FEDERAL HOME LOAN BANK	313381GA7	23,100,000	0.57	0.57	0.00	0.00	65,835	
Interest	5/31/2016	6/1/2016	Money Market Funds	BLACKROCK LIQUIDITY FUND	09248U718	5,004,840	0.21	0.21	0.00	0.00	894	
Interest	5/31/2016	6/1/2016	Money Market Funds	FIDELITY INSTITUTIONAL M	31607A703	300,171,093	0.28	0.28	0.00	0.00	52,125	
Interest	5/31/2016	6/1/2016	Money Market Funds	MORGAN STANLEY INSTITUTI	61747C707	75,196,845	0.25	0.25	0.00	0.00	9,297	
Interest	5/31/2016	11/30/2017	U.S. Treasuries	US TSY NT	912828M72	50,000,000	0.88	1.00	0.00	0.00	218,750	
Interest	5/31/2016	11/30/2017	U.S. Treasuries	US TSY NT	912828M72	50,000,000	0.88	1.00	0.00	0.00	218,750	
Interest	5/31/2016	12/28/2016	Negotiable CDs	WESTPAC BANKING CORP NY	96121TH27	50,000,000	0.91	0.91	0.00	0.00	41,603	
Interest	5/31/2016	12/28/2016	Negotiable CDs	WESTPAC BANKING CORP NY	96121TH27	50,000,000	0.91	0.91	0.00	0.00	41,603	
Subtotals						\$2,653,931,778	0.63	0.64	\$	-	\$	3,507,647

Grand Totals	35	Purchases
	(1)	Sales
	(26)	Maturities / Calls
	8	Change in number of positions

Non-Pooled Investments

As of May 31, 2016

Type of Investment	CUSIP	Issue Name	Settle	Maturity	Duration	Coupon	Par Value	Book Value	Amortized	
			Date	Date					Book Value	Market Value
State/Local Agencies	797712AD8	SFRDA SOUTH BEACH HARBOR	1/20/12	12/1/16	0.49	3.50	\$ 1,340,000	\$ 1,340,000	\$ 1,340,000	\$ 1,340,000
Subtotals					0.49	3.50	\$ 1,340,000	\$ 1,340,000	\$ 1,340,000	\$ 1,340,000
Grand Totals					0.49	3.50	\$ 1,340,000	\$ 1,340,000	\$ 1,340,000	\$ 1,340,000

NON-POOLED FUNDS PORTFOLIO STATISTICS

	Current Month		Prior Month	
	Fiscal YTD	May 2016	Fiscal YTD	April 2016
Average Daily Balance	\$ 1,638,259	\$ 1,340,000	\$ 1,668,574	\$ 1,340,000
Net Earnings	\$ 52,544	\$ 3,908	\$ 48,635	\$ 3,908
Earned Income Yield	3.48%	3.43%	3.49%	3.55%

Note: All non-pooled securities were inherited by the City and County of San Francisco as successor agency to the San Francisco Redevelopment Agency. Book value and amortized book value are derived from limited information received from the SFRDA and are subject to verification.

apmgl

Date / Time: 2016-06-20 09:35:49.663

Service Request Number:
5997647

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name: **JAN BARROCA**
Phone: **415-922-1166**
Address:
Email: **jbb3252@yahoo.com**

DEPARTMENTS:

Department: * **Board of Supervisors (BOS)**
Sub-Division:* **Clerk of the Board**

Department Service Levels: **The City's goal is to respond to these types of requests within 7-21 calendar days. 21 days for request for service. 7 days for all other categories.**

PROPERTY ADDRESS:

Point of Interest:	
Street Number:	
Street Name:	
Street Name 2:	
City:	
ZIP Code:	
X coordinate:	
Y coordinate:	
Latitude:	
Longitude:	
CNN:	
Unverified Address:	<input type="checkbox"/>

ADDITIONAL LOCATION INFORMATION:

Location Description:

(21)

(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request:* **Request for Service**

ADDITIONAL REQUEST DETAILS:

Additional Request
Details: *

We should have a celebration for the Golden State Warriors. Even though they lost last night, they have still given us a great year. All the fantastic things they did with making a come back, in previous games. I thought last night after the game showed such sportsmanship. Steph stayed on the floor, after the game, and went around and congratulated the other players for their win. To me that was a wonderful thing to see our players do. I think we should have something at Civic Center to celebrate how well they did all year.

BACK

OFFICE USE *****

Source

Agency

Request

Number:

Responsible

Agency

Request

Number:

Service

Request

Work

Status:

Work

Status

Updated:

Media URL:

SubmitCancel

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; Evans, Derek
Subject: File 160589 FW: Support for SFMTA Charter Amendment, November 2016

From: evleen anderson [mailto:evleensf@mac.com]
Sent: Thursday, June 16, 2016 1:39 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Support for SFMTA Charter Amendment, November 2016

Members of the Board of Supervisors,
re: Support the SFMTA Charter Amendment on the November ballot

I would like to endorse Supervisor Yee's proposed SFMTA Charter Amendment and add my name to that of other concerned San Francisco residents now at their wits' ends over SFMTA's ineptitude and rogue decisions and abuse of power.

Thank you.

Members of the Board of Supervisors:

re: Support the SFMTA Charter Amendment on the November ballot

We 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.

We thank Supervisors Yee, Campos, Kim, and Peskin for putting this Amendment on the November ballot and hope we 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, not a plan for the future. We need directors who listen to the public and follow our suggestions. Taking seats out of buses and removing bus stops will 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,

**Evleen R. Anderson
Concerned San Francisco Citizen
Automobilist, cyclist, pedestrian**

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: I'm the 4,280th signer: "Stop SFMTA (San Francisco Municipal Transportation Agency)"

From: Aldo [mailto:petitions-noreply@moveon.org]
Sent: Saturday, June 18, 2016 1:19 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: I'm the 4,280th signer: "Stop SFMTA (San Francisco Municipal Transportation Agency)"

Dear San Francisco Board of Supervisors,

I just signed a petition addressed to you titled Stop SFMTA (San Francisco Municipal Transportation Agency). So far, 4,280 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:** http://pac.petitions.moveon.org/target_talkback.html?tt=tt-23483-custom-54063-20260618-9zXSU3

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:

Get rid of the bus stop in front of my house get rid of the tech garbage and keep my city with its original culture before the tech

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=1813706&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=1813706&target_type=custom&target_id=54063&csv=1

Aldo
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 petitions@moveon.org. If you don't want to

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: I'm the 4,277th signer: "Stop SFMTA (San Francisco Municipal Transportation Agency)"

From: E. Anderson [mailto:petitions-noreply@moveon.org]
Sent: Thursday, June 16, 2016 1:19 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: I'm the 4,277th signer: "Stop SFMTA (San Francisco Municipal Transportation Agency)"

Dear San Francisco Board of Supervisors,

I just signed a petition addressed to you titled *Stop SFMTA (San Francisco Municipal Transportation Agency)*. So far, 4,277 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:** http://pac.petitions.moveon.org/target_talkback.html?tt=tt-23483-custom-54063-20260616-g=Xdft

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:

There needs to be a shakedown and reform to stop SFMTA from further rogue decisions and abuse of power. I dare hope this will come very soon.

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=1811739&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=1811739&target_type=custom&target_id=54063&csv=1

E. Anderson
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 petitions@moveon.org. If you don't want to receive further emails updating you on how many people have signed this petition, click here:
http://petitions.moveon.org/delivery_unsub.html?e=_m0xZcWlJXzqH9ZTz_cNZWJvYXJkLm9mLnN1cGVydmlz_b3JzOHNmZ292Lm9yZw--&petition_id=23483.

□

BOS-11, COB,
Cpage

Office of the Mayor
City & County of San Francisco



Edwin M. Lee

June 17, 2016

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

Dear Honorable Board of Supervisors:

I am urging the Board of Supervisors to prioritize the public safety of our neighborhoods and residents by rejecting the proposal to take more than one-third of the entire San Francisco Police Department budget out of my balanced budget proposal. I am concerned by this attempt to politicize this process which will undermine the safety of all San Franciscans.

We are pushing forward with reforms to the Police Department and working to restore trust within every community. We all understand that police reform is imperative, and we are already making critical investments to accelerate a cultural change within the department and how officers handle conflicts on our City streets. In the proposed budget, we have allocated \$20 million as part of a police reform package to build greater trust between police officers and the community by increasing oversight, transparency and accountability, as well as investing in violence prevention and crisis response and outreach.

We are working collaboratively with the community to develop a 21st Century approach to policing in San Francisco. We are implementing the body worn camera program for every patrol officer. As you know, we are working under the full review of the United States Department of Justice, the nation's highest law enforcement authority.

One of my top priorities is improving neighborhood safety and the quality of life for all San Franciscans. Thus, we must reject this proposal or any proposal that places the Police Department budget on reserve, subjecting it to political whim over the professional public safety judgment of our Chief of Police and Police Commission.

Sincerely,

Edwin M. Lee
Mayor

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
JUN 17 PM 3:22

24

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; Wong, Linda (BOS); Somera, Alisa (BOS)
Subject: FW: SF Budget

From: Adrienne Fong [mailto:afong@jps.net]
Sent: Monday, June 20, 2016 9:07 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: SF Budget

Dear San Francisco Supervisors,

Am writing you in regards to Supervisor Avalos' proposal to withhold \$200 million from the SFPD budget in reserve until there is real evidence of implementations on the "USE of FORCE" policies. I hope you will support various community groups input into the document draft of "I I a".

The SFPD needs to be held accountable not only to the community but also to you as supervisors since you are the ones that set the budget. I hope that you will do the right thing in the upcoming vote.

Respectfully,

Adrienne Fong
750 Presidio Ave. #207
San Francisco, CA 94115

25

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: FW: VOTE NO on Peskin's bill, YES on Weiner's

File Nos. 160601,
160660, 160675

From: Suzanne Shade [mailto:suzanne@shadebook.com]
Sent: Wednesday, June 15, 2016 9:59 AM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: VOTE NO on Peskin's bill, YES on Weiner's

I'm writing in support of Supervisor Weiner and of Governor Brown.

San Francisco must NOT block new housing in a time of unit shortage.

The SFYimby movement is gaining strength in this city, and the Election of candidate Weiner is evidence of this new shift.

I'm a home owner in the Castro, and support more housing -- I'm not a sitting tenant who is only motivated by their own interests in keeping San Francisco at the status quo.

Limiting housing by 'curating' it's value only serves the interests of a few thousand people a year. Building new housing will open up opportunity for many thousands in the future of this city.

Join me for the future of San Francisco.

Thank you

Suzanne

Suzanne Shade
Design and Creative Direction
415.238.9244 mobile

26

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: File 160660, 160675FW: Vote NO on Peskin's resolution

From: Karen Schlessler [mailto:k_schlessler@yahoo.com]
Sent: Monday, June 13, 2016 2:35 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Vote NO on Peskin's resolution

Dear Board of Supervisors,

Please vote NO tomorrow on Peskin's resolution regarding Governor Brown's By Right bill, and YES on Wiener's resolution.

Thank you,
Karen Schlessler

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: FW: Please vote NO on Peskin's Resolution

From: James Swetnam [mailto:jswetnam@gmail.com]
Sent: Tuesday, June 14, 2016 7:53 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Please vote NO on Peskin's Resolution

Hello Supervisors

My name is James Swetnam. I live at 1279 12th Ave. Please vote NO tomorrow on Peskin's resolution regarding an exemption of by-right development for localities that produce 25% subsidized housing. We need more housing of all kinds in San Francisco, and the less restrictions on new development, the better.

Best
James

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: File 160660, 160675 FW: Peskin's resolution regarding By-Right zoning - OPPOSE; Wiener's resolution - SUPPORT

From: suldrew371@gmail.com [mailto:suldrew371@gmail.com] **On Behalf Of** andrew sullivan
Sent: Monday, June 13, 2016 2:32 PM
To: Breed, London (BOS) <london.breed@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; SK Trauss <sonja.trauss@gmail.com>
Subject: Peskin's resolution regarding By-Right zoning - OPPOSE; Wiener's resolution - SUPPORT

Dear Supervisor Breed -

I am a resident of District 5 and strongly urge you to vote NO on the Peskin resolution which would carve out San Francisco from the proposed By-Right legislation enabling multi-family development statewide. San Francisco has done a singularly terrible job in adding new housing in recent years, and it's clear that Supervisor Peskin would like to keep it that way - benefiting landlords and homeowners (like myself) while constraining the supply of new homes for people who desperately need them. Additionally, Supervisor Peskin's resolution offers a roadmap for other anti-housing cities to establish rules that exempt them from by-right zoning as well - if San Francisco can do it, imagine what Lafayette or Atherton will do.

I do support Supervisor Wiener's resolution which makes common-sense recommendations on maintaining historic preservation laws and urge you to support it as well.

Thanks,
Andrew Sullivan
San Francisco

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: file 160660, 160675 FW: Please vote 'No' on Peskin's By-Right Resolution, and 'Yes' on Wiener's resolution

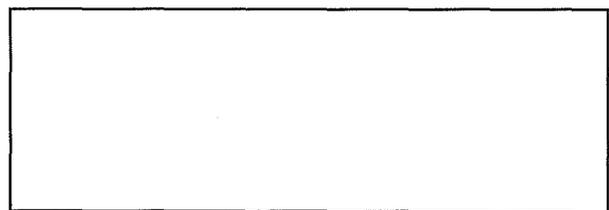
From: Cameron Newland [mailto:cameron@cameronnewland.com]
Sent: Monday, June 13, 2016 2:31 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Please vote 'No' on Peskin's By-Right Resolution, and 'Yes' on Wiener's resolution

Hey there,

My name is Cameron Newland and I live in San Francisco's Diamond Heights neighborhood. My girlfriend and I are in our early 30's and want to buy a home in San Francisco one day, but we can't afford to buy here if there aren't enough homes on the market. I strongly urge you to vote 'No' on Supervisor Aaron Peskin's resolution regarding Governor Brown's By-Right Housing bill and 'Yes' on Supervisor Scott Wiener's resolution, because the Governor's proposed budget trailer bill was meant to allow for the construction of more housing for people like me who have been priced-out of buying a home in high-demand, high-income areas of the Bay Area. Please do not let a small group of extreme, partisan anti-housing activists disrupt my dream of owning a home here.

Thank you! :D

Cameron Newland



From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: file 160675, 160660 FW: Please vote 'No' on Peskin's By-Right Resolution, and 'Yes' on Wiener's resolution

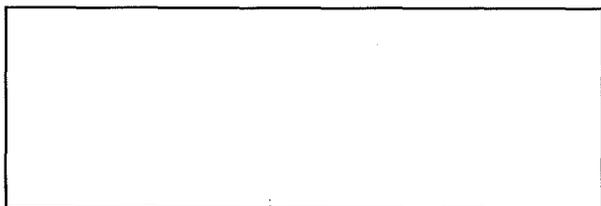
From: Cameron Newland [mailto:cameron@cameronnewland.com]
Sent: Monday, June 13, 2016 2:31 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Please vote 'No' on Peskin's By-Right Resolution, and 'Yes' on Wiener's resolution

Hey there,

My name is Cameron Newland and I live in San Francisco's Diamond Heights neighborhood. My girlfriend and I are in our early 30's and want to buy a home in San Francisco one day, but we can't afford to buy here if there aren't enough homes on the market. I strongly urge you to vote 'No' on Supervisor Aaron Peskin's resolution regarding Governor Brown's By-Right Housing bill and 'Yes' on Supervisor Scott Wiener's resolution, because the Governor's proposed budget trailer bill was meant to allow for the construction of more housing for people like me who have been priced-out of buying a home in high-demand, high-income areas of the Bay Area. Please do not let a small group of extreme, partisan anti-housing activists disrupt my dream of owning a home here.

Thank you! :D

Cameron Newland



From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: File 160675 FW: Vote NO on Aaron Peskin resolution re: Governor's housing by right trailer bill

From: Alex Steffen [mailto:alexsteffentrip@gmail.com]
Sent: Monday, June 13, 2016 2:29 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Vote NO on Aaron Peskin resolution re: Governor's housing by right trailer bill

Dear Supervisors,

I would like to urge you in the strongest possible terms to vote NO on Supervisor Peskin's resolution:

"Resolution urging the San Francisco Legislative Delegation to amend or oppose the "By Right Housing Approvals" proposed Trailer Bill in recognition of San Francisco's local planning tools and significant contributions to regional housing development."

The Governor's trailer bill is a critically needed policy reform, cutting through planning red tape to simply allow multi-family homes that *already meet San Francisco's zoning and building code rules* to be built without lengthy process and delay.

Given that we are in a housing supply crisis, speeding the completion of new homes is not only smart policy, it's a fundamental social justice issue. We need new housing, and a lot of it, if we're going to fight the affordability crisis the Bay Area faces.

Please vote NO on the Peskin resolution.

Sincerely
Alex Steffen

From: Calvillo, Angela (BOS)
To: BOS Legislation (BOS); Gosiengfiao, Rachel (BOS)
Subject: File 160675 160660FW: Hearts and Spleens and Housing

From: abledart@gmail.com [mailto:abledart@gmail.com] **On Behalf Of** Mike Ege
Sent: Tuesday, June 14, 2016 1:06 PM
To: Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>
Cc: Mar, Eric (BOS) <eric.mar@sfgov.org>; Farrell, Mark (BOS) <mark.farrell@sfgov.org>; Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Tang, Katy (BOS) <katy.tang@sfgov.org>; Breed, London (BOS) <london.breed@sfgov.org>; Kim, Jane (BOS) <jane.kim@sfgov.org>; Yee, Norman (BOS) <norman.yee@sfgov.org>; Wiener, Scott <scott.wiener@sfgov.org>; Campos, David (BOS) <david.campos@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>; Avalos, John (BOS) <john.avalos@sfgov.org>; mark.leno@sen.ca.gov; David Chiu <david.chiu@asm.ca.gov>
Subject: Re: Hearts and Spleens and Housing

Just a reminder:

If you vote to support Peskin's reso against by-right housing, you're destroying:

- the middle class in San Francisco and other coastal communities
- the economic future of California
- your own political careers, pretty much.

Have a nice day.

Regards,

Mike Ege
mike@frisko.org

On Mon, Jun 6, 2016 at 3:13 PM, Mike Ege <mike@frisko.org> wrote:

Greetings:

I'm sure you're already all getting lots of email in response to a pending resolution by your body to urge the exemption of San Francisco from Gov. Brown's legislative rider on the right – to – build for housing. I'd like to add some additional perspective on this issue that I hope you'll keep in mind.

We all know that San Francisco has a perennial homeless problem. Many of you have true concerns and intentions with regard to ameliorating the problem. Some of you just don't care, and others among you would prefer to see the issue preserved and exacerbated for political purposes. I'm not going to name names, but I don't think anybody cognizant of the issues, least of all any of you, can deny these facts. You all know who you are.

One person whose intentions I cannot always decode is Sen. John Burton. He recently asked one of your colleagues to go buy himself a new heart over his stance on homelessness, because apparently the senator can't get beyond the emotional issue of not wanting to roust "the poor bums." Personally, I've always wondered how many hearts we could buy if we could somehow cash in Sen. Burton's spleen. I've also wondered how many among your colleagues wonder if they could achieve their lifelong dream of growing their own spleens bigger than Sen. Burton's.

In any case, homelessness and housing development are issues which are peripheral yet instrumental to each other. Homelessness has lots of seminal causes, but one immediately proximal cause is economic pressure related to housing. The issues may not be completely intertwined, but if you care about homelessness, you should also care about housing.

I do wonder why so many of you who claim to care about homelessness are so intractably opposed to housing. Gov. Brown has looked at the redevelopment issue for a long time and is clearly seen the light on how to deal with the issue of housing supply and how it relates to and compounds the issue of inequality – including how that inequality eventually pushes some people through the cracks into homelessness. For whatever reason, a lot of folks in San Francisco who call themselves "progressive" like to push a very regressive position on housing, often while holding up homelessness as justification for doing so. Just as Sen. Burton seems to confuse hearts and spleens, so many of you seem to have exacerbation confused with amelioration. Or perhaps you simply wish to confuse others.

We need more housing. The Governor has come up with a way for it to happen. San Francisco is not special or exempt when it comes to issues like housing affordability or homelessness. And none of you are special or exempt from changing consensus or political conditions. The level of anger and anxiety over housing is increasing, and more and more of your constituents have come to realize the real causes of that problem. And if they come to realize that you do not stand with them, then not even Bernie Sanders will be able to help you.

Regards,

Mike Ege

mike@frisko.org

From: Brian Korver <briank@briank.com>
Sent: Tuesday, June 14, 2016 9:14 AM
To: Board of Supervisors, (BOS)
Subject: today's housing votes: more housing!

Hi,

Please Vote NO on Peskin's resolution and YES on Wiener's resolution today.

We need an "all of the above" housing policy. More housing please, especially housing that is affordable to the entire middle class (not just those few BMR lottery winners).

-brian
1290 Grove St., SF

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: FW: Please support Governor's Brown "as of right" - we need housing
Attachments: today's housing votes: more housing!

From: Jonathan Bonato [mailto:jonathanbonato@att.net]
Sent: Tuesday, June 14, 2016 8:03 AM
To: Peskin, Aaron (BOS) <aaron.peskin@sfgov.org>; Wiener, Scott <scott.wiener@sfgov.org>
Cc: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Randy Shaw <randy@thclinic.org>; assemblymember.chiu@assembly.ca.gov
Subject: Please support Governor's Brown "as of right" - we need housing

Dear Supervisors,

I am writing to ask that you support the Governor's "as of right" proposal. Randy Shaw published a great op ed about it in today's Beyond Chron, and I agree with him on this issue. What San Francisco has been doing the past half century is NOT working. Our rents and home sale prices are abundant proof that San Francisco is doing it wrong for everyone except speculators and homeowners. The people need housing, not ideology. Coming back from Tokyo a few months ago, I seriously began to question the wisdom of a Moratorium on Market Rate Housing after learning the average rent in Tokyo was \$802.00 per month. The solution to a housing crisis is to make it easier to build, not to continue to throw up roadblock after roadblock, delay after delay.

I hope Moderates and Progressives can start to work together to actually create the tens of thousands of new units we need, instead of a handful of units a year. I see the demand everyday at my job, it breaks my heart to see hundreds of people apply for one single apartment vacancy. As someone who spent years homeless in San Francisco, I beg you to have the courage and compassion to stand up against Nimbyism and to work together to make it easier and much faster to build housing.

Jonathan Bonato

Chinatown/North Beach

BROWN'S \$400 MILLION DEAL BOOSTS AFFORDABLE HOUSING

Governor Jerry Brown has offered California's cash-starved affordable housing industry a deal: pass his "as of right" housing measure in exchange for \$400 million to address the state's housing crisis. When this \$400 million is added to the over \$200 million from the Senate's No Place Like Home plan and the \$366 million from the Greenhouse Gas Reduction Fund (from cap and trade auctions) it amounts to roughly \$1 billion in new affordable housing funds to California in the new budget.

There are a lot of details left to be worked out and I'll address many of them below. But in the big picture, Brown's deal is a positive step forward that lays the groundwork for \$400 million in affordable housing to be regularly included in future budgets. That's \$400 million more annually than the Governor has provided since 2011, and \$400 million more than will be allocated if this deal fails.

Is this a great deal for affordable housing? No. That would require at least a \$1 billion in new general fund dollars. But in dealing with a governor who does not prioritize affordable housing, options are limited. The current deal on the table has room for tinkering, and revisions will occur. But some housing activists oppose the very concept of developers being able to build consistent with zoning without facing environmental appeals, and Brown will not budge on that.

Brown has made it clear for years that he sees activists' right to oppose legally compliant market rate developments as injurious to solving the state's housing crisis. It does not matter if housing activists think his analysis is wrong or believe that it's unfair to pit the right to oppose projects against affordable housing funds—to get new general fund housing money prior to a new governor in 2019, this is the framework for any deal.

SF Objections

Mayor Lee's administration supports components of the Brown affordable housing deal, with caveats. The Mayor wants the deal tied to the passage of Ellis Act reform. He also wants to make sure that the state does not preempt San Francisco's inclusionary housing law, and that the deal include the "fix" for the Palmer decision that created legal uncertainty around inclusionary housing (the reasons for Brown's prior veto of the Palmer Fix have been eliminated so the fix, incorporated in AB 2502, should pass regardless).

Mayor Lee also wants to make sure that no "as of right" project would demolish or eliminate rent-controlled housing. He also joins many other officials across the state in questioning the practical feasibility of an expedited approval procedure included in the "as of right" legislation.

Other San Francisco officials have deeper concerns.

In a June 10 story, "*SF officials wary of governor's efforts to streamline housing plans*," the *SF Chronicle's* JK Dineen reported that Supervisor Aaron Peskin has proposed a non-binding resolution exempting cities that build 25% affordable housing from the Governor's proposal. State Senator Mark Leno expressed support for the performance requirement for cities like San Francisco that are "getting it right."

Affordable housing activist Peter Cohen argued that appealing as of right projects produces public benefits for San Francisco and other cities, including "more below-market units, more space for blue-collar jobs, more open public space and better design." Cohen told Dineen that "This is a terrible bill for San Francisco and other high-price cities where gentrification is a very real problem."

Missing Brown's Point

Critics of Brown's plan miss his point. He doesn't want to subject developers to the project by project bargaining over public benefits that now occurs. He wants to eliminate uncertainty from a process that in San Francisco last year built just 2,472 units despite all the talk about excessive housing development wrecking the city.

These low construction statistics convince Brown that San Francisco is not "getting it right" but getting it wrong. He is not impressed that 25% of the city's housing is "affordable" because he believes that restricting market rate supply inflates housing costs overall.

Brown has never expressed concern with gentrification and as Mayor of Oakland encouraged it. But increasing affordable housing funding helps combat the upscale transformation of neighborhoods. Kim-Mai Cutler tweeted a chart last week showing that since 2008 California has experienced a 66% cut in affordable housing funding, which amounts to over \$1.7 billion dollars. This lack of affordable housing dollars has prevented working people from gaining housing in high cost cities, facilitating gentrification.

\$400 million statewide is not a lot of money, but when added to the ongoing No Place Like Home and Greenhouse Gas Funds California will gain nearly \$1 billion in new money in the new budget. That is a colossal improvement over the past decade's allocations.

Is the \$400 million a one time deal? There is no guarantee that Brown will keep the \$400 million in the 2017-18 budget, but he has no reason for continuing his opposition to housing funding after securing development reform. The chances are good that \$400 million would be the new housing funding floor, as it is much easier to build a public campaign around continuing funding ("Stop the Cuts!") than getting a new housing program started.

The Building Trades and environmental groups also oppose Brown's plan, but both constituencies get other goodies from the Governor. For affordable housing advocates, however, winning general fund dollars is key. Details still must be worked out, but housing activists are not going to get a significantly better deal from Brown next year or in the future.

If activists want to see an increase in affordable housing funding prior to Jerry Brown leaving office in 2019, they should take this deal. It is the best choice for millions of Californians desperately needing affordable housing.

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: File 10660 and 160675 FW: Housing resolution
Attachments: Housing resolution; Please vote for Mr. Wiener's version of the housing density bonus plan.; Please vote no on Peskin's resolution; Vote NO tomorrow on Peskin's resolution regarding Governor Brown's By Right bill, and YES on Wiener's resolution; Please Support By Right Housing; Certified Copies of Resolution 160559; By Right Bill - YES on Wiener's, NO on Peskin's; Vote No on Peskin's; Please oppose Sup. Peskin's resolution; Concern of Opposition to "By Right Housing Approvals"; Vote NO on Peskin's resolution, Yes on Wiener's; Please Vote NO ON PESKIN's as of right resolution; Vote NO on Peskin's resolution tomorrow, and YES on Wiener's; Re: Oppose Peskin's resolution to "Amend or Oppose the Proposed By Right Housing Approvals"; 6/7 Resolution; By Right Housing in SF; Vote NO on Peskin's resolution and YES on Wiener's re: Governor Brown's By Right bill; Vote No on Peskin's Resolution; Vote No on Peskin's housing resolution, vote Yes on Wiener's; NO on Peskin's Proposed Amendment, YES to Jerry Brown's By Right Housing!; Opposing Supervisor Peskin's resolution to the state legislative delegation on housing

Dear Supervisors:

Please find attached, 21 communications received by the Clerk's Office regarding the resolution on the governor's housing proposal. Thank you.

Regards,

Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
(415) 554-5163 fax
Board.of.Supervisors@sfgov.org

Complete a Board of Supervisors Customer Service Satisfaction form by clicking
<http://www.sfbos.org/index.aspx?page=104>

From: Julia Zaks [mailto:zaks.julia@gmail.com]
Sent: Monday, June 13, 2016 5:16 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Housing resolution

Dear Board of Supervisors,

My name is Julia Zaks and I live on 4th and Townsend St. In SOMA. I have lived in my neighborhood for 9 years and I own my home. Please vote No on Aaron Peskin's resolution tomorrow, and please support the Governor's by-right housing legislation. We need to be able to house more people housing at all income levels in the city and restrictions based on percentages run counter to this goal.

Thank you,
Julia

From: Tim Bauman <tbauman@tbauman.com>
Sent: Monday, June 13, 2016 5:20 PM
To: Board of Supervisors, (BOS)
Subject: Please oppose Sup. Peskin's resolution

Hi Supervisors,

My name is Tim Bauman and I live at 101 Duboce Ave. Please vote NO tomorrow on Sup. Peskin's resolution to exempt cities from building their fair share of housing. We need every city in the Bay Area (and in California) to build more to solve this housing crisis, and this resolution will prevent this from happening.

Thanks!

Tim Bauman

From: Maia Werbos <mwerbos@gmail.com>
Sent: Monday, June 13, 2016 5:24 PM
To: Board of Supervisors, (BOS)
Subject: Vote No on Peskin's

Hi Sup.s,

My name is Maia Werbos, I live at 1390 Market St. in San Francisco. Please vote NO tomorrow on Peskin's resolution. Building more housing is the only way to make San Francisco more affordable for everyone, and this resolution will make it harder to build.

Thanks!
Maia Werbos

From: Ravi Sankar <sankarravi@gmail.com>
Sent: Monday, June 13, 2016 5:25 PM
To: Board of Supervisors, (BOS)
Subject: By Right Bill - YES on Wiener's, NO on Peskin's

Dear Board of Supervisors,

My name is Ravi Sankar, and I live at 3835 19th St, 94114. I'm writing to encourage you to vote no on Supervisor Peskin's resolution tomorrow and yes on Supervisor Wiener's.

1. Zoning *is* local control – Governor Brown's legislation just makes us be consistent about what kind of housing is allowed, rather than inventing the law on a case-by-case basis. This is standard procedure in most of the country and in other major cities around the world.
2. Producing a large percentage of affordable housing isn't enough if the volume isn't there – this is especially a problem for our region's suburbs, which are building almost no housing. One affordable apartment building a year in Sunnyvale is not enough. The governor's bill offers an opportunity to address this problem, but Supervisor Peskin's proposal would break that.
3. Moreover, San Francisco might be building a high percentage of affordable housing, but it's not building enough housing overall when our vacancy rates are still below 5%. When median rents in SF have started to drop by tens of percent, we can pat ourselves on the back for how well we're doing.

Supervisor Wiener's resolution provides a path to keeping the parts of SF housing discretion that we need without continuing the clearly broken system of subjecting each individual development to a lengthy, custom review.

Best,
Ravi

From: Alex Gaesser <agaesser@gmail.com>
Sent: Monday, June 13, 2016 5:36 PM
To: Board of Supervisors, (BOS)
Subject: Please Support By Right Housing

Good Afternoon,

I am taking the time to write to you today in regards to Governor Brown's "By Right Housing" initiative, and more specifically to encourage the Board to oppose the resolution introduced by Supervisor Peskin. I am a San Francisco resident living in Twin Peaks.

The causes of our current housing crisis are complex and nuanced. While I do not think the Governor's proposal is a panacea for this issue, I firmly believe that the spirit of the bill is to streamline oversight and remove restrictions in common-sense scenarios. While well-intentioned, Supervisor Peskin's resolution does not uphold that spirit.

I believe it is imperative that our city embrace new construction when it is fully compliant within existing zoning. In many cases, local review is being exploited to serve the protection of someone's view, appraised home value, or other concern that inarguably secondary to the priority of more housing for more people. Supervisor Peskin's resolution seems to enable more exploitation by creating performance criteria that can easily be used to further discourage building 100% compliant residences.

Please vote no on Supervisor Peskin's resolution, and continue to work towards resolutions that streamline and accelerate compliant new construction.

Thank you for your time,

-Alex Gaesser

From: Gwendolyn Waichman <gwendolynwaichman@gmail.com>
Sent: Monday, June 13, 2016 5:42 PM
To: Board of Supervisors, (BOS)
Subject: Vote NO tomorrow on Peskin's resolution regarding Governor Brown's By Right bill, and YES on Wiener's resolution

Dear Board of Supervisors,

My name is Gwendolyn Waichman and I live at 1330 Bush Street.

Please vote NO tomorrow on Peskin's resolution regarding Governor Brown's By Right bill, and YES on Wiener's resolution.

Peskin's resolution contains bad ideas.

FURTHER RESOLVED, That the Board of Supervisors of the City and County of San Francisco does hereby urge the San Francisco Legislative Delegation to offer amendments to the By-Right Housing Approvals Trailer Bill and an amendment that states the By-Right Approvals pre-emption shall not apply to jurisdictions whose "performance" of housing production for very low, low and moderate income residents constitutes at least 25% of its total housing production,

Here, Peskin proposes that localities that produce 25% subsidized housing be exempt from by right multi-family development. The idea here is that some localities are doing their fair share, housing wise, and so they should be exempt from the governors' law, which is meant to spur housing development.

It might be the case that there are some CA localities that are prudently and responsibly using their local powers, and building fast enough to accommodate the need for housing in their communities. Fresno, for example. The median rent in Fresno is \$891, that's lower than the US Median rent, \$934/ mo and Fresno's vacancy rate is 5%.

Peskin's criteria (percent subsidized housing produced), however, doesn't have anything to do with whether a locality is building responsibly. A locality that is opposed to growth could easily meet a 25% Below Market Rate standard by building one new home, and making it subsidized. They would yield 100% new Below Market Rate housing, and prove what a useless metric it is to measure the % of BMR housing built.

If the Board of Supervisors wants to pass a resolution asking for a criteria that would exempt a city from by right development, the data point should be the city's vacancy rate. If a city has a 8% vacancy rate, the city arguably has "enough" housing, by the ordinary understanding of enough. SF's vacancy rate is less than 3%. require approved development projects to begin construction within 180 days,

Anyone who is older than 8 years old remembers the last economic crash. Projects entitled before (and during) the crash had to wait for financing to come back before they could start being built. If entitlements expired in 6 months, as Peskin proposes here, instead of projects being able to start building as soon as financing came back, they would have to restart the (expensive) entitlement process as the economy improved. This suggestion is a guaranteed way to suppress the creation of housing at the time when the economy needs it most—at the end of a bad economic cycle.

the City and County of San Francisco does hereby urge the San Francisco Legislative Delegation to oppose the Trailer Bill, as it would restrict critical local jurisdiction discretion regarding multi-family housing development,

The whole point of the Governor's Bill is to restrict local jurisdiction discretion regarding multi-family housing development. The reason it is necessary to restrict local discretion is that our 4 decade experiment in allowing local discretion has yielded the following result: devastating housing crisis.

Does the City and County of San Francisco want Cupertino, Palo Alto or Sunnyvale to continue to have local discretion regarding multi-family housing development? How has that been going for SF, or the Bay as a whole? Peskin's proposed amendment, because of its ridiculous and easily gamed performance criteria, would

guarantee that those Peninsula cities would continue to aggressively export their housing needs to San Francisco and San Jose.

Local discretion is a failed experiment. It benefits home owners and landlords like Peskin (who naturally is trying to preserve it). It damages renters, aspiring home owners, and anyone who has employees and is trying to build a business. It increases housing costs and thereby inflates the general price level. If local discretion was a valuable tool for increasing affordability, then SF would be affordable, but it's not.

Vote NO on Peskin's resolution. End the local discretion experiment.

Thank you,
Gwendolyn Waichman

From: Erik Goldman <erik.goldman@gmail.com>
Sent: Monday, June 13, 2016 5:50 PM
To: Board of Supervisors, (BOS)
Subject: Please vote no on Peskin's resolution

Exempting ourselves from reasonable state legislation intended to help our housing crisis would be a clear message that San Francisco is actively working against renters and new residents.

There are so many factors bringing new jobs to The City and there is only one threat that could take them all away, permanently: our housing crisis. We are more on the brink than people realize. Please don't continue this terrible trend, and please don't vote for Peskin's sabotage resolution.

Signed, a renter and soon-to-be homeowner who has been in the Bay for 11 years.

From: donaldfr <DonaldFR@DonaldFRobertson.com>
Sent: Monday, June 13, 2016 6:03 PM
To: Board of Supervisors, (BOS)
Subject: Please vote for Mr. Wiener's version of the housing density bonus plan.

Please vote for Mr. Wiener's version of the housing density bonus plan. The most important thing we can do to increase housing in San Francisco is to build more. Mr. Peskin's version may result in a small number of 100% affordable units, but Mr. Wiener's is likely to get a lot more housing built. In the process, it could well result in more affordable units than Mr. Peskin's plan. Mr. Wiener introduced this idea, and it should given a chance to work before being saddled with probably-unrealistic additional goals. Thanks for listening!

--
Donald F. Robertson
255A Henry Street
San Francisco. 94114

415-595-0338

DonaldFR@DonaldFRobertson.com
www.DonaldFRobertson.com

The known is finite, the unknown is infinite; intellectually we stand on an islet in the midst of an illimitable ocean of inexplicability. Our business in every generation is to reclaim a little more land. -- Thomas Huxley

Sent from my iPhone *via* AltaMail

From: Mike Pinkowish <mikedpink@gmail.com>
Sent: Monday, June 13, 2016 6:24 PM
To: Board of Supervisors, (BOS)
Subject: Concern of Opposition to "By Right Housing Approvals"

Dear SF Board of Supervisors,

My name is Mike, I'm a voter in district 5 and 5-year San Francisco resident. I'm writing to express my concern for the resolution (File No. 160660) that opposes "By Right Housing Approvals" (BRHA). In my 5 years in San Francisco, I've seen rents continue to rise quickly making San Francisco less affordable, less diverse, and less inclusive.

The narrowly focused policies put in place by municipalities, including San Francisco, have constrained the housing supply too much. These policies are not forward thinking, benefit incumbent landlords and residents, and stifle the potential of great cities like San Francisco over the long-term.

I was impressed with the prudence of the Governor to introduce a bill that would improve the housing supply state-wide, but I am disheartened to see the supervisors of this city to mitigate such efforts. I implore you to vote against proposals limiting BRHA, so that we can take a step to reverse the trend of the housing crisis we face in our great city and state.

Sincerely,
Mike Pinkowish

From: Caroline Fernandes <cfernandes@yahoo.com>
Sent: Monday, June 13, 2016 6:26 PM
To: Board of Supervisors, (BOS)
Subject: Vote NO on Peskin's resolution tomorrow, and YES on Wiener's

Hi Supervisors,

My name is Caroline Fernandes, I live at 81 Lansing St in SF.

I vote in every election and take lots of interest in my home city.

I'm very much in favor of building more housing in SF. Please vote NO on Peskin's resolution tomorrow, and YES on Wiener's.

Thank you,
Caroline Fernandes

From: Kyle Martin <martin.1691@gmail.com>
Sent: Monday, June 13, 2016 6:34 PM
To: Board of Supervisors, (BOS)
Subject: Please Vote NO ON PESKIN's as of right resolution

Horrible idea that will further exacerbate the disparity between the demand for housing and the supply of housing.

From: Diego Aguilar-Canabal <d.aguilarcnabal@gmail.com>
Sent: Monday, June 13, 2016 8:14 PM
To: Board of Supervisors, (BOS)
Subject: Vote NO on Peskin's resolution, Yes on Wiener's

Dear Supervisors,

My name is Diego Aguilar. I am a 23 year old college graduate living in Berkeley, where I was mercifully fortunate to find an affordable apartment to rent after school. The East Bay is suffering from the housing crisis as much as San Francisco has been, which is why I am writing to urge you not to support Supervisor Peskin's resolution.

While I acknowledge that San Francisco has built more housing than its more reluctant peninsula neighbors, that is hardly anything to celebrate given over three decades of underbuilding. Sup. Peskin's arrogant premise that the percentage of Below Market-Rate units is enough for a city to boast about in spurning Governor Brown's budget trailer is appallingly dishonest. San Francisco has decades of sluggish growth to make up for, and now is not the time to be patting yourselves on the back.

Peskin's proposal is especially upsetting given that local control over land use has enriched landlords and homeowners like himself, to the detriment of everyone else. If the landed gentry such as Peskin were to voluntarily tax themselves to provide the much-needed revenue for subsidized housing that Prop 13 deprives, that would be another matter entirely. Instead, billions in equity gains will go uncaptured, and those dismissive of the changing urban landscape will continue to falsely advocate on behalf of "diversity" to protect exclusivity.

Let us be clear. The Mission became a Latino neighborhood because Telegraph Hill did not. The Mission is "gentrifying" because Noe Valley is not. Governor Brown has recognized that this must be stopped at the statewide level.

I therefore reiterate my plea to this Board: vote NO on Sup. Peskin's resolution, and support Sup. Wiener's resolution to support Governor Brown's budget proposal.

Thank you,

Diego Aguilar-Canabal

From: Kwang Ketcham <kketcham@prototype27.com>
Sent: Monday, June 13, 2016 8:41 PM
To: Board of Supervisors, (BOS)
Subject: By Right Housing in SF

Honorable Board of Supervisors,

My name is Kwang Ketcham, and I live at 2130 Stockton St. in San Francisco. I urge the board to vote NO on Mr. Peskin's resolution and YES on Mr. Weiner's. San Francisco is in the midst of an historic housing crisis, and the thing we need most is simply more housing--regardless of how much housing is currently in the pipeline, demand still vastly exceeds supply within SF and throughout the Bay Area. Gov. Brown's By Right Housing bill is intended to streamline new housing construction in situations exactly like ours, where desperately needed housing plans must weather a long, costly, and much-antagonized permitting and neighborhood association approvals process. Exempting areas that are constructing small quantities of new housing, large fractions of which are affordable housing, will not have a significant impact on our housing market, since the demand is largely driven by our region's booming tech economy whose new employees have sufficient resources to occupy even above market rate housing vacancies.

San Francisco is faced with a critical decision: not if it will change or when, but how. Our strong economy continues to attract highly skilled and highly paid workers to the area, but these same threaten to displace the vibrant and diverse communities that have given this great city its identity for decades. The only options are to allow this displacement to continue through inaction, or to embrace the higher population densities that will allow both groups to coexist and intermingle. Either way, the resulting population will likely define San Francisco for the next several decades, and I believe it would be a great loss to abandon our history of inclusiveness and diversity here and now.

Sincerely,

Kwang Ketcham

Concerned San Franciscan

From: Jacob Kimmel <jacobkimmel@gmail.com>
Sent: Monday, June 13, 2016 8:45 PM
To: Board of Supervisors, (BOS)
Subject: 6/7 Resolution

Supervisors,

My name is Jacob Kimmel. I'm a PhD student at the University of California, San Francisco. I live in Parkside, off Taraval St.

I urge you to vote NO on Sup. Peskin's regressive policy proposal tomorrow. This resolution to exempt certain regions from as-of-right construction would reduce the overall production of new housing in San Francisco. The City is in the midst of a housing crisis due to decades of insufficient housing production. The people of SF need more new housing development, and they need it as soon as possible.

As we all know from high school economics, our insufficient housing supply has led to our current, absurd prices. Only increases in supply to match demand can remedy the root of our issue. "Affordable" housing bonus programs which award subsidies to select residents based on a means-tested lottery merely privilege a lucky few lottery winners over the majority of other struggling residences. To help EVERYONE, we need to fast-track housing development. Subsidizing marginally more residents should through the AHBP should not act as a mechanism to hamper the development we desperately need.

Gov. Browns as of right legislation is a step in the right direction. Please do vote NO on Sup. Peskin's proposal to hamper it.

Sincerely,

Jacob Kimmel
PhD Student, UC San Francisco

2274 26th Ave
San Francisco, CA, 94116

From: Rafael Solari <rafsolari@gmail.com>
Sent: Monday, June 13, 2016 9:40 PM
To: Board of Supervisors, (BOS)
Subject: Re: Oppose Peskin's resolution to "Amend or Oppose the Proposed By Right Housing Approvals"

Correction: I made a mistake and used the wrong RHNA data. Sorry.

I said that every municipality in silicon valley would be exempt, but actually only 41% of them would. 41% is still a lot. I've updated [the spreadsheet](#) with data from the draft of the [2014 RHNA Performance Report](#).

Perversely, the proposed cutoff would exempt the worst offenders — such as Palo Alto, Atherton and Saratoga — because those cities built hardly any of their housing overall. A 25% cutoff would encourage other cities to be like more like Palo Alto in their restrictive land use.

Please don't vote to exempt Palo Alto from by-right housing.

Instead, please support Wiener's resolution to amend the governor's bill to support local inclusionary requirements and to add demolition controls to protect rent-controlled housing.

Thanks,
Rafael Solari

On Mon, Jun 13, 2016 at 3:21 PM, Rafael Solari <rafsolari@gmail.com> wrote:
Members of the Board of Supervisors,

I'm writing today to urge you to oppose Peskin's proposed resolution against the by-right housing bill. We need the governor's bill to stop Silicon Valley's cities from underbuilding.

Peskin's proposed amendment would give all of those cities a free pass:

Approvals pre-emption shall not apply to jurisdictions whose “performance” of housing production for very low, low and moderate-income residents constitutes at least 25% of its total housing production, as documented in the most recent completed Residential Housing Needs Assessment (RHNA) cycle and as documented in a current annual Housing Element Progress Report

For [the most recent RHNA cycle](#), **this amendment would exempt every single jurisdiction in Silicon Valley**. I put together [a spreadsheet of the San Mateo + Santa Clara county RHNA data](#) that shows that the exemption would gut the by-right bill.

I think we can agree that South Bay cities have not done their part on housing. Please don't give them a free pass.

Thank you,
Rafael Solari

281 14th Street
San Francisco, CA

~~Matheidesz, Dora (BOS)~~

From: Matheidesz, Dora <dmatheidesz@gmail.com>
Sent: Monday, June 13, 2016 9:56 PM
To: Board of Supervisors, (BOS)
Cc: Wiener, Scott; Peskin, Aaron (BOS)
Subject: Vote NO on Peskin's resolution and YES on Wiener's re: Governor Brown's By Right bill

Hello Board of Supervisors-

I live in Russian Hill and I'd like to express my support for Supervisor Wiener's resolution and against Supervisor Peskin's re: Governor Brown's By Right Bill.

San Francisco needs more housing -- and that's an understatement. There is no inventory at all for renters (just take a quick glance at Craigslist and you'll see) and the units that are available are incredibly expensive. A one-bedroom going for \$3,000+ is completely outrageous and unaffordable for a large majority of the SF population.

Over the past 5 years, the Bay Area has added over 385,000 new jobs but only about 60,000 of new housing units. That's a 6.4x gap!

San Francisco development is shockingly difficult and time consuming, especially when you compare it to the major cities, like New York, who are building quickly to add new housing supply and to meet demand.

It'd be a very sad state of affairs if current residents / potential new comers would have to leave SF / couldn't come to the city due the housing crisis and affordability issues.

Thank you,

Dora Matheidesz

From: Boris Logvinskiy <boris.logvinskiy@gmail.com>
Sent: Monday, June 13, 2016 10:18 PM
To: Board of Supervisors, (BOS)
Subject: Vote No on Peskin's Resolution

The housing crunch in the city has reached new highs and San Francisco policies that allow small groups to challenge housing projects don't work. Let developers build projects that will bring more housing to the city and (eventually) bring rent prices down.

Please vote NO!

From: Sara Barz <skbarz@gmail.com>
Sent: Monday, June 13, 2016 10:47 PM
To: Norman.Yee.BOS@sfgov.org
Cc: Board of Supervisors, (BOS); Sonja Trauss
Subject: Vote No on Peskin's housing resolution, vote Yes on Wiener's

Dear Supervisor Yee,

My name is Sara Barz, and I live at 150 Font Boulevard in Parkmerced. I am an active voter and member of the District 7 community. Please vote NO tomorrow on Peskin's resolution. San Francisco desperately needs more housing, such as the redevelopment of Parkmerced, which is literally going up in my backyard. Personally I can't wait for the Parkmerced redevelopment because it will bring more residents, more shops, and more transit riders to the western neighborhoods of San Francisco. I want more housing, and I want it fast, which is why I do not want the City to be exempted from By Right development. Please vote Yes on Scott Wiener's resolution, and vote no on Peskin's.

Thanks!
Sara Barz

Sara K. Barz
skbarz@gmail.com
+1 (415) 935-0738
[LinkedIn](#) | [Twitter](#)

From: Erik N <eriknorde@gmail.com>
Sent: Monday, June 13, 2016 11:06 PM
To: Board of Supervisors, (BOS)
Subject: NO on Peskin's Proposed Amendment, YES to Jerry Brown's By Right Housing!

Families are leaving the Bay Area. Jobs are leaving the Bay Area. San Francisco is in danger of losing both its diverse soul and its economic strength and environment of opportunity.

We need to build more housing, and Jerry Brown GETS IT. He has the vision and political boldness sorely needed to fix the crisis gripping this State and the City and County of San Francisco.

ENOUGH with the obstruction of housing creation. Enough, enough, enough!!! If you support Peskin's proposed amendment, you are on the wrong side of history and contributing to the housing crisis. I am embarrassed for our great City and County that this amendment is even being proposed.

Future generations will remember your vote. Do the right thing. Vote NO on Peskin's ridiculously backwards proposal, and support the strong, sane, practical, and visionary leadership demonstrated by our Governor.

Thank you.

From: MC <mychen10@yahoo.com>
Sent: Monday, June 13, 2016 11:47 PM
To: Board of Supervisors, (BOS); Farrell, Mark (BOS)
Subject: Opposing Supervisor Peskin's resolution to the state legislative delegation on housing

To the Board of Supervisors:

I am writing to OPPOSE Supervisor Peskin's resolution and SUPPORT Supervisor Wiener's resolution on Governor Brown's bill for building housing by right. San Francisco has built a large amount of the region's housing supply, and the city should encourage more construction so that everyone who wants to live here can stay here. Cities that dedicate at least 25% to low- and middle-income housing should not be exempt from the bill. If they were, a city could build just 1 affordable unit and 3 market rate units and then become exempt from the bill. I support making the process easier for builders to build homes in the city for all people at many different income levels.

Thank you,
Michael Chen
2563 Polk Street (District 2)

From: Jonathan Bonato <jonathanbonato@att.net>
Sent: Tuesday, June 14, 2016 8:03 AM
To: Peskin, Aaron (BOS); Wiener, Scott
Cc: Board of Supervisors, (BOS); Randy Shaw; assemblymember.chiu@assembly.ca.gov
Subject: Please support Governor's Brown "as of right" - we need housing

Dear Supervisors,

I am writing to ask that you support the Governor's "as of right" proposal. Randy Shaw published a great op ed about it in today's Beyond Chron, and I agree with him on this issue. What San Francisco has been doing the past half century is NOT working. Our rents and home sale prices are abundant proof that San Francisco is doing it wrong for everyone except speculators and homeowners. The people need housing, not ideology. Coming back from Tokyo a few months ago, I seriously began to question the wisdom of a Moratorium on Market Rate Housing after learning the average rent in Tokyo was \$802.00 per month. The solution to a housing crisis is to make it easier to build, not to continue to throw up roadblock after roadblock, delay after delay.

I hope Moderates and Progressives can start to work together to actually create the tens of thousands of new units we need, instead of a handful of units a year. I see the demand everyday at my job, it breaks my heart to see hundreds of people apply for one single apartment vacancy. As someone who spent years homeless in San Francisco, I beg you to have the courage and compassion to stand up against Nimbyism and to work together to make it easier and much faster to build housing.

Jonathan Bonato

Chinatown/North Beach

BROWN'S \$400 MILLION DEAL BOOSTS AFFORDABLE HOUSING

Governor Jerry Brown has offered California's cash-starved affordable housing industry a deal: pass his "as of right" housing measure in exchange for \$400 million to address the state's housing crisis. When this \$400 million is added to the over \$200 million from the Senate's No Place Like Home plan and the \$366 million from the Greenhouse Gas Reduction Fund (from cap and trade auctions) it amounts to roughly \$1 billion in new affordable housing funds to California in the new budget.

There are a lot of details left to be worked out and I'll address many of them below. But in the big picture, Brown's deal is a positive step forward that lays the groundwork for \$400 million in affordable housing to be regularly included in future budgets. That's \$400 million more annually than the Governor has provided since 2011, and \$400 million more than will be allocated if this deal fails.

Is this a great deal for affordable housing? No. That would require at least a \$1 billion in new general fund dollars. But in dealing with a governor who does not prioritize affordable housing, options are limited. The current

deal on the table has room for tinkering, and revisions will occur. But some housing activists oppose the very concept of developers being able to build consistent with zoning without facing environmental appeals, and Brown will not budge on that.

Brown has made it clear for years that he sees activists' right to oppose legally compliant market rate developments as injurious to solving the state's housing crisis. It does not matter if housing activists think his analysis is wrong or believe that it's unfair to pit the right to oppose projects against affordable housing funds—to get new general fund housing money prior to a new governor in 2019, this is the framework for any deal.

SF Objections

Mayor Lee's administration supports components of the Brown affordable housing deal, with caveats. The Mayor wants the deal tied to the passage of Ellis Act reform. He also wants to make sure that the state does not preempt San Francisco's inclusionary housing law, and that the deal include the "fix" for the Palmer decision that created legal uncertainty around inclusionary housing (the reasons for Brown's prior veto of the Palmer Fix have been eliminated so the fix, incorporated in AB 2502, should pass regardless).

Mayor Lee also wants to make sure that no "as of right" project would demolish or eliminate rent-controlled housing. He also joins many other officials across the state in questioning the practical feasibility of an expedited approval procedure included in the "as of right" legislation.

Other San Francisco officials have deeper concerns.

In a June 10 story, "*SF officials wary of governor's efforts to streamline housing plans*," the *SF Chronicle's* JK Dineen reported that Supervisor Aaron Peskin has proposed a non-binding resolution exempting cities that build 25% affordable housing from the Governor's proposal. State Senator Mark Leno expressed support for the performance requirement for cities like San Francisco that are "getting it right."

Affordable housing activist Peter Cohen argued that appealing as of right projects produces public benefits for San Francisco and other cities, including "more below-market units, more space for blue-collar jobs, more open public space and better design." Cohen told Dineen that "This is a terrible bill for San Francisco and other high-price cities where gentrification is a very real problem."

Missing Brown's Point

Critics of Brown's plan miss his point. He doesn't want to subject developers to the project by project bargaining over public benefits that now occurs. He wants to eliminate uncertainty from a process that in San Francisco last year built just 2,472 units despite all the talk about excessive housing development wrecking the city.

These low construction statistics convince Brown that San Francisco is not "getting it right" but getting it wrong. He is not impressed that 25% of the city's housing is "affordable" because he believes that restricting market rate supply inflates housing costs overall.

Brown has never expressed concern with gentrification and as Mayor of Oakland encouraged it. But increasing affordable housing funding helps combat the upscale transformation of neighborhoods. Kim-Mai Cutler tweeted a chart last week showing that since 2008 California has experienced a 66% cut in affordable housing funding, which amounts to over \$1.7 billion dollars. This lack of affordable housing dollars has prevented working people from gaining housing in high cost cities, facilitating gentrification.

\$400 million statewide is not a lot of money, but when added to the ongoing No Place Like Home and Greenhouse Gas Funds California will gain nearly \$1 billion in new money in the new budget. That is a colossal improvement over the past decade's allocations.

Is the \$400 million a one time deal? There is no guarantee that Brown will keep the \$400 million in the 2017-18 budget, but he has no reason for continuing his opposition to housing funding after securing development reform. The chances are good that \$400 million would be the new housing funding floor, as it is much easier to build a public campaign around continuing funding ("Stop the Cuts!") than getting a new housing program started.

The Building Trades and environmental groups also oppose Brown's plan, but both constituencies get other goodies from the Governor. For affordable housing advocates, however, winning general fund dollars is key. Details still must be worked out, but housing activists are not going to get a significantly better deal from Brown next year or in the future.

If activists want to see an increase in affordable housing funding prior to Jerry Brown leaving office in 2019, they should take this deal. It is the best choice for millions of Californians desperately needing affordable housing.

From: Board of Supervisors, (BOS)
To: BOS-Supervisors; BOS Legislation (BOS)
Subject: File 160660, 160675 FW: Don't support Peskin's resolution on the governor's housing proposal, support Weiner's
Attachments: Don't support Peskin's resolution on the governor's housing proposal, support Weiner's; Please vote for more housing; Oppose Peskin's resolution to "Amend or Oppose the Proposed By Right Housing Approvals"; Please support the state by-right housing approvals bill; Governor's Housing Bill Resolutions; No on Peskin's Resolution re Housing By Right; Vote NO on Peskin; Yes on Wiener ; Support Weiner's affordable housing resolution ; Housing resolutions; Vote NO on Peskin's development resolution; Please vote no on Peskin's resolution and yes on Wiener's; Vote No on Peskin's Resolution; YES on Wiener, NO on Peskin "By Right Housing Approvals" Resolutions; Opposed to Peskin's Housing Resolution; Please vote NO on Peskin's resolution; Housing

Dear Supervisors,

Please find attached, 16 communications received by the Clerk's office regarding the resolution on the governor's housing proposal.

Regards,

Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
(415) 554-5184
(415) 554-5163 fax
Board.of.Supervisors@sfgov.org

Complete a Board of Supervisors Customer Service Satisfaction form by clicking
<http://www.sfbos.org/index.aspx?page=104>

From: Kate Vershov Downing [mailto:kate.vershov@gmail.com]
Sent: Monday, June 13, 2016 2:47 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: Don't support Peskin's resolution on the governor's housing proposal, support Weiner's

Please do not support Peskin's resolution on the governor's housing proposal. It's clear that San Francisco has a huge housing shortage and that it needs every tool it can possibly get in order to close that gap. The percentage of units that is affordable is irrelevant when you're still massively under-building to the extent that you have entire homeless colonies in San Francisco now. If you only build one BMR unit next year, your housing is 100% affordable and yet that will do nothing and help no one struggling with the Bay Area's housing costs. Even with 30% of SF's pipeline units being affordable, there's not a single tenants rights organization that's claiming their work here is done and that multi-year waiting lists for that housing are over. That means that the vast majority of the people who need affordable housing are still relying on market-rate housing and that in turn means we still have to add supply to bring down the prices of market rate housing for those who aren't affordable housing lottery winners.

Be a friend of the people. Be a friend of the middle class struggling to get by in SF. Be a friend of the homeless, many of whom are still working and trying to hang on as best they can. Do not support yet another NIMBY measure that once again turns the screws on the most vulnerable in SF to protect the views and aesthetics of the uber rich (not to mention their property values).

Enough is enough. Stand up for what is right. Vote for Weiner's proposal and support the governor.

From: marty cerles <martycerles@gmail.com>
Sent: Monday, June 13, 2016 4:58 PM
To: Board of Supervisors, (BOS)
Subject: Housing

Please vote NO tomorrow on Peskin's resolution regarding Governor Brown's By Right bill, and YES on Wiener's resolution.

Thank you,

Marty Cerles Jr

From: Adam Gardner <adam.s.gardner10@gmail.com>
Sent: Monday, June 13, 2016 4:47 PM
To: Board of Supervisors, (BOS)
Subject: Housing resolutions

Hi,

I live at 347 Pierce Street, in Supervisor Breed's district. I'd like to ask you to vote NO tomorrow on Peskin's resolution and YES on Wiener's

Exempting jurisdictions from by-right housing if they build 25% affordable housing makes no sense -- a neighborhood could build a single house, make it affordable, and avoid any further construction. So it could easily be abused by neighborhoods looking to push the burden of development elsewhere.

The solution to the Bay Area's housing shortage is more housing. Any exemption from by-right housing should only be given by a measurement that really shows the neighborhood has plenty of housing (like a minimum vacancy rate, or rent for a new apartment being affordable to the average resident).

In addition, restricting local control over housing development is not, as Peskin's resolution suggests, a bad thing. That's the whole point -- local control (read: ability to block development) needs to be reduced for SF non-home-owning residents like me to get any relief in this housing crisis.

Thanks,
Adam Gardner

From: Hunter Oatman-Stanford <hoatmanstanford@gmail.com>
Sent: Monday, June 13, 2016 4:45 PM
To: Board of Supervisors, (BOS); Breed, London (BOS); Kim, Jane (BOS); Campos, David (BOS); Wiener, Scott; Yee, Norman (BOS); Cohen, Malia (BOS); Tang, Katy (BOS); Avalos, John (BOS); Farrell, Mark (BOS); Mar, Eric (BOS)
Subject: Vote NO on Peskin's development resolution

Dear Board of Supervisors,

Please vote NO tomorrow on Peskin's resolution regarding Governor Brown's By Right bill, and YES on Wiener's resolution.

Peskin's resolution contains elements that will allow localities to produce very little housing, rather than encouraging the production of new affordable housing. His proposal specifies that localities producing 25% subsidized housing be exempt from by right multi-family development. The idea here is that some localities are doing their fair share, housing wise, and so they should be exempt from the governors' law, which is meant to spur housing development.

However, if the Board of Supervisors wants to pass a resolution asking for a criteria that would exempt a city from by right development, the data point should be the city's vacancy rate. If a city has a 8% vacancy rate, the city arguably has "enough" housing, by the ordinary understanding of enough. SF's vacancy rate is less than 3%.

The reason it is necessary to restrict local discretion is that our four-decade experiment in allowing local discretion has yielded the following result: a devastating housing crisis. As a renter in San Francisco who would like to stay in the Bay Area permanently, I recognize that maintaining high property values (and static neighborhood "character") will NEVER produce enough housing in San Francisco. Local discretion benefits landlords and home-owners to the detriment of renters and anyone attempting to move neighborhoods within San Francisco.

We are at a moment of Crisis that Governor Brown is finally starting to address, and hopefully we can commit to building far more housing rather than working on limiting output. Again, please vote NO tomorrow on Peskin's resolution regarding Governor Brown's By Right bill.

thanks for your consideration,

Hunter Oatman-Stanford
53 Potomac Street,
San Francisco, CA 94117

From: Dan Tasse <dan.tasse@gmail.com>
Sent: Monday, June 13, 2016 4:45 PM
To: Board of Supervisors, (BOS)
Subject: Please vote no on Peskin's resolution and yes on Wiener's

Hi Supervisors!

My name is Dan Tasse, I live at 201 27th St in Noe Valley. I'm pretty convinced by [this post](#). We need more housing, because rents are ridiculous, and we need to make it harder for any locality to say "no housing here, build it somewhere else." That's been going on long enough.

Thanks for listening,

Dan

From: Leigha Beckman <leighamb@gmail.com>
Sent: Monday, June 13, 2016 4:44 PM
To: Board of Supervisors, (BOS)
Subject: Vote No on Peskin's Resolution

Dear Supervisors,

I'm a 25 year-old resident of District 5 hoping to have a long future in this city, and **I am urging you to vote NO on Aaron Peskin's resolution tomorrow.**

Exempting jurisdictions that have met a 25% affordability requirement from By-Right approval pre-emption, as the resolution proposes, is an arbitrary cop-out from a statewide responsibility toward housing its residents. Meeting a 25% affordability requirement has nothing to do with housing production **as it relates to population growth or demand**, which is the real metric we should be examining. The jobs/housing imbalance in the Bay Area, including San Francisco, is still very real we need to continue adopting legislation that will remedy it. Governor Brown's proposal will do wonders toward that end.

Also consider how easy it would be to game this threshold - a jurisdiction that produces 5 houses, 2 of which are affordable, gets a pass on as-of-right approvals, while a locality that produces 1,000 houses, 2,000 of which are affordable, would not. The former case has not done its fair share of housing creation, and would continue to have the ability to hold up new developments by touting its 25% gold medal. This scenario does little to help push affordability, while creating the illusion of success.

Let's not undermine this laudable housing policy initiative with baseless exceptions. Please consider the future of San Francisco, housing affordability, and our city's responsibility in producing housing in your vote tomorrow.

Best,
Leigha Beckman

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Leigha Beckman
leighamb@gmail.com
714.349.6864

From: Luke Swartz <lswartz@gmail.com>
Sent: Monday, June 13, 2016 4:31 PM
To: Board of Supervisors, (BOS); Campos, David (BOS)
Cc: SK Trauss
Subject: YES on Wiener, NO on Peskin "By Right Housing Approvals" Resolutions

Supervisor Campos and Members of the Board of Supervisors,

I am a San Francisco native, homeowner (in District 9), and military veteran.

I urge you to vote YES on Supervisor Wiener's resolution and NO on Supervisor Peskin's resolution regarding the By-Right Housing Approvals Trailer Bill.

Has San Francisco done more than many surrounding cities to build housing? Absolutely. Can it do much more? Absolutely. Supervisor Peskin's proposed amendment would not only fail to build more housing in San Francisco, but it would also make it easier for surrounding communities to continue to refuse to build housing.

To address our housing crisis, all cities must build more housing of all types—it matters much more how **many** units (both market-rate and "affordable") are built, not what **percentage** of the total units are below-market rate.

"Local jurisdiction discretion" is just another name for NIMBY-ism. San Francisco has always been a welcoming home for people of diverse backgrounds—don't close the door on new people in our great City.

Sincerely,

Luke Swartz
1156 Florida St
San Francisco, CA 94110

From: Mark Ranneberger <rannebergerme@gmail.com>
Sent: Monday, June 13, 2016 3:59 PM
To: Board of Supervisors, (BOS)
Subject: Opposed to Peskin's Housing Resolution

To Whom It May Concern:

My name is Mark Ranneberger and I live at 1087 Natoma Street in San Francisco.

I would like to register my opposition to Supervisor Peskin's resolution and support for Supervisor Weiner's resolution. Supervisor Peskin's resolution unfairly rewards landowners at the expense of renter's and businesses by making it more difficult to build housing through continuation of the failed policy of allowing local discretion. It also attaches a completely bogus metric in the form of the BMR for exclusion from the Governor's Bill, when what we should be doing is measuring the overall vacancy rate as a proxy for whether there is enough housing to meet demand.

Supervisor Peskin's bill will result in increased prices, restricted availability, and less growth. It's a bad deal for San Franciscans and I urge the Board of Supervisors to reject it.

Regards,
Mark Ranneberger

From: Bonnie Barrilleaux <bonnie.barrilleaux@gmail.com>
Sent: Monday, June 13, 2016 3:52 PM
To: Board of Supervisors, (BOS)
Subject: Please vote NO on Peskin's resolution

Please vote NO on Peskin's resolution regarding Governor Brown's By Right bill, and YES on Wiener's resolution.

Percent BMR housing is not a useful metric, because an area could achieve 100% BMR by building only one house, as long as they make it BMR. We need more than one house. We need a lot of houses. Vacancy rate is a much better way to measure whether enough housing is being built.

Thanks for your attention,
Bonnie Barrilleaux
2903 Harrison St.
San Francisco, CA 94110

From: Micah Catlin <micah.catlin@gmail.com>
Sent: Monday, June 13, 2016 3:22 PM
To: Board of Supervisors, (BOS)
Subject: Please vote for more housing

Dear supervisors,
My name is Micah Catlin, and I live at 776 Bush #310, 94108.

Please vote NO tomorrow on Peskin's resolution regarding Governor Brown's By Right bill, and YES on Wiener's resolution.

San Francisco's city government has, for some time now, failed to create the conditions for enough housing to be built for its residents. Current residents (like me) are harmed by this shortage as well as potential newcomers. When every locality makes self-serving decisions, the net result can be that the entire region suffers. The By-Right bill would help San Francisco (city) even as it reduces the discretion of local decision-makers, by helping to coordinate regional and statewide housing plans. We've seen how bad the results can be when every locality tries to micro-optimize, and SF is not special in this regard.

Thanks,
Micah Catlin

From: Rafael Solari <rafsolari@gmail.com>
Sent: Monday, June 13, 2016 3:22 PM
To: Board of Supervisors, (BOS)
Subject: Oppose Peskin's resolution to "Amend or Oppose the Proposed By Right Housing Approvals"

Members of the Board of Supervisors,

I'm writing today to urge you to oppose Peskin's proposed resolution against the by-right housing bill. We need the governor's bill to stop Silicon Valley's cities from underbuilding.

Peskin's proposed amendment would give all of those cities a free pass:

Approvals pre-emption shall not apply to jurisdictions whose "performance" of housing production for very low, low and moderate-income residents constitutes at least 25% of its total housing production, as documented in the most recent completed Residential Housing Needs Assessment (RHNA) cycle and as documented in a current annual Housing Element Progress Report

For the most recent RHNA cycle, **this amendment would exempt every single jurisdiction in Silicon Valley.** I put together a spreadsheet of the San Mateo + Santa Clara county RHNA data that shows that the exemption would gut the by-right bill.

I think we can agree that South Bay cities have not done their part on housing. Please don't give them a free pass.

Thank you,
Rafael Solari

281 14th Street
San Francisco, CA

From: Neil P. Quinn <mail@neilquinn.com>
Sent: Monday, June 13, 2016 3:21 PM
To: Campos, David (BOS)
Cc: Board of Supervisors, (BOS)
Subject: Please support the state by-right housing approvals bill

Supervisor Campos,

I'm one of your constituents (I live at Bartlett and 22nd in the Mission) and I urge you to support Jerry Brown's by-right housing approvals bill and, along with it, Supervisor Weiner's resolution on the subject.

I think we can both agree that San Francisco needs *way* more housing, both subsidized and market-rate; this streamlining of the approvals process will help move us in that direction. In particular, think about all the cities in the South Bay that refuse to build even the smallest amounts of new housing, pushing many of their workers up into our housing market. The by-right approvals bill will force them to be more reasonable and help relieve some of that pressure on us.

Thanks for your time!

Neil P. Quinn
+1 (202) 656 3457

Re: Peskin (BOS)

From: James Brundy <jmb541@msn.com>
Sent: Monday, June 13, 2016 3:19 PM
To: Board of Supervisors, (BOS)
Subject: Governor's Housing Bill Resolutions

Members of the Board of Supervisors:

Our names are James and Nancy Brundy, We live at 810 Gonzalez Drive 12-C [Parkmerced]. Please vote NO tomorrow on Peskin's resolution ... and YES on Wiener's.

The Governor's "by-right" bill is a first step on the road to actually solving the SF housing shortage, the only REAL solution to which is building more housing!

Thank You!

James M. [Jim] Brundy

Nancy B. Brundy

From: James Lee <yuanzhiyouyuan@gmail.com>
Sent: Monday, June 13, 2016 3:17 PM
To: Board of Supervisors, (BOS)
Subject: No on Peskin's Resolution re Housing By Right

Dear Members of the Board of Supervisors,

Please vote No on Supervisor Peskin's resolution regarding Governor Brown's Housing By Right Bill.

I was born in San Francisco, as were my parents and grandparents.

We must protect the inclusiveness of San Francisco by building housing to accommodate hardworking individuals who want to live here.

The obstruction of housing is fundamentally to blame for rising rents and the exclusion of existing residents (and newcomers) from the housing market. It is a failed policy and a failed ideology that we must end.

Very sincerely,

James Lee
Resident of 94110

From: James Chace <jimchace@yahoo.com>
Sent: Monday, June 13, 2016 3:09 PM
To: Board of Supervisors, (BOS)
Subject: Vote NO on Peskin; Yes on Wiener

No more crazy impediments to housing construction.

Jlm Chace
121 Hancock Street
San Francisco 94114

From: Ed Carley <ed.carley@gmail.com>
Sent: Monday, June 13, 2016 2:49 PM
To: BreedStaff, (BOS); Board of Supervisors, (BOS)
Subject: Support Weiner's affordable housing resolution

Supervisor Breed, I am one of your constituents and I urge you to vote yes on Supervisor Weiner's housing resolution tomorrow, and vote no on Peskins resolution. Peskins resolution will result in fewer new units in San Francisco, not more. And we desperately need more units of all types to be built in this city.

Ed Carley

ed.carley@gmail.com

Sent from my iPhone

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: A landlord story with a different perspective.

From: p-babcock [mailto:polly756@gmail.com]
Sent: Monday, June 13, 2016 2:31 PM
To: Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>
Subject: A landlord story with a different perspective.

Dear Board of Supervisors:

I am the utter antithesis of the greedy, evil landlord. I represent the unintended consequences of the tenant protection laws, which I have always supported with my votes. I am a renter where I live.

Fourteen years ago, with the financial markets unstable, I hoped to protect my retirement by buying a single-family rental house in the Bayview district. It is the only property I own. I've always rented the house to Section 8 tenants and the in-law unit to an old friend of twenty years. My current Section 8 tenant recently lost his three-bedroom eligibility because his kids are gone so he'll transfer his voucher to a one-bedroom unit and move out. I will sell my property.

Eight years ago, my in-law tenant/friend lost his job and could not afford the \$900 per month, a bargain even in 2002. I gave him a break—\$200 a month for a while, then, for a total of ten months—zero. When he got a new job, I took his word for what he could afford and his rent gradually rose to \$700 per month where it remains at present. I could have evicted my friend for non-payment dozens of times, but chose not to, out of compassion. He said to me many times, "Every time I drive by an underpass, I think, but for you, that's where I'd be living."

He always knew I would sell the house some day and, though his unit is rent-controlled, we've always conducted our dealings as friends, not as an arms-length business relationship. So, when I gave him 90-day notice in March, I expected a settlement discussion, taking into consideration the \$13,000 I've contributed to his rent over the years.

However, my tenant has refused my repeated entreaties to mediation and/or buy-out.

My real estate agent knows it's a long-shot to find a buyer who wants to inherit a tenant paying only \$700 a month, especially this tenant who's a borderline hoarder!

There should be exceptions to the rigid rent-control laws. I propose the law be amended for senior owners of small property, such as myself, to require both parties to attend mediation and reach a buy-out or other solution.

I'm almost 75 and need to cash out for my retirement. However, I cannot dislodge my tenant unless he agrees to it. No good deed goes unpunished.

Of course, until I find a buyer, I must pay the mortgage out of my savings. I will consider letting the house go into foreclosure for lack of a buyer rather than re-rent the main house and be trapped into being a landlord forever, at my age.

Please take my suggestion for a revision of the rent control laws under advisement.

Sincerely,

Polly Richards Babcock

415-626-2611

--

"Keep your hat on. We may end up miles from here."

Anon

*pollyrichardsbabcock.com *

From: Board of Supervisors, (BOS)
To: BOS-Supervisors
Subject: FW: 2000-2070 Bryant St

From: Katherine Wong [mailto:katherine.s.wong@gmail.com]
Sent: Monday, June 13, 2016 5:08 PM
To: Secretary, Commissions (CPC) <commissions.secretary@sfgov.org>; cwu.planning@gmail.com; richillissf@yahoo.com; Johnson, Christine (CPC) <christine.d.johnson@sfgov.org>; Richards, Dennis (CPC) <dennis.richards@sfgov.org>; planning@rodneymfong.com; mooreurban@aol.com; wordweaver21@aol.com; Lee, Mayor (MYR) <mayoredwinlee@sfgov.org>; Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>; Sucre, Richard (CPC) <richard.sucre@sfgov.org>
Subject: 2000-2070 Bryant St

Hello-

I just wanted to share my thoughts and concerns with those of you involved in the planning/permitting process for the new development at 2000-2070 Bryant.

In general I am not opposed to dense housing in the mission. However, as someone who lives in the neighborhood, I think the property should be responsible for any influx of new cars in the neighborhood.

Main points:

- The building should have significant underground parking to accommodate all the new cars the tenants will bring to the neighborhood
- The tenants should not be eligible for permitted parking in the neighborhood
- People choosing to live in this building, as people opting to live in dense housing, should understand that with that, you must accept the inability/inconvenience of owning a car. They should either be limited to whatever parking options the building is able to provide, or not be allowed to register cars to their addresses.
- My main concern is effects on the plentiful street parking that residents in this mixed housing/warehouse/studio neighborhood enjoy thanks to the current non-dense housing stock as well as general vehicle congestion in the neighborhood. As it stands we are far enough away from freeway onramps and main thoroughfares that our neighborhood enjoys quiet streets without traffic.

Thank you for your time
Katherine
resident of 667 Hampshire

