

344 14TH STREET CEQA APPEAL

Our Mission No Eviction requests that you require a current, cumulative environmental review prior to further consideration of this project.

344 14TH STREET ENVIRONMENTAL EXEMPTION

- 344 14th Street was granted a Community Plan Exemption instead of requiring a project level environmental review to be conducted.
- How does tiering from the Eastern Neighborhoods Plan EIR (PEIR) work?
- **What is the problem with this?**

CONDITIONS HAVE SIGNIFICANTLY CHANGED

- Substantial new information affecting environmental analysis has become available since the adoption of the Eastern Neighborhoods Plan EIR (PEIR)
- CEQA Guidelines **require comprehensive analysis of new issues.** (CEQA Guidelines Section 15183)
- Since the Community Plan Evaluation (CPE) is tiered from the PEIR, it is imperative that the PEIR be reliable.
- If the underlying EIR is outdated or missing areas of cumulative study **it is no longer a viable tool for evaluating cumulative impacts.**

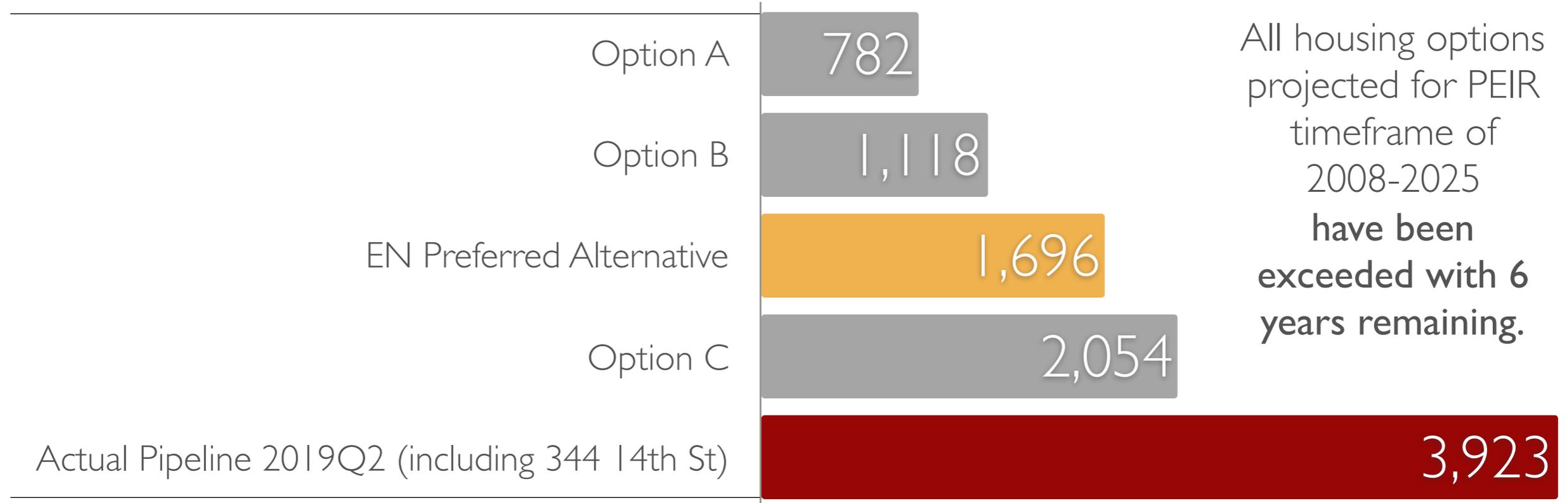
MITIGATIONS ARE NOT KEEPING PACE WITH DEVELOPMENT



- As a result of concerns that development would stall during the 2008 recession, impact fees were set at only 1/3 of the actual needs, and adequate alternative funding sources have never been identified.
- The lack of cumulative study based on current conditions continues this trajectory of lagging infrastructure updates and inadequate mitigations to the detriment of Mission residents.

CURRENT MISSION PIPELINE COMPARED TO PEIR PREFERRED

PIER Mission Housing Options
vs Actual 2019 Q2 Pipeline



SUBSTANTIAL ADVERSE EFFECTS

- This project with its **low percentage of on-site affordability (13.3% overall)** furthers the disproportionate construction of market rate units and will further exacerbate the displacement of working class residents surrounding the project site.
- With **no guarantee to the community for a percentage of affordable commercial space**, this project will contribute to further displacement of Mom and Pop businesses in the Mission due to pressures of increased commercial rents and lack of affordable spaces in which to relocate if necessary.
- This project will **further exacerbate traffic congestion, directly endangering pedestrians and bicyclists** as a result of adding private cars without providing parking, the heavy use of TNC ride-hails and constant household deliveries.

UNFORESEEN CUMULATIVE TRANSPORTATION IMPACTS



- Unanticipated increases in automobile ownership of high income earners.
- TNC ride-hails (2013) occurred well after the Eastern Neighborhoods Plan was adopted (2008). **Half of the City's traffic congestion and traffic delays** measured from 2010-2016 are attributable to the rise of ride-hails.
- Joint analysis released in September 2018 by Uber and Lyft indicates that **TNCs actually accounted for nearly twice the vehicle miles traveled (VMT)** estimated by the SFCTA.
- The advent of services for meals, groceries and online purchases has increased frequency of deliveries to affluent households.
- Private delivery drivers, using personal vehicles, are now being employed by Amazon and online retailers **because traditional delivery companies cannot meet demand.**

OLD METHODOLOGY USED TO CALCULATE IMPACTS

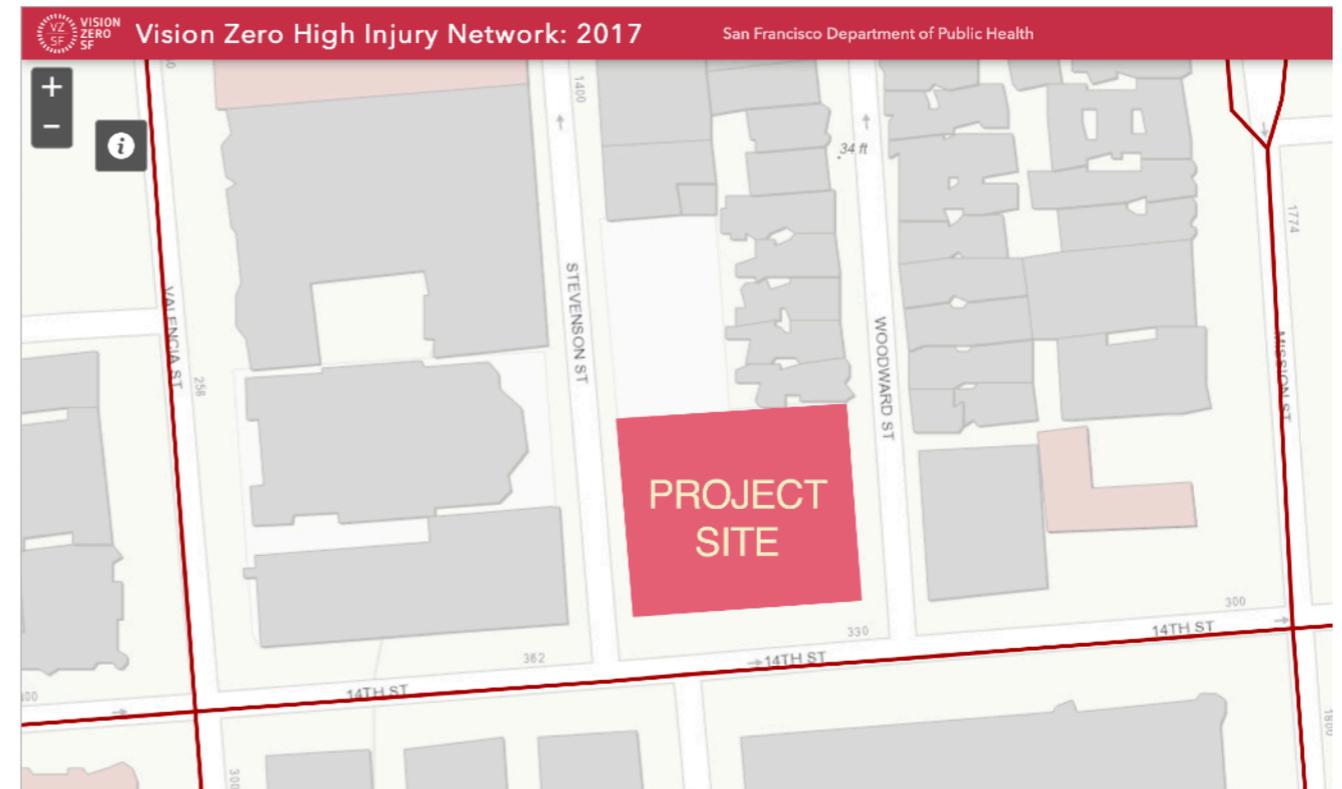
14th Street @ Project Site



- Impacts were **based on outdated modeling** from SF-CHAMP in **2010** and **2002** SF Guidelines that **did not study TNC ride-hails**.
- Delivery vehicle impacts are vastly understated in the CPE - **estimating only 7.68 deliveries a day to this 60 unit project with 5 retail spaces**.
- According to a recent SF County Transportation Authority report, **51% of the City's traffic congestion and 47% of increased VMT measured from 2010-2016 is attributable to TNC ride-hails**. However, joint analysis released in September 2018 by Uber and Lyft indicates that **TNCs actually accounted for nearly twice the VMT estimated by the SFCTA..**

PEDESTRIAN AND BICYCLE DANGERS DUE TO INADEQUATE MITIGATIONS

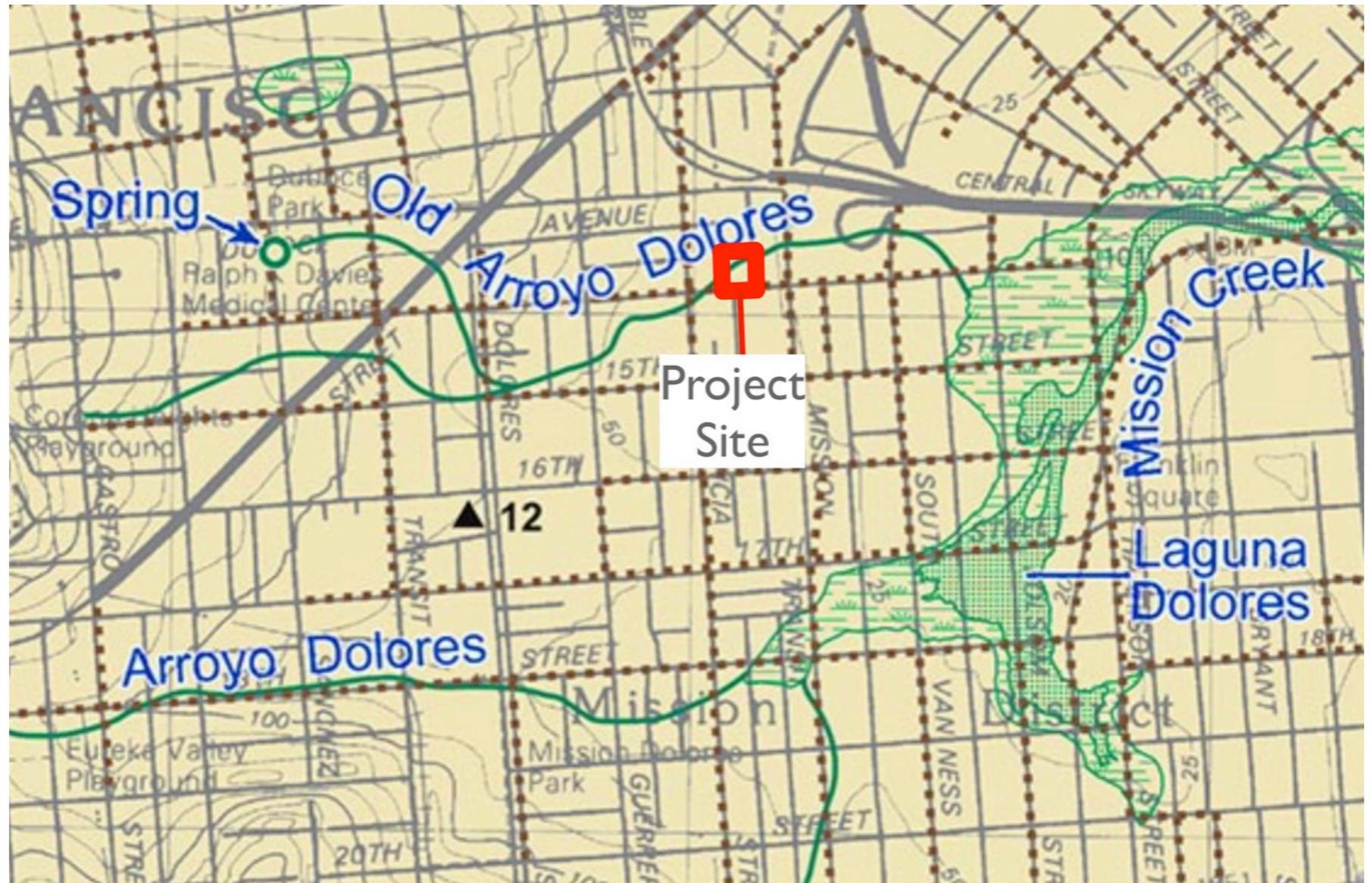
- The project site sits on a section of 14th Street between Valencia and Mission that has been identified by Vision Zero as a high injury corridor.
- The Project needs a **minimum 80 feet of combination commercial and pedestrian loading zone** during daytime hours for the 14th Street entrance of the building, from Stevenson Street to Woodward Street.
- The **loading zone must accommodate trucks with tractor trailers** for larger restaurant and commercial deliveries. Currently, delivery trucks park in the left lane of 14th Street



- Cumulative study must be done to determine how best to **upgrade bicycle and pedestrian infrastructure before someone is injured or killed.**

THE CHANNEL WATERSHED

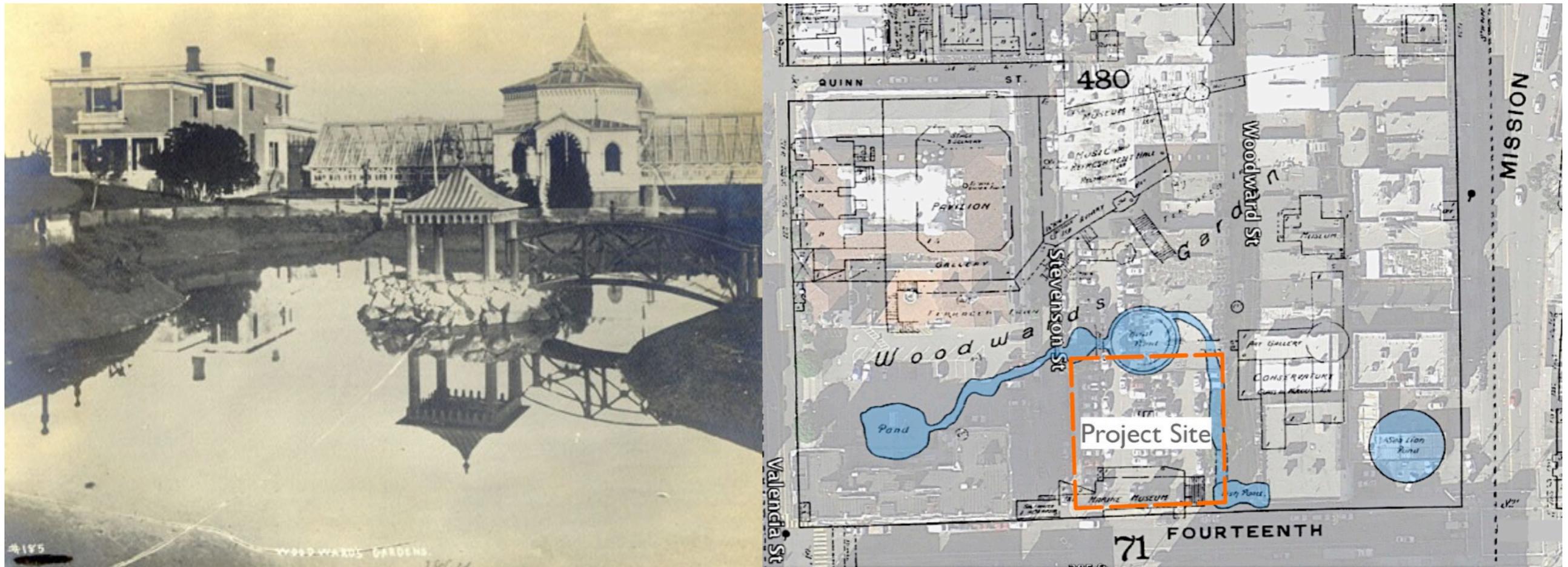
- The Project Site lies in the second largest watershed in the Bayside Drainage System directly on the Old Arroyo Dolores
- This location is a high liquefaction zone with sandy infill soil and possible debris from Woodward's Gardens and previous foundations.
- The Channel urban watershed contains the greatest quantity and density of property at risk for potentially significant flood damage along historical creek channels



WOODWARD'S GARDEN

The rear of the Project Site is at the location of a natural pond of Woodward's Garden.

Shown here in 1864 before the formal Rotary Boat pond was created and in the Sanborn overlay



ADJACENT HISTORIC RESOURCES

- CEQA Guidelines require analysis of the potential for substantial adverse change to Historic Resources
- No study of the potential impacts to the Woodward Street Romeo Flats Historic District or San Francisco Armory were done.
- None of the Geotechnical Engineer's recommendations appear in the Mitigation Monitoring and Reporting Program Report of mitigation measures agreed to by the Project Sponsor.



SF ARMORY

- The San Francisco Armory, a Landmark on the National Register of Historic Buildings, sits atop the Old Arroyo Dolores
- Geotechnical Engineers acknowledged that no assessment of the capacity and functionality of the SF Armory Drainage system was made.



INADEQUATE SOILS TESTING

- Geotechnical work performed at the site was done in outlier conditions after a **long period of severe drought**
- No additional testing of current conditions has been performed and a supplemental study used dates back to 2009.
- One of the core samples adjacent to 82 Woodward (CP-2), could not be obtained because it ran into an obstruction 12 inches below the surface - likely a remnant of the College of Physicians and Surgeons that once stood on the site.

DEWATERING SITES WITHIN 600 FT OF 344 14TH STREET

ADDRESS	YEAR BUILT
1800 MISSION STREET	1912
380 14TH STREET	2012
1600 15TH STREET/ 1880 MISSION STREET	2013
1875 MISSION STREET	2015
245 VALENCIA STREET	2017
1801 MISSION STREET	2019
1863 MISSION STREET	2019

- Soils testing was done during an outlier year after severe conditions of drought.
- The most recent study used in the CPE to assess hydrology conditions is from 2009.
- No cumulative data has been studied to assess current groundwater conditions even though there are 6 new sites simultaneously dewatering the watershed and increasing wastewater volume into an aging system.

COMBINED SEWER SYSTEM

- Our combined system sewer system collects and treats both wastewater and stormwater in the same system
- Over 60% of our sewer pipes are over 80 years old and the system gets overwhelmed during heavy rains



SUBSTANTIAL ADVERSE EFFECTS

- Soils testing was done several years ago, in outlier conditions **after years of severe drought**. There has been **no study on the cumulative impacts of changes in groundwater conditions based on current conditions** and the potential to harm existing buildings and infrastructure.
- There has been **no cumulative study of sewer/storm water system capacity** based on current conditions. All study was done prior to the new buildings in the area and based on a projection of less than half of the current units already built at a much slower pace of development.

NON-EXISTENT MITIGATIONS

EXHIBIT 1 MITIGATION MONITORING AND REPORTING PROGRAM

Project Title: 344 14th Street
File No.: 2014.0948ENV

Motion No.:
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Mitigation Measures Agreed to by Project Sponsor	Responsibility for Implementation	Mitigation Schedule	Monitoring and Reporting Actions and Responsibility	Status / Date Completed
MITIGATION MEASURE 1				
Archeological Testing (Implementing Eastern Neighborhoods PEIR Mitigation Measure J-3)				
Based on the presence of archeological properties or a high level or historical, ethnic, and scientific significance within the Mission Dolores Archeological District, the following measures shall be undertaken to avoid any significant adverse effect from soils disturbing activities on buried archeological resources. The project sponsor shall retain the services of a qualified archeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. At the direction of the Department archeologist, the archeological consultant may be required to have acceptable documented expertise in California Mission archeology. The scope of the archeological services to be provided may include preparation of an archeological research design and treatment plan (ARD/IP). The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an	Project sponsor/ archeological consultant at the direction of the Environmental Review Officer (ERO).	Prior to issuance of grading or building permits	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Archeological consultant shall be retained prior to any soil disturbing activities. Date Archeological consultant retained: _____

- This CPE lists mitigation measures for monitoring and reporting agreed to by the project sponsor.
- There is nothing memorialized here to monitor or protect the historic resources and infrastructure in the area.
- Instead of seeking additional study to make sure that potential issues have been identified, they just omit mitigations from this evaluation.

SINK HOLES

Sink holes have developed in streets adjacent to 245 Valencia Street and 299 Valencia/380 14th Street

STEVENSON ST.

july 29, 2019



filled and still sinking
october 3, 2019



VALENCIA ST.

may 2019



Eastern Neighborhood's communities have historically received marginalized environmental planning.

The tiered EIR process was created to allow for efficient, thorough assessment and mitigation of environmental impacts, not be a tool to disenfranchise and endanger citizens for the sake of expediency.

Where is the equity in asking a working class community of color to provide their own data and evaluations to prove that our observations of current conditions deserve study?

