



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: FEBRUARY 10, 2011

Date: January 27, 2011
Case No.: 2008.0021EPMTZW
Project Address: **Parkmerced Mixed-Use Development Program**
Project Sponsor: Seth Mallen, Parkmerced Investors, LLC
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Dear Honorable Commissioners:

The Parkmerced Mixed-Use Development Program includes five guiding documents that combine to create a comprehensive and detailed blueprint for guiding all future land use, building, and community infrastructure improvements and programs at Parkmerced. These documents provide technical specifications and are incorporated by reference into both the Development Agreement and the proposed Planning Code Amendments.

Commissioners received hard copies of the five guiding documents along with the draft Ordinances on October 14, 2010, as part of the Initiation Packets. These documents have been, and continue to be, available on the Parkmerced page of the Department's website at: Parkmerced.sfplanning.org.

Two of the guiding documents – the Sustainability Plan and the Infrastructure Report – have been updated with minor edits: these drafts are dated 1.26.11. The other three guiding documents remain unchanged (10.14.10 drafts), as do the draft Ordinances.

In order to conserve resources, the Department is not providing additional hard copies of the three unchanged guiding documents (Design Standards & Guidelines, Transportation Plan, and Vision Plan) or the draft Ordinances in your packets. We are, however, including copies of the two revised guiding documents: the Sustainability Plan and Infrastructure Report.

Furthermore, a copy of the estimated budget of the City's costs associated with the Development Agreement (Exhibit B to the DA Resolution), as well as the latest draft of the Development Agreement, are not included in your packets. The Development Agreement will be delivered to you later today by OEWD, and the estimated budget of the City's costs to-date will be provided before the hearing on February 10, 2011.

If any Commissioner would like to receive an electronic copy or another hard copy of any of the guiding documents, please contact the Department; they will be forwarded to you at the earliest convenience.

Members of the public can view the guiding documents at 1650 Mission Street, Suite #400 or on the Planning Department's website at Parkmerced.sfplanning.org.



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary

Parkmerced Mixed-Use Development Program: Planning Code, Zoning Map, and General Plan Amendments; Development Agreement; Coastal Zone Permit

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Date: January 27, 2011
Case No.: **2008.0021EPMTZW**
Project Address: **Parkmerced**
Zoning: RM-1 (Residential Mixed, Low Density), RM-4 (Residential Mixed, High Density), & RH-1(D) (Residential House, One-Family, Detached) Districts
Proposed Zoning: Parkmerced Special Use District
Height/Bulk: 40-X & 130-D
Assessor's Blocks: 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001
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Recommendation: **Approval of the (1) CEQA Findings; and (2) Coastal Zone Permit Recommend Approval to the Board of Supervisors of: (1) Development Agreement; (2) Planning Code Text Amendments; (3) Zoning Reclassification; and (4) General Plan Map Amendment.**

Parkmerced is a 152-acre Site (including streets, 116-acre excluding streets) under single ownership in the southwestern part of the City. The existing Site, developed between 1941 and 1951, contains 3,221 housing units and is currently zoned RM-1, RM-4, and RH-1(D) with various height limits ranging from 130 feet to 40 feet. The owner of Parkmerced has submitted applications to the City for the long-term comprehensive re-design, re-development, and improvement of the Site. The project, which would be implemented over the course of three decades, would be approved and implemented through a Development Agreement between the City and the developer that legally enforces the benefits and

obligations of both parties, as well as through new Planning Code regulations and accompanying Plan documents that lay out the details for community infrastructure improvements, environmental programs, and other elements necessary to support the neighborhood.

The actions before the Commission needed to approve the proposed Parkmerced Mixed-Use Development Program include the following:

- Motion approving the CEQA Approvals Findings
- Resolution recommending approval of the Planning Code Text Amendments
- Resolution recommending approval of the Planning Code Map Amendments
- Resolution recommending approval of the General Plan Map Amendment
- Resolution recommending approval of the Development Agreement
- Motion approving the Coastal Zone Permit

PROJECT DESCRIPTION

Overview

The proposed Project is a long-term (approximately 20-30 years) mixed-use development program to comprehensively re-plan and re-develop the approximately 116-acre Site (152-acres including streets). The Project proposes to increase the residential density, provide new commercial and retail services, provide new transit facilities, new parks and open space amenities and improve existing utilities and stormwater management systems within the development Site. Of the existing 3,221 residential units on the Site, approximately 1,683 units located within the 11 existing towers would remain and approximately 1,538 existing apartments would be demolished and replaced in phases over the approximately 20 to 30-year development period. As provided in the proposed Development Agreement, all 1,538 new replacement units would be subject to the San Francisco Rent Stabilization Ordinance and existing tenants in the to-be-replaced existing apartment units would have rights to relocate into new replacement units of equivalent size with the same number of bedrooms and bathrooms at their existing rents. An additional 5,679 net new units would also be added to the Site for a project total of 8,900 units. New buildings on the Site would range in height from 35 feet to 145 feet, and would not be taller than the existing towers, which will remain. Neighborhood-serving retail and office space would also be constructed as part of the proposed Project and concentrated on Crespi Drive, near the northeast part of the Site and the light-rail line. The proposed new neighborhood core would be located within walking distance of all the residences within Parkmerced. In addition, small neighborhood-serving retail establishments would be constructed outside of the neighborhood core, in proximity to residential units throughout the Site. A new preschool/elementary school and daycare facility site, fitness center, and new open space uses including athletic fields, walking and biking paths, a new farm, which the Sponsor proposes will be organic, and community gardens would also be provided on the Project Site. Infrastructure improvements would include the installation of bioswale system to retain and treat stormwater on-site and renewable energy sources, such as wind turbines and photovoltaic cells, which are detailed in the *Sustainability Plan*. Transportation improvements would include the realignment of the Muni M-Oceanview light-rail line through the Project Site, redesign and redevelopment of all public streets within the Project Site to meet the City's Better Streets design standards, provision of car-share and bike-sharing stations throughout the Project Site, pedestrian safety

and traffic improvements to intersections adjacent to the Project Site, construction of new bicycle paths, provision of a free shuttle service to Daly City BART and other items detailed in the *Transportation Plan*.

Land Use, Urban Design, and Building Form

The Parkmerced Mixed-Use Development Program includes the retention of the 11 existing tower buildings, and the construction of approximately 5,679 new units. The new units will be constructed in new buildings that will be compatible with the existing structures, and will vary in height and design. The siting of new structures has been designed in such a way so to cluster new towers within existing towers' sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean from the adjacent neighborhoods. Parkmerced would be redesigned to increase clarity for travelers by creating a more legible hierarchy of street types, and by providing a grid that is easier to navigate. With a prevailing neighborhood fabric of 4-to-6 stories, taller structures of 8-10 stories will be located at key intersections and adjacent to notable locations and spaces to define centers of activity, provide landmarks and clarity for movement, and activate public spaces. Denser and taller development would be generally concentrated on the east half of the site, closer to 19th Avenue and the Muni light-rail to emphasize connection to public transit and this major transportation corridor, while tapering down in intensity toward the west. The design includes the following features:

- Street grid adjusted to reduce scale of blocks and improve circulation – introduction of new streets, alleys, and pedestrian paseos, realignment of some existing streets. Key elements of the original street grid design are preserved, including Juan Bautista Circle at the center with streets radiating outward, and Font Blvd as a major ceremonial connector. Gonzalez Drive is realigned as a major Boulevard on the south to improve circulation, organize major open spaces, and make room for creation of major public open space.
- Existing towers will remain. Low-rise 2-3 story buildings will all be replaced by street-facing buildings ranging in height from 35 to 145 feet. New towers will be clustered near the existing towers, in order to maintain existing view-sheds.
- In general, higher density and taller buildings will be located on the eastern half of the Site, closer to 19th Avenue and public transit (streetcar). The predominant neighborhood scale on the eastern half is a 65-foot (6-story) base, and 45 feet (4 stories) on the western half. These bases are punctuated by taller structures at key intersections and locations to provide wayfinding and highlight key public places, as well as provide diversity and texture in the urban fabric. Smaller streets on the west side would be lined by 3-story buildings.
- Except in the neighborhood commercial core, all buildings will have mandated landscaped setbacks and be lined on the ground floor with walk-up townhouse units that have individual front doors directly accessing the sidewalks.
- A new pedestrian-oriented neighborhood commercial area typical of San Francisco neighborhoods (with housing above ground floor retail), which will include a full-service supermarket, will be created at the northeast quadrant of the neighborhood, focused on a re-aligned Crespi Drive. Additional small, neighborhood retail (e.g. café, dry cleaners) would be sited adjacent to the neighborhood commons parks scattered around the Site. All residents would be within a short (5 minute) walk of supporting services.
- The overall neighborhood density proposed is approximately 59 units per acre, as compared to 40 units per acre in the Mission District and 86 units per acre in the Chinatown and North Beach Districts. This density is necessary to provide support for neighborhood shops and services

within walking distance, as well as facilitate the use of transit, bicycling, and walking for daily activities.

Open Space

The proposed Project would provide 68 acres of open space in a network of publically accessible neighborhood parks, athletic fields, public plazas, greenways and a farm, and in the form of private or semi-private open space areas such as centralized outdoor courtyards, roof decks, and balconies. These private and semi-private open spaces would be required with the development of each residential building within Parkmerced. The parks and open space would be more accessible and usable than the current public open spaces, which are predominantly characterized by wide street medians and undefined and un-programmed lawn areas surrounding towers. Most open space is currently provided in the form of semi-private interior-block shared courtyards. Parks and open space within, and in the vicinity of, the proposed Project would continue to receive a substantial amount of sunlight during the day when use is at its highest rate. Existing coastal views from parks located to the east and north of the Project Site would be maintained with implementation of the proposed Project. The main public open space would include:

- *Neighborhood Commons:* Six of these 0.35-acre neighborhood-scale parks (2.1-acres total) would be evenly distributed around the neighborhood to provide social gathering spaces and opportunity for passive and active recreation within a 2-minute walk of almost every resident. These spaces would be activated by small retail or community uses, like cafes, in adjacent buildings.
- *Transit Plaza:* A new 0.88 –acre public plaza with ancillary small retail at the northeast corner of the Site at Holloway/19th Avenue would feature a relocated City College/Parkmerced station for the Muni light-rail, providing a better and safer waiting environment for passengers than the existing station in the middle of 19th Avenue.
- *Diaz Plaza:* This small street in the neighborhood commercial heart would be pedestrianized into an active 0.34-acre plaza, with restaurants and shops opening out onto the plaza and activating the space.
- *Juan Bautista Circle:* The historic 2.44-acre circle would be renovated with new landscaping and amenities, including a pond (and underground cistern) to collect stormwater and serve as a major ecological feature to feed water into the stream system that leads through the Site to Lake Merced.
- *Stream Corridor:* Leading from the Circle toward Lake Merced, the stream corridor is the backbone of the open space system, connecting the major open spaces and providing a greenway through the heart of the neighborhood. Walking paths and passive recreational open spaces are proposed along the corridor, which would also provide important wildlife habitat. Including the Farm and the Belvedere Garden (see below), the Stream Corridor would be 12.06-acres.
- *Farm and Orchard:* The over 2-acre farm, which may be managed by a professional farmer, is intended to be a productive landscape to supply local farmers' markets and restaurants with organic, locally-grown produce, and would utilize local on-site compost to reduce resource

consumption of trucking food waste from the neighborhood. The farm would also provide educational and hands-on opportunities for residents.

- *Belvedere Garden*: A new garden overlook and terraced steps with water feature would provide a new direct pedestrian link from the neighborhood through the southwest corner of the Site to the major open spaces at Lake Merced.
- *Athletic Fields*: The 2.94-acre athletic fields would provide an opportunity for active recreation (e.g. soccer) in the neighborhood, as well as for adjacent off-site neighbors along Brotherhood Way, such as school and church groups (a new pedestrian connection is proposed to connect to Brotherhood Way).
- *Community Garden*: The existing small community garden located near the towers to the west of Juan Bautista Circle would be significantly expanded to 1.1-acres, offering many more residents, particularly those in towers and other units without private open space, the opportunity to garden.

In addition to these public open spaces, all new units would be required to provide either 36 square feet of private open space (e.g. balconies, private patios, stoops) or 48 square feet of shared common open space (e.g. courtyards, roof decks). Almost every block would include a shared semi-private courtyard, as delineated in the Regulating Plans.

Most open spaces would be, as currently, owned by the developer or future Master Homeowners' Association. Through the Development Agreement, these spaces would be required to be maintained in good condition in perpetuity, and would guarantee the rights of the public to use the spaces as they would any City park and establish minimum hours of operation.

Transportation

The comprehensive transportation program proposes to improve conditions for all modes of movement, and supports the objective of growing the neighborhood as a transit- and pedestrian-oriented district. The proposed improvements are as follows:

Pedestrian: A revised street grid providing smaller blocks, new streets, and mid-block paths for more direct and shorter connections for those on foot. All interior streets would be redesigned to exceed the minimum specifications of the Better Streets Plan for sidewalk width, amenities, and traffic calming. On the periphery of the neighborhood, several additional and safer crossings of the major streets are proposed on Lake Merced Boulevard, Brotherhood Way, and 19th Avenue. Finally, the land use program, with both increased residential density and a retail program, will provide and support services within walking distance.

Bicycle: New dedicated bicycle lanes and paths would be provided on Gonzalez Drive, Tapia Drive, Font Boulevard, Chumasero Drive, and Juan Bautista Circle to provide safe and direct connections for cyclists to important destinations and to link up with existing and planned bicycle routes outside of the neighborhood and at SFSU. Additionally, a new direct connection toward the Daly City BART station would be made possible by the reconfiguration of the interchange of Junipero Serra and Brotherhood Way.

Transit: The Project proposes to re-route the Muni light-rail line, which currently runs in the middle of 19th Avenue, through Parkmerced, to relocate one station from the middle of 19th Avenue to within the Site and to create two new stations. This alignment has been coordinated with SFMTA and offers several operational advantages for transit service (such as being able to run short-lines that do not continue all the way through low-ridership areas to Balboa Park), in addition to better serving in a safer, more pleasant, and more convenient environment the majority of the riders in this area, who come from the west side of 19th Avenue at Parkmerced and SFSU. SFMTA would have the option of running trains all the way through to Balboa Park or terminating at Parkmerced. The project proposes to dedicate necessary right-of-way easements and to build the infrastructure for this realignment. The project also dedicates easements for a future extension of the light-rail line toward the Daly City BART station. Finally, the project proposes to fund the purchase by the MTA of one light-rail vehicle in order to maintain headways.

Vehicular: The current limited and circuitous access to the neighborhood would be enhanced by providing new access points with new or reconfigured intersections along Lake Merced (at Gonzalez, Acevedo, and Vidal), on Brotherhood Way (at Chumasero), on Junipero Serra (at Chumasero), and on 19th Avenue (at Crespi Drive, and at Cambon if the Planning Commission chooses the “Connect Cambon to 19th Avenue” project variant). Other improvements are proposed at nearby intersections and sections of road to improve circulation, including but not limited to the addition of turn lanes and signalization changes.

Many of these improvements would require approval of the San Francisco Municipal Transit Authority (SFMTA), the California Public Utilities Commission (CPUC), and Caltrans; the Development Agreement includes provisions for seeking these approvals, and for proposing and implementing alternative projects that achieve equivalent public benefits should the proposals not garner necessary approvals from non-City agencies. Per the Development Agreement, the developer must get necessary approvals and permits for the rail project within 7 years after the approval of the Agreement and must begin construction on the rail project by the time 2,500 net new dwelling units have been constructed. Note that the first two years of the time period are reserved for the City to consider further modifications to the alignment based on ongoing studies of the 19th Avenue corridor (“the Tier 5 Muni Realignment”), (with funding provided in part by the Project Sponsor) and that construction of the rail project must be phased to allow later modification per any recommended Tier 5 Muni Realignment modifications.

The Transportation Plan also includes a comprehensive Transportation Demand Management (TDM) program that obligates the Developer to undertake certain programs and services, including free shuttles to Daly City BART and nearby shopping centers, transit pass subsidies of \$20 per unit per month, a Transportation Coordinator to assist residents and employees of the Site, and implementation of a bicycle-share program.

Off-street parking for the residential units will primarily, but not exclusively be in underground garages, and will be concentrated on the west side of the Site (while units are concentrated toward the eastern half) to discourage casual usage. As parking would be unbundled and market-priced, occupants who wish to have parking space would have the option to pay less to park further away from their residence. Per the proposed SUD, parking could be provided up to one space per dwelling unit and non-residential parking would be capped generally at one space per 750 square feet (with some

variation for specific uses). (Note that off-street parking would not strictly be required for any use per the SUD).

The *Transportation Plan* fully details goals and implementation actions for the Project.

Housing and Tenant Relocation

There are 3,221 dwelling units currently on-site. The housing stock is limited to two types: 2-3-story garden apartments (48% of total – 1,538 units) and 13-story tower apartments (52% of total – 1683 units). Of the existing units, 35% are one-bedroom units, 58% are two-bedroom units, and 7% are three-bedroom units.

The proposed Project would demolish all of the existing 2-story low-rise garden apartments and replace them with a much broader mixture and variety of housing and building types, including units of various types in 3- to 6-story townhomes and low rise buildings, 8- to 10-story mid-rise buildings, and 11- to 14-story towers. The Project would replace the existing units and add a net addition of approximately 5,679 units for a total of 8,900 units on-site. The percentage of one-bedroom units would remain at 35%, but there would be a larger percentage (15%) of three-bedroom units. Overall, the proportion of units in towers would decrease from 52.2% today to 34.4% as proposed. As the base of almost all new buildings will be lined with residential units, approximately 800 of the new units will be in the form of ground-level, walk-up units with direct, individual private access to sidewalks, front stoops, and/or courtyards.

The existing apartments slated for demolition are primarily wood-framed and stucco structures. To the extent practical, the existing structures will be “deconstructed”, allowing for maximum re-use or recycling of materials. The feasibility of materials reused or recycled may be limited by the requirements for abatement of hazardous materials and the potential value of the recycled material. The proposed demolition and deconstruction will occur in conjunction with the construction phases over the 20- to 30-year development period.

The proposed Development Agreement would guarantee that the Project replaces, on a one-for-one basis, all of the 1,538 existing units that would be demolished as part of the proposed Project. All existing tenants in these units (which are currently subject to the San Francisco Rent Stabilization Ordinance) would be offered a newly-constructed Replacement Unit of comparable size (all with new appliances, including washers, dryers, and dishwashers) at their existing rents, and all relocation expenses would be paid for by the Project Sponsor. Replacement Units in the new buildings would be chosen by existing tenants on a seniority basis. Under the terms of the proposed Development Agreement, all Replacement Units would be subject to the San Francisco Rent Stabilization Ordinance in perpetuity.

Before any existing units can be demolished, final certificates of occupancy must be issued for an equivalent Replacement Unit in a Replacement Building; no existing rent-controlled housing on the Project Site can be demolished unless and until an equivalent amount of rent-controlled replacement housing is constructed and ready for occupancy. At no time during the 30-year duration of the Development Agreement can there ever be less than the existing number of rent-controlled units, and due to the inevitable lags in construction and occupancy, there may likely be more than 3,221 rent-controlled units at any given time.

Existing tenants would be provided early advanced notice of the estimated schedule of construction for Replacement Buildings and demolitions and relocations through the City's approval of individual Development Phase Applications. Each Development Phase Approval (which must range between 500 and 2,500 units in size) would provide a high-level overview of which blocks and buildings within the existing Project Site are proposed for redevelopment and when.

Following Development Phase Approval and before a building permit for any future Replacement Building can be submitted, the Planning Director and the Executive Director of the Rent Board must then approve individual Tenant Relocation Plans, which would identify the location of any To-Be-Replaced Buildings and units and the corresponding location of any proposed Replacement Building with an equal number of new Replacement Units, the names, addresses, unit type and date of original occupancy of existing tenants that would be affected by the proposed Tenant Relocation Plan and an estimated schedule for relocation. In most cases, the earliest possible date that an existing tenant could be relocated after receiving such notice would be 2 years.

After commencement of construction on each Replacement Building, the Developer must provide any occupant in a To-Be-Replaced Building with an "Existing Tenant Notice." The notice must include (i) the name of each Existing Tenant at each address; (ii) the unit type for which each Existing Tenant qualifies; (iii) each Existing Tenant's numerical rank in seniority by unit type; (iv) if more than one person occupies an Existing Unit, the numerical rank in seniority of each person occupying each Existing Unit; (v) a detailed explanation of the rights of Existing Tenants to relocate to a Replacement Unit; (vi) notice that further information regarding such rights can be obtained from the Rent Board, including notice that any party can file a request for determination of tenancy status with the Rent Board if there is a dispute about whether an occupant is an Existing Tenant or any other dispute regarding the factual accuracy of the Existing Tenant Notice; (vii) the anticipated completion date for each Replacement Building; and (viii) the anticipated relocation dates for each Existing Tenant who chooses to relocate to a Replacement Building.

No earlier than one year or later than six months before issuance of the First Certificate of Occupancy for each Replacement Building, a "Replacement Unit Availability Notice" will be sent to any Existing Tenant in a To-Be-Replaced Building notifying them of (i) their numerical rank in seniority by unit type, (ii) the floor plans for each Replacement Building indicating the locations of available unit types, (iii) dates and times to visit a model Replacement Unit, and (iv) the date when they must deliver their Replacement Unit Preference Notice in order to exercise their right to relocate to a Replacement Unit

Each Existing Tenant wishing to relocate to a Replacement Unit must, within 20 days following the last available visit to a model Replacement Unit, deliver a "Replacement Unit Preference Notice" indicating their decision to relocate or not to relocate to a Replacement Building, and for those Existing Tenants choosing to relocate, their selection of all available Replacement Units of the unit type for which they qualify, ranked in the order of preference. Those Existing Tenants who don't want a Replacement Unit qualify for full relocation benefits under the Rent Ordinance.

Replacement units will then be assigned to each Existing Tenant based on their ranked selection by unit type, with first choices given to the tenants with the longest (most senior) occupancies. Existing Tenants are then given one more choice to accept their assigned Replacement Unit or reject it and instead accept full relocation benefits.

The tenant notification and Replacement Unit selection process is outlined in much greater detail in Section 4 of the Development Agreement.

Sustainability

A key objective of the Project is to create a neighborhood that substantially improves the resource efficiency of both the existing development and future growth. The moderate-density housing, mixed-use land use, fine-grained urban design, and transit-oriented transportation program described above aim to substantially reduce the per capita amount of vehicular travel, which currently makes up the largest share (40%) of Bay Area greenhouse gas emissions. Besides these measures that are the basis for the Project, the Project would reduce environmental impacts of the existing Site and its growth through the following measures, amongst others:

Energy: The project has a goal of “Net Zero” energy usage for new development. To help strive toward this goal, the Project is committed to numerous renewable energy production and efficiency measures. In accordance with the Development Agreement, the project would install renewable energy sources (e.g. photovoltaic cells or wind turbines) capable of providing 10% of the total estimated annual energy consumed by the Site, and cogeneration facilities capable of providing an additional 10% of the total estimated annual energy consumed. The project has also committed to construct all new buildings to improve on current Title 24 energy standards for residential building envelopes by at least 15%, and all other Title 24 energy standards by at least 10%.

Water: The Project proposes to reduce stormwater runoff into the combined sewer system (thereby reducing demand on the sewer and treatment infrastructure, as well as reducing frequency of discharge of untreated runoff into the ocean) by collecting and slowing the runoff of stormwater in an extensive system of in-street bio-swales, the Juan Bautista Circle pond and cistern, and the stream corridor. This system would partially restore historical stream flows from the Site into Lake Merced, replenishing the aquifer and improving water quality and water levels in Lake Merced. The Project is also located in the City’s Recycled Water Ordinance area, requiring that all new buildings be dual-plumbed for delivery of non-potable water for toilet flushing, building mechanical systems, irrigation and other non-potable water uses. The Project proposes to install recycled water distribution infrastructure (i.e. piping) throughout the project’s right-of-ways and connecting to new buildings, so that in the future the Project can connect to planned SFPUC recycled water supply systems (e.g. potentially running up Lake Merced Boulevard). This would substantially reduce demand from the Site for potable water from the City’s Hetch Hetchy system. The Project will reduce water consumption by up to 60% on a per capita basis.

The *Sustainability Plan* fully details goals and implementation actions for the Project.

APPROVAL PROCESS & KEY DOCUMENTS

Because Parkmerced is a long-term project to be developed over multiple phases and involving both the construction of new buildings and community improvements (including re-aligned streets and blocks and multi-phase public transportation improvements), the existing zoning rules are inadequate in addressing a project of this scope and in regulating and laying out the requirements for the development. Additionally, there are key issues in the project, such as rent-protections and relocation-rights of exiting tenants, which cannot logistically or legally be regulated simply through the Planning

Code or Planning Commission conditions of approval. Therefore, the Parkmerced development program would be implemented through three sets of documents:

Development Agreement

The Development Agreement is a legally-binding contract between the City and Project Sponsor that lays out all of the obligations of and benefits afforded the Project Sponsor and the City. Development Agreements are typical for master-planned developments of this scope. This document establishes the overall framework for the project and all of the public benefits negotiated by the City, in exchange for a guarantee of the right of the Project Sponsor to build the basic project in accordance with the Plan documents (see below) while the Agreement is in effect (30 years). The Agreement includes substantial protections and relocation benefits for existing tenants and a Phasing Plan that lists all required community improvements and specific net new unit and/or auto-trip thresholds when each improvement must be provided. The Development Agreement will need to be approved by the Planning Commission and the Board of Supervisors, and signed by the directors of other key agencies, including the SFMTA and SFPUC.

The core elements and concepts of the Development Agreement include:

- The Project Sponsor's obligation to maintain 3,221 rent controlled units (1,683 existing units and 1,583 replacement units) on the Site for the life of the project; and
- The Project Sponsor's obligation to construct Below-Market Rate units in accordance with the requirements of Planning Code section 415, with not less than 1/3 of such units constructed on-site or within 1,000 feet of the Site; and
- The Project Sponsor's obligation to construct and/or implement certain Community Improvements, including the proposed Muni M-Oceanview Realignment, other transportation system improvements, on-going transportation services such as the Daly City BART shuttle, open spaces and athletic fields, and the stormwater management infrastructure.

The Parkmerced Development Agreement is different than many of the City's other recent development agreements, in that the City does not own any land within the Project Site (other than existing streets and public utilities), and the City is not required to spend any public funds for any of the public or community improvements associated with the proposed Project, including maintenance of the majority of new publicly accessible spaces within the Project Site. In sum, the Developer is assuming nearly all of the financial risk.

In exchange, the Developer receives greater flexibility on the phasing of the Project over the next 30 years and additional assistance in the form of the elimination of maximum density controls, reduced setbacks and rear yard requirements, increased permissible height and bulk envelopes, elimination of a Conditional Use requirement for residential demolitions and for residential buildings over 40'-0", and by allowing more commercial mixed-use development than permitted under current zoning.

Unlike other recently approved development agreements, under the terms of this Development Agreement, the Developer is not required to maintain any development schedules or pre-determined physical development phases. Until the private development commences, the Developer is not required to provide any up-front public benefits; however, when private developed does proceed, the Development must comply with the Phasing Plan, which ensures "Proportionality, Priority and

Proximity Requirements” (“3Ps”) for delivery of all public benefits. All public benefits will be delivered commensurate with new density and PM peak-hour vehicle trips, although the Developer will retain flexibility as to the order and timing of development in each phase.

Finally, the Development Agreement is a legally binding agreement that “runs with the land” and binds all future owners, regardless of how they acquire the property, whether through foreclosure or a conventional land transaction.

Since the Development Agreement is a legally-binding contract between the City and the Project Sponsor, it requires final approval from the Board of Supervisors. The Planning Commission provides an advisory recommendation to the Board of Supervisors, and the Department recommends that the Planning Commission recommend that the Board of Supervisors approve the Development Agreement, based on the clear mutual benefits, as outlined in the attached Development Agreement Resolution.

Phasing Plan, Project Phasing, Phase Applications, Design Review, and Implementing Approvals

The Phasing Plan is part of the Development Agreement. It specifies all of the community improvements and environmental mitigations required of the Project and contains the cumulative development triggers for their completion.

Nothing can be built on the Project Site until three levels of approvals are satisfied: (1) Development Phase Approvals; (2) Design Review Approvals; and (3) Implementing Approvals.

When the Developer decides to commence development, he will be required to first submit a Development Phase Application. The City retains full discretion to review each Development Phase Application to ensure that the Phasing Plan, and its associated community benefits, is being properly implemented. During the City’s review of a Development Phase Application, it will ensure that improvements are (1) proportional to the cumulative amount of private development included in the proposed phase, (2) implemented in order of public policy priority, (3) provided in geographic proximity to the proposed private development, and (4) consistent with the operational needs and plans of all affected City Agencies.

Only after a Development Phase Approval is issued, the Developer must file individual Design Review Applications with the Planning Department before the issuance of any Implementing Approvals (like building permits) may be issued for any form of construction on the Project Site. The Department may exercise reasonable discretion in approving aspects of a Design Review Application that relate to qualitative or subjective requirements of the Design Standards & Guidelines; however, the Department may not reject any Design Review Application if it is consistent with the quantitative or objective requirements of the Design Standards & Guidelines, such as height and bulk, setbacks and street-walls, location of uses and size of such uses, and the amount of open space and parking.

Each new building and/or Community Improvement (for example, each park) constructed as part of the Parkmerced Mixed-Use Development Program will be subject to a design review process conducted by the Planning Department and governed by the terms of the proposed Parkmerced Special Use District. The design review process is intended to ensure that all buildings within Parkmerced are designed to

complement the aesthetic of the development, exhibit high quality architectural design and comply with the requirements of the Parkmerced Design Standards + Guidelines and the Parkmerced Sustainability Plan.

Planning Code: The Planning Code, through the creation of a Special Use District (SUD), would establish the core land use regulations for Parkmerced related to acceptable land uses, building height limits, bulk limits, setback requirements, open space for dwelling units, and parking. It also would establish the process for review and approval of specific building projects and land uses throughout the Project's implementation. The Plan Documents, particularly the Design Standards and Guidelines, supplement the regulations included in the SUD.

In order to regulate the growth and development of the Park Merced Site, the Project Sponsor proposes that the City make Planning Code Text Amendments to adopt a SUD applicable to the Parkmerced Site (Parkmerced Special Use District, "PMSUD"). The PMSUD would set forth a zoning overlay permitting a variety of neighborhood-oriented uses, and establish parking, car-share and bicycle-parking requirement intended to reduce automobile dependence within the Project. The PMSUD would establish height and bulk restrictions that accommodate the Project's proposed in-fill density at the level required to implement the Project. The SUD would also establish a design review process by which development over the next 20-to-30 years would be regulated to ensure an aesthetically pleasing and cohesive neighborhood emerges. By imposing comprehensive site-specific land use regulations, the PMSUD would provide for and enable the expansion of neighborhood-serving retail, services and other amenities and support the level of residential density required to implement the proposed Project.

The following Ordinances are necessary in order to implement the Parkmerced Mixed-Use Development Program:

Planning Code Amendments

- Create Planning Code Section 249.64, the "Parkmerced Special Use District" (PMSUD)
 - The PMSUD would establish sub-district zoning categories that include Residential, Mixed-Use, School, Community, and Open Space districts; height and bulk restrictions, parking regulations, car-share, bicycle-parking requirements; and establish a design review process for the phased development plan;
 - The PMSUD would allow for the demolition and replacement of 1,538 rent-controlled dwelling units;
 - The PMSUD would establish that the controls in the SUD be regulated by the *Parkmerced Design Standards and Guidelines* document as adopted and periodically amended by the Planning Commission, except for those controls specifically enumerated in the SUD; and
 - The PMSUD would establish a process for project design review, approval and the consideration of modifications to the controls of the SUD and the *Design Standards*.
- Amend Planning Code Section 270 (Bulk Limits) to create a new Bulk District ("PM") for the proposed "Parkmerced Special Use District."
- Amend Planning Code Sections 102.5 and 201 to include the Parkmerced Zoning Districts.

Zoning Map Amendments

- Amend Zoning Map SU13 to designate the Site as the proposed new “Parkmerced Special Use District;”
- Amend Zoning Map HT13 to reclassify the height limits within the Site according to the proposed Project; and
- Amend Zoning Map ZN13 to delete references to existing zoning within the Site and to refer to the proposed new “Parkmerced Special Use District” zoning districts [Parkmerced Residential (PM-R), Parkmerced Mixed Use – Social Heart (PM-MU1), Parkmerced Mixed Use – Neighborhood Commons (PM-MU2), Parkmerced School (PM-S), Parkmerced Community/Fitness (PM-CF), and Parkmerced Open Space (PM-OS)].

General Plan Map Amendment

- Amend the General Plan Urban Design Element Height Map (Map 4) to reflect the proposed height restrictions as described in the proposed Project.

Coastal Zone Permit

The Parkmerced Development Project necessitates approval by the Planning Commission of a Local Coastal Zone Permit, pursuant to Planning Code Section 330.1, since a portion of the Site (Assessor’s Blocks 7309, 7309-A, 7334, 7337, and 7333) is included in the boundaries of the Local Coastal Zone. A small portion of the southwest corner of the Project Site at the intersection of Lake Merced Boulevard and Brotherhood Way is located within the Coastal Zone area that is under the jurisdiction of the California Coastal Commission; because the later portion is not under the City and County of San Francisco’s jurisdiction with regard to Coastal Zone review, the Project Sponsor will seek approvals separately to the Coastal Commission prior to any improvements to that land.

Amendment of Local Coastal Program by California Coastal Commission

In order to fully implement the proposed Project, the Board of Supervisors must request an amendment of the Local Coastal Program (which includes the City’s zoning within the Coastal Zone area) by the California Coastal Commission to reflect the adoption of the Planning Code Text Amendments, Zoning Reclassification, and General Plan Amendments, and must further request that such amendments will become effective immediately upon approval by the California Coastal Commission, without further action required by the City and County of San Francisco.

The Plan Documents

There are five guiding documents that combine to create a comprehensive and detailed blueprint for guiding all future land use, building, and community infrastructure improvements and programs at Parkmerced. These documents provide technical specifications, development are incorporated by reference into both the Development Agreement and the Planning Code.

The Vision Plan lays out a conceptual framework for transforming the existing Parkmerced housing development into a “21st century model of a healthy neighborhood”.

The Design Standards and Guidelines prescribe urban design controls for land use, open spaces, streets, blocks and individual buildings. It contains the Regulating Plan which establishes the physical boundaries and measurements for all streets, blocks, parcels, open spaces, buildable areas, and easements. It also outlines a process for project implementation, establishing a design review process for

buildings that limits the modifications from the standards, and specifies the Planning Commission and public review processes for the design of large projects and community improvements.

The Sustainability Plan contains specific strategies and metrics which together address the management and conservation of energy, water and other natural resources, and also establishes goals for green building standards.

The Transportation Plan provides a framework and management plan for addressing transit and vehicular travel to and from the neighborhood.

The Infrastructure Report establishes an outline for anticipated site-wide improvements to all street and public rights-of-way, underground utilities, and grading, and includes detailed engineering plans for those improvements.

SITE DESCRIPTION AND PRESENT USE

Parkmerced is bounded by Lake Merced Boulevard to the west, Brotherhood Way to the south, Junipero Serra Boulevard, Felix Avenue, Cambon Drive, and 19th Avenue to the east, and Holloway Avenue, Varela Avenue, Serrano Drive, Font Boulevard, Pinto Avenue, and Vidal Drive to the north; it is within the RM-1 (Residential Mixed, Low-Density), RM-4 (Residential Mixed, High-Density), and RH-1(D) (Residential House, One-Family, Detached) Districts and 40-X and 130-D Height and Bulk Districts.

The Site measures 152-acres in total (including streets), and is defined by an axial street grid with a large open space in the center and a series of “pie-shaped” residential blocks. The residential units on each of these blocks surround a central courtyard open to the sky. The development is also articulated by landscaped boulevards and secondary streets that weave around buildings, open spaces, and larger open spaces in the vicinity of the tower buildings. The Site contains 3,221 existing rental apartments in 170 two-story residential buildings (townhouses) and 11 residential tower buildings that are 13 stories tall, as well as associated parking, buildings services, a leasing/operations office and a private pre-school/day care facility. There are also about 75 acres of existing open space throughout the Project Site in a network of lawns, courtyard areas, private open space, and playgrounds.

Parking for the residential apartments in the towers is currently provided in three above-grade centralized parking garages, which accommodate a total of 1,540 parking stalls. Parking for the townhouses is provided in attached carports, which provide a total of 1,507 parking spaces. An additional 151 parking spaces used for maintenance and office parking are provided in a surface parking lot. In addition to the 3,198 total private off-street parking spaces, there are 1,591 existing public on-street parking spaces.

As noted in the submitted Historic Resource Evaluation (HRE), the Parkmerced rental complex was constructed between 1941 and 1951 as the first all-rental community in San Francisco, as a response to the continued demand for housing the United States during and after World War II.¹ The buildings and site plan at Parkmerced were designed by Leonard Schultze & Associates for the Metropolitan Life

¹ “Historic Resource Evaluation & Cultural Landscape Assessment: Parkmerced” (April 29, 2009), prepared for Turnstone Consulting by Page & Turnbull, Inc. Available by request at the San Francisco Planning Department (1650 Mission Street, Suite 400, San Francisco, CA 94103) in the Case Docket for Case No. 2008.0021E. The document is referred to as the “Parkmerced HRE.”

Insurance Company (MetLife), while the landscaping of the open space and interior garden courtyards were designed by Thomas Church and other landscape architects from his office.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The 152-acre Site is located in the Lakeshore Neighborhood, in the southwest corner of San Francisco. The surrounding neighborhood includes Stonestown Galleria and San Francisco State University to the north; the Lakeside and Ingleside Terrace neighborhoods to the east; the Brotherhood Way religious and scholastic institutions, San Francisco Golf Club, and a residential neighborhood to the south; and Lake Merced and the Fleming and Harding Park Golf Courses to the west.

ENVIRONMENTAL REVIEW

On February 10, 2011, the Commission adopted Motion No. XXXXX, certifying the Final Environmental Impact Report for the Project which is incorporated herein by this reference thereto as if fully set forth in this Motion.

HEARING NOTIFICATION REQUIREMENTS (FOR ENTITLEMENT HEARING)

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	January 21, 2011	January 12, 2011	29 days
Posted Notice	N/A	N/A	January 25, 2011	16 days
Mailed Notice	10 days	January 31, 2011	January 21, 2011	20 days

PUBLIC COMMENT

The Department has received a substantial amount of public testimony regarding the Project, both in support and opposition. Many of these comments were received during the public informational hearings held for this project (October 21, 2010, November 4, 18, 2010, December 9, 16, 2010, and January 13, 2011) and as part of the EIR process.

ISSUES AND OTHER CONSIDERATIONS

- *Rental Housing:* To avoid displacement of the residents of the existing 1,538 units proposed for demolition and to preserve the existing rent control protections, each of these 1,538 units will be replaced with a “replacement unit” located in a new building. Each resident of a unit proposed for demolition would be given the opportunity to relocate to a replacement unit prior to demolition of their existing unit. Under the terms of the proposed Development Agreement, for such relocated residents, the replacement unit would be rented at the same rent as the resident’s existing unit and would be subject to the same rent increase restrictions as contained in the San Francisco Rent Stabilization Ordinance for the life of the building. Any of the 1,538 replacement units that is not occupied by an existing tenant will be made available to a new tenant, and will also be subject to the same rent increase restrictions as contained in the San Francisco Rent Stabilization Ordinance. As a result, the Site will at all times contain 3,221 units (1,683 existing units plus 1,538 replacement units) subject to the terms of the San Francisco Rent Stabilization Ordinance. This is memorialized in the Development Agreement.

- *Greenhouse Gas Reduction Requirements:* AB 32 set statewide goals for greenhouse gas reductions and SB 375 further requires local regions and municipalities to coordinate land use and transportation plans to reduce greenhouse gas emissions. In the Bay Area, according to the Bay Area Air Quality Management District, 40% of greenhouse gas emissions come from transportation, primarily private vehicle travel. The average Bay Area household drives 18,000 miles per year. Low residential density and lack of mixed uses that prevent trips from being effectively served by public transit or made by walking or bicycling are the primary reasons for high Vehicle Miles Travelled (VMT) for Bay Area households. Regional growth will occur, and it is the duty of every Bay Area city to direct growth to infill areas that are supported by necessary services and well-served by public transportation and that do not expand the footprint of existing urbanized areas.
- *Connect Cambon to 19th Avenue project variant:* In response to concerns expressed by the owner of the Parkmerced Shopping Center on Cambon Drive, which is not located within the Project Site but is immediately adjacent to the Project Site, the Project Sponsor has requested approval of the *Connect Cambon to 19th Avenue* project variant ("Project Variant" here; however, please note, this is referred to as the "subvariant" in the FEIR), which is described in Appendix B of the Parkmerced Design Standards + Guidelines. Compared to the Proposed Project, this Project Variant includes (1) creating new right-turn vehicular access from 19th Avenue onto Cambon Drive; (2) the removal of the Diaz Avenue pedestrian paseo, between Cambon Drive and Gonzalez Drive, and conversion into a vehicular street; and (3) the removal of the westerly portion of Cambon Drive as a vehicular street, and conversion into a pedestrian paseo. The Planning Department believes that the decision about whether to implement the Project or the Project Variant should be postponed until the Tier 5 process, at which time there will be more detailed information available about the potential transit, vehicular, pedestrian and bicycle improvements along 19th Avenue, and how those modes would operate with the new right-turn vehicle access component of the Project Variant. However, the Department would support approval of both the Project and Project Variant, with a condition placed on the Project Variant that the vehicularized Diaz Avenue, between Cambon and Gonzalez Drives, retain the strong pedestrian connection to the Diaz pedestrian plaza. This should be reinforced in part by the elimination of the on-street parking and the widening of the sidewalks on this block.

REQUIRED COMMISSION ACTION

- The Planning Commission must **adopt the draft Motion to approve the CEQA Findings and adopt the MMRP**, in order to approve Parkmerced's Mixed-Use Development Program.
- The Planning Commission must **approve the draft Motion for the Coastal Zone Permit**, pursuant to Planning Code Section 330.5, in order to authorize the portion of Parkmerced's Mixed-Use Development Program that is within the Local Coastal Zone boundary.
- The Planning Commission must recommend **approval to the Board of Supervisors of the draft Resolution for the Parkmerced Development Agreement**, in order to approve Parkmerced's Mixed-Use Development Program.

- The Planning Commission must recommend **approval to the Board of Supervisors of the draft Resolution to amend the Text of Planning Code**, in order to approve Parkmerced's Mixed-Use Development Program.
- The Planning Commission must recommend **approval to the Board of Supervisors of the draft Resolution to amend the Zoning Maps**, in order to approve Parkmerced's Mixed-Use Development Program.
- The Planning Commission must recommend **approval to the Board of Supervisors of the draft Resolution to amend the General Plan's Urban Design Element Height Map (Map 4)**, in order to approve Parkmerced's Mixed-Use Development Program.

BASIS FOR RECOMMENDATION

- The Department finds the Parkmerced Mixed-Use Development Program to be a beneficial development to the City that could not be accommodated without the requested actions.
- The existing development of Parkmerced is car-centric, resulting in high per-capita greenhouse gas emissions.
- Parkmerced is currently resource consumptive, whereas the proposed Parkmerced Mixed-Use Development Program will result in an environmentally sustainable community, including restoration of the existing creek corridor and land dedicated to urban agriculture.
- The proposed Parkmerced Mixed-Use Development Program would treat stormwater run-off on-site through a system of bioswales, thereby decreasing the demand placed on the City's combined sewer stormwater system and reducing the frequency of discharge of untreated runoff into the ocean.
- The proposed Parkmerced Mixed-Use Development Program would result in increased rental and for-sale housing of various sizes and income levels, and would result in a diverse community.
- The proposed Parkmerced Mixed-Use Development Program would retain rent control protections for 3,221 units, which is equal to the number of units on the Site which are currently afforded such protections.
- The proposed Parkmerced Mixed-Use Development Program would result in an entire community completely built in conformity with the City's recently adopted Better Streets Plan.
- The proposed Parkmerced Mixed-Use Development Program establishes a detailed design review process for buildings and community improvements.
- The proposed Parkmerced Mixed-Use Development Program would create a transit-oriented neighborhood, reducing auto trips by up to 50%.
- The proposed Parkmerced Mixed-Use Development Program would include transportation investments, including Muni rail re-alignment through the Project Site, which would further improve service to the area and provide more operational options to the MTA. The proposal

paves the way and provides a down-payment for more long-term “Tier 5” options, and the Development Agreement paves the way for evaluating and incorporating additional Tier 5 options by the City. Without this Project, the City may not be able to achieve the necessary transportation improvements in the 19th Avenue corridor.

- The proposed Parkmerced Mixed-Use Development Program would result in numerous public improvements to the intersections adjacent to and surrounding Parkmerced, providing circulation benefits not just for Parkmerced but for the wider community
- The Parkmerced Mixed-Use Development Program would create a social heart for the community, and would create a traditional pedestrian-oriented neighborhood commercial district within close walking distance of all Parkmerced residents.
- The Parkmerced Mixed-Use Development Program would create 68 acres of usable open space providing active and passive recreational opportunities for residents of Parkmerced and the surrounding community.
- The proposed Parkmerced Mixed-Use Development Program would result in 1,500 permanent jobs.

RECOMMENDATION:	Approval of the (1) CEQA Findings; and (2) Coastal Zone Permit Recommend Approval to the Board of Supervisors of: (1) Development Agreement; (2) Planning Code Text Amendments; (3) Zoning Reclassification; and (4) General Plan Map Amendment.
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Attachments:

EIR Certification Draft Motion
CEQA Findings Draft Motion
Planning Code Text Amendment, Zoning Reclassification, General Plan Amendments Draft Resolution
Development Agreement Draft Resolution
Coastal Zone Permit Draft Motion
Draft Ordinances (Planning Code Text, Reclassification, General Plan Map)
Development Agreement
Map Exhibits
Parkmerced Design Standards and Guidelines
Parkmerced Transportation Plan
Parkmerced Vision Plan
Parkmerced Infrastructure Report
Parkmerced Sustainability Plan



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion Environmental Impact Report Certification

HEARING DATE: FEBRUARY 10, 2011

Hearing Date: February 10, 2011
Case No.: 2008.0021E
Project Address: 3711 19th Avenue
Zoning: RM-4, RM-1 and RH-1(D)
40-X and 1Height and Bulk District
Block/Lot: 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001
Project Sponsor: Seth Mallen, Parkmerced Investors, LLC
3711 19th Avenue
San Francisco, CA 94132
Staff Contact: Rick Cooper – (415) 575-9027
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ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED PARKMERCED PROJECT

MOVED, that the San Francisco Planning Commission ("Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2008.0021E, Parkmerced Project, 3711 19th Avenue ("Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department ("Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, "CEQA"), the State CEQA Guidelines (Cal. Code of Regulations Title 14, Section 15000 *et seq.*, ("CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

- A. The Department determined that an Environmental Impact Report ("EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on May 20, 2009
 - B. On May 12, 2010, the Department published the Draft Environmental Impact Report ("DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.
 - C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on May 12, 2010.
 - D. On May 12, 2010, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
 - E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on May 12, 2010.
2. The Commission held a duly noticed public hearing on the DEIR on June 17, 2010, and received public comment. The period for acceptance of written comments ended on July 12, 2010.
 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 61-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received and based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on October 28, 2010, distributed to the Commission and all parties who commented on the DEIR, and made available to the public at the Department at 1650 Mission Street.
 4. The Department has prepared a Final Environmental Impact Report (FEIR), consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document, all as required by law.
 5. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, and are part of the record before the Commission.
 6. On February 10, 2011 the Commission reviewed and considered the FEIR and finds that the contents of the FEIR and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31.

7. The Planning Commission finds that the FEIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby CERTIFIES THE COMPLETION of the FEIR in compliance with CEQA and the CEQA Guidelines.

8. The Commission, in certifying the completion of the FEIR, finds that the project described in it:

A. Will result in the following significant and unavoidable project-specific environmental impacts:

- 1) Elimination of a visual/scenic resource of the built environment through the demolition of the existing garden apartment buildings and the removal of the existing landscaping;
- 2) Impairment of the significance of the Parkmerced historic district, an historical resource, through the demolition of the existing garden apartment buildings and removal of existing landscape features on the Project Site;
- 3) Construction-related transportation impacts in the project vicinity due to construction vehicle traffic and road construction associated with the realignment of the existing light rail tracks;
- 4) Traffic impacts at 8 intersections, including:
 - Junipero Serra Boulevard/Sloat Boulevard/St. Francisco Boulevard/Portola Drive – Significant contribution to LOS F conditions during the weekday PM peak hour and weekend midday peak hour;
 - Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp – Significant contribution to LOS F conditions during the weekday PM peak hour;
 - 19th Avenue/Sloat Boulevard – LOS E to LOS F in the AM peak hour;
 - 19th Avenue/Winston Drive – LOS D to LOS E in the weekend midday peak hour and significant contribution to LOS F conditions during the PM peak hour;
 - Sunset Boulevard/Lake Merced Boulevard – LOS C to LOS E in the PM peak hour;
 - Lake Merced Boulevard/Winston Drive – LOS C to LOS E in the AM peak hour and LOS D to LOS F in the PM peak hour;
 - Lake Merced Boulevard/Font Boulevard – LOS D to LOS F in the AM peak hour and LOS C to LOS F in the PM peak hour; and
 - Lake Merced Boulevard/Brotherhood Way – LOS D to LOS E in the AM peak hour, LOS C to LOS F in the PM peak hour, and LOS C to LOS E in the weekend midday peak hour;

- 5) Traffic impacts on the following freeway segments:
 - Southbound State Route 1 (Junipero Serra Boulevard) weaving segment between the on-ramp from Brotherhood Way and the off-ramp to John Daly Boulevard – Significant contribution to LOS E conditions during the AM peak hour, and LOS E to LOS F during the PM peak hour; and
 - Northbound State Route 1 (Junipero Serra Boulevard) weaving segment between the Brotherhood Way on-ramp and Brotherhood Way off-ramp, due to uncertainty of proposed mitigation to remove the loop onramp and replace it with a left-turn onramp, which is subject to Caltrans' jurisdiction.
- 6) Potential transit impacts due to the exceedance of the available transit capacity of Muni transit routes serving the Project Study Area, due to uncertainty of proposed mitigation to provide additional transit vehicles, which is subject to SFMTA's jurisdiction;
- 7) Potential transit impacts to the M Ocean View light rail due to route realignment and subsequent increased travel time, due to uncertainty of proposed mitigation to provide additional light rail vehicles or install transit signal priority, which are both subject to the SFMTA's jurisdiction;
- 8) Potential transit impacts due to increased vehicular traffic resulting in increased travel times for operations of the Muni 17-Parkmerced, 18-48th Avenue, 28-19th Avenue, 28L-19th Avenue Limited and 29-Sunset bus lines, as well as SamTrans bus service along the Lake Merced Boulevard corridor, due to uncertainty of proposed mitigation to provide additional transit vehicles or install transit preferential treatments, which are both subject to SFMTA's jurisdiction;
- 9) Transit impacts due to increased travel times and effects to operations of the Muni 17-Parkmerced, 28-19th Avenue and 28L-19th Avenue Limited and 29-Sunset bus lines, as well as SamTrans bus service along the Lake Merced Boulevard corridor;
- 10) Noise impacts due to increased traffic;
- 11) Light rail noise and vibration impacts;
- 12) Noise impacts due to operation of stationary noise sources potentially exceeding noise level standards;
- 13) Construction-related toxic air contaminates impact;
- 14) Operational regional air quality impacts;
- 15) Temporary wind impacts during phased construction;

16) Potential wind impacts due to the proposed Special Use District, which could result in exceedances of the wind hazard criterion or increases in the area subject to winds greater than 26 mph;

17) : Operational biological impacts to special-status species, including interference with bird or bat movement and migration corridors and raptor nest sites due to operation of the 51 wind turbines on the western periphery of the Project Site;

B. Will contribute considerably to the following cumulative environmental impacts:

1) A cumulative impact to the Parkmerced historic district, an historical resource, through the demolition of the existing garden apartment buildings and removal of existing landscape features.

2) Cumulative traffic impacts at 13 intersections, including:

- Junipero Serra Boulevard/Sloat Boulevard/St. Francis Boulevard/Portola Drive;
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp;
- 19th Avenue/Sloat Boulevard;
- 19th Avenue/Winston Drive;
- 19th Avenue/Holloway Avenue;
- Brotherhood Way/Chumasero Drive;
- Sunset Boulevard/Lake Merced Boulevard;
- Lake Merced Boulevard/Winston Drive;
- Lake Merced Boulevard/Font Boulevard;
- Lake Merced Boulevard/Brotherhood Way;
- Lake Merced Boulevard/John Muir Drive;
- John Daly Boulevard/Lake Merced Boulevard; and
- Lake Merced Boulevard/Gonzalez Drive;

3) Cumulative impacts to traffic at four freeway segments on State Route 1 (Junipero Serra Boulevard):

- Southbound between the Brotherhood Way on-ramp and John Daly Boulevard off-ramp;
- Northbound between the off-ramp to Northbound I-280 and the John Daly Boulevard on-ramp;
- Northbound between the John Daly Boulevard on-ramp and the Alemany Boulevard off-ramp; and

- Northbound between the Brotherhood Way loop on- and off-ramps, due to uncertainty of proposed mitigation to remove the loop onramp and replace it with a left-turn onramp, which is subject to Caltrans' jurisdiction;
- 4) Cumulative impact to transit capacity under 2030 cumulative conditions by contributing transit ridership to screenlines expected to exceed available transit capacity;
 - 5) Cumulative noise impacts due to increases in traffic from the Project in combination with other development; and
 - 6) Cumulative air quality impacts;

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of [DATE].

Linda D. Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: [Date]



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion CEQA Findings

HEARING DATE: FEBRUARY 10, 2011

Date: January 27, 2011
Project Name: **Parkmerced Mixed-Use Development Program**
Case Number: 2008.0021EPMTZW
Initiated by: Seth Mallen, Parkmerced Investors, LLC
3711 – 19th Avenue
San Francisco, CA 94132
Staff Contact: Elizabeth Watty, Planner
Elizabeth.Watty@sfgov.org, 415-558-6620
Reviewed By: David Alumbaugh, Acting Director Citywide Planning
David.Alumbaugh@sfgov.org, 415-558-6601
Recommendation: **Adopt CEQA Findings**

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ADOPTING PROJECT APPROVAL FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) TO ALLOW THE FULL IMPLEMENTATION OF THE PARKMERCED MIXED-USE DEVELOPMENT PROGRAM ("PROJECT"), BEING ALL OF ASSESSOR'S BLOCKS 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001, IN THE RM-1 (RESIDENTIAL MIXED, LOW DENSITY), RM-4 (RESIDENTIAL MIXED, HIGH DENSITY), & RH-1(D) (RESIDENTIAL HOUSE, ONE-FAMILY, DETACHED) DISTRICTS.

PREAMBLE

In determining to approve the Parkmerced Project ("Project") described in Section A, Project Description below, the San Francisco Planning Commission (hereinafter "Commission") makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act ("CEQA"), California Public Resources Code Sections 21000 et seq., particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA ("CEQA Guidelines"), 14 California Code of Regulations Sections 15000 et seq., particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code.

FINDINGS

The San Francisco Planning Commission hereby incorporates by reference as though fully set forth herein the findings for the Project approval of the Parkmerced Mixed-Use Development Program (hereinafter the "Project") attached hereto as **Exhibit A** pursuant to the California Environmental Quality Act, California Public Resources Code, Sections 21000 et seq. ("CEQA"), the Guidelines for Implementation of CEQA, Title 15 California Code of Regulations Sections 15000 et. seq. ("Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"), entitled Environmental Quality:

A. Project Description

The Parkmerced Mixed-Use Development Program is a long-term (20-30 year) mixed-use development program to comprehensively replan and redevelop the Parkmerced Project Site—the "Project" identified in the Final EIR. The Project would increase residential density, provide a neighborhood core with new commercial and retail services, modify transit facilities, and improve utilities within the development site. A new site for a Pre-K-5 school and/or day care facility, a fitness center, and new open space uses, including athletic playing fields, walking and biking paths, an approximately 2-acre farm, and community gardens, would also be provided. About 1,683 of the existing apartments located in 11 tower buildings would be retained. Over an approximately 20-year period of phased construction, the remaining 1,538 existing apartments would be demolished in phases and fully replaced, and an additional 5,679 net new units would be added to the Project Site, resulting at full build-out in a total of about 8,900 units on the Project Site.

The Project includes construction of (or provides financing for construction of) a series of transportation improvements, which include rerouting the existing Muni Metro M Ocean View line from its current alignment along 19th Avenue. The new alignment, as currently envisioned and analyzed in the Final EIR, would leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in Parkmerced. The Muni M line trains would then travel alternately along one of two alignments: trains either would re-enter 19th Avenue south of Felix Avenue and terminate at the existing Balboa Park station, or they would terminate at a new station, with full layover and terminal facilities, constructed on the Project Site at the intersection of Font Boulevard and Chumasero Drive.

The Proposed Project also includes a series of infrastructure improvements, including the installation of a combination of renewable energy sources, such as wind turbines and photovoltaic cells, to meet a portion of the Proposed Project's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. The filtered stormwater would then either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

Amendments to the San Francisco Planning Code and the San Francisco General Plan are also proposed as part of the Proposed Project. The Planning Code amendments would change the Height and Bulk District Zoning Map and would add a Special Use District (SUD) applicable to

the entire Project Site, which would include an overlay of density and uses within the SUD. A Development Agreement is also proposed as part of the Project, as well as adoption of the *Parkmerced Design Standards and Guidelines*, which contain specific development guidelines.

The Final EIR also evaluated a Project sub-variant, which would construct a right-turn ingress along 19th Avenue between Crespi Drive and Junipero Serra Boulevard at Cambon Drive. This new access location would provide ingress for southbound vehicles only and would not provide access out onto 19th Avenue.

B. Planning and Environmental Review Process

The Project Sponsor applied for environmental review on January 8, 2008. The Department determined that an Environmental Impact Report was required and provided public notice of the preparation of such on May 20, 2009, and held a public scoping meeting on June 8, 2009. The Department published a Draft Environmental Impact Report (DEIR) on May 12, 2010. The Commission held a public hearing to solicit testimony on the DEIR on June 17, 2010. The Department received written comments on the DEIR for 61-days, beginning on May 12, 2010. The Department published the Comments and Responses on October 28, 2010. The DEIR, together with the Comments and Responses document, constitute the Final Environmental Impact Report (FEIR) for the Parkmerced Mixed-Use Development Program. The Commission certified the FEIR on February 10, 2011, in Motion No. XXXX.

Pursuant to the California Environmental Quality Act, Public Resources Code Section 21000 *et seq.*, (CEQA), Title 14 California Code of Regulations Section 15000 *et seq.* (CEQA Guidelines), and Chapter 31 of the San Francisco Administrative Code, the Planning Commission has reviewed and considered the FEIR, which is available for public review at the Planning Department's offices at 1650 Mission Street.

Pursuant to CEQA Guidelines Section 15162, the Commission finds that the proposed actions before this Commission are within the scope of the project analyzed in the FEIR and (1) that no substantial changes are proposed in the Project and no substantial changes have occurred with respect to the circumstances under which this Project will be undertaken that would require major revisions to the FEIR due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified effects and (2) no new information that was not known and could not have been known shows that the project will have any new significant effects not analyzed in the FEIR or a substantial increase in the severity of any effect analyzed or that new mitigation measures should be included that have not. The Commission further finds that an addendum to the FEIR is not required due to any changes in the Project or the Project's circumstances.

The public hearing transcript, a copy of all letters regarding the FEIR received during the public review period, the administrative record, and background documentation for the FEIR are located at the Planning Department, 1650 Mission Street, San Francisco. The Planning Commission Secretary, Linda Avery, is the custodian of records for the Planning Department and the Planning Commission.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby adopts the CEQA Findings attached hereto as **Exhibit A** and the Mitigation Monitoring and Reporting Program (MMRP) attached hereto as **Exhibit B**, which are incorporated herein by reference as though fully set forth.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on Thursday, February 10, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011

ATTACHMENT A

PARKMERCED PROJECT CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS: FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS SAN FRANCISCO PLANNING COMMISSION

In determining to approve the Parkmerced Project (“Project”) described in Section I, Project Description below, the San Francisco Planning Commission makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act (“CEQA”), California Public Resources Code Sections 21000 et seq., particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA (“CEQA Guidelines”), 14 California Code of Regulations Sections 15000 et seq., particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code.

This document is organized as follows:

Section I provides a description of the Project proposed for adoption, the environmental review process for the Project, the approval actions to be taken and the location of records;

Section II identifies the impacts found not to be significant that do not require mitigation;

Section III identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation and describes the disposition of the mitigation measures;

Section IV identifies significant impacts that cannot be avoided or reduced to less-than-significant levels and describes any applicable mitigation measures as well as the disposition of the mitigation measures;

Section V evaluates the different Project alternatives and the economic, legal, social, technological, and other considerations that support approval of the Project and the rejection of the alternatives, or elements thereof, analyzed; and

Section VI presents a statement of overriding considerations setting forth specific reasons in support of the Commission's actions and its rejection of the alternatives not incorporated into the Project.

The Mitigation Monitoring and Reporting Program (“MMRP”) for the mitigation measures that have been proposed for adoption is attached with these findings as **Attachment B to Resolution No.**

_____. The MMRP is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. Attachment B provides a table setting forth each mitigation measure listed in the Final Environmental Impact Report for the Project (“Final EIR”) that is required to reduce or avoid a significant adverse impact. Attachment B also specifies the agency responsible for implementation of each measure

and establishes monitoring actions and a monitoring schedule. The full text of the mitigation measures is set forth in Attachment B. These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Draft Environmental Impact Report ("Draft EIR" or "DEIR") or the Comments and Responses document ("C&R") in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

I. APPROVAL OF THE PROJECT

A. Project Description

By this action, the San Francisco Planning Commission approves the long-term mixed-use development program to comprehensively replan and redesign the Parkmerced Project Site—the "Project" identified in the Final EIR. The Project would increase residential density, provide a neighborhood core with new commercial and retail services, modify transit facilities, and improve utilities within the development site. A new site for a Pre-K-5 school and/or day care facility, a fitness center, and new open space uses, including athletic playing fields, walking and biking paths, an approximately 2-acre farm, and community gardens, would also be provided. About 1,683 of the existing apartments located in 11 tower buildings would be retained. Over an approximately 20-year period of phased construction, the remaining 1,538 existing apartments would be demolished in phases and fully replaced, and an additional 5,679 net new units would be added to the Project Site, resulting at full build-out in a total of about 8,900 units on the Project Site.

The Project includes construction of (or provides financing for construction of) a series of transportation improvements, which include rerouting the existing Muni Metro M Ocean View line from its current alignment along 19th Avenue. The new alignment, as currently envisioned and analyzed in the Final EIR, would leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in Parkmerced. The Muni M line trains would then travel alternately along one of two alignments: trains either would re-enter 19th Avenue south of Felix Avenue and terminate at the existing Balboa Park station, or they would terminate at a new station, with full layover and terminal facilities, constructed on the Project Site at the intersection of Font Boulevard and Chumasero Drive.

The Proposed Project also includes a series of infrastructure improvements, including the installation of a combination of renewable energy sources, such as wind turbines and photovoltaic cells, to meet a portion of the Proposed Project's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. The filtered stormwater would then either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

Amendments to the San Francisco Planning Code and the San Francisco General Plan are also proposed as part of the Proposed Project. The Planning Code amendments would change the Height and Bulk District Zoning Map and would add a Special Use District (SUD) applicable to the entire Project Site, which would include an overlay of density and uses within the SUD. A Development Agreement is also proposed as part

of the Project, as well as adoption of the *Parkmerced Design Standards and Guidelines*, which contain specific development guidelines.

The Final EIR also evaluated a Project sub-variant, which would construct a right-turn ingress along 19th Avenue between Crespi Drive and Junipero Serra Boulevard at Cambon Drive. This new access location would provide ingress for southbound vehicles only and would not provide access out onto 19th Avenue.

B. Project Objectives

The Final EIR discusses several Project objectives identified by the Project Sponsor. The objectives are as follows:

- Adopt a land use program for Parkmerced that provides an innovative model of environmentally sustainable design practices, to, among other things maximize walking, bicycling and use of public transportation, and minimize the impacts and use of private automobiles by implementing a land use program with increased residential density and a commercial neighborhood core located within comfortable walking distance of transit service and residences.
- Increase the supply of housing near a new neighborhood core containing new neighborhood-serving retail, office, transit,
- Reconfigure the existing open space at Parkmerced to provide larger and more usable open spaces such as a major new park, athletic playing fields, organic farm, walking and bicycling paths, and community gardens.
- Reconnect Parkmerced to the Lake Merced watershed by restoring the pre-development hydrology.
- Provide high-density, mixed-income housing, including below-market rate units, with a variety of housing types consistent with transit-oriented development to attract a diversity of household types, especially families.
- Protect and enhance the diversity of Parkmerced by protecting existing residents from displacement through a phasing plan designed to ensure that all existing residents will be able to remain at Parkmerced while having to relocate once only and into a new apartment, if necessary, and that this new apartment would be rented at the same rent-controlled rate as the resident's existing apartment prior to demolition (and also subject to the existing protections against rent increases of the San Francisco Rent Control Ordinance).
- Make possible the construction of affordable below market rate units.
- Provide housing in an urban infill location to help alleviate the effects of suburban sprawl and protect the green belt.
- Create a circulation and transportation system designed to reduce the amount of future automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, and that emphasizes transit-oriented development, and

promotes the use of public transportation and car-sharing, through an innovative and comprehensive demand management program.

- Construct major infrastructure improvements intended to demonstrate leadership in sustainable engineering and to reduce the neighborhood's per capita use of the City's electrical, natural gas, water, and wastewater infrastructure while demonstrating pioneering leadership in sustainable design and through providing new benchmarks for sustainable development practices in accordance with the Project's Sustainability Plan, such as orienting street grids and open spaces to optimize solar exposure and to reduce winds; installing efficient light and HVAC systems; installing low-flow plumbing; and planting drought-tolerant species to minimize irrigation demands
- Create a development that is financially feasible, that allows for the delivery of the proposed level of infrastructure, public benefits, protections for existing tenants, and affordable housing, and that can fund the Project's capital costs and on-going operation and maintenance costs relating to the redevelopment and long-term operation of the Property.
- Create a level of development sufficient to support the costs of relocating and protecting existing tenants and sufficient to support the costs of the infrastructure improvements.

C. Environmental Review

The Project Sponsor applied for environmental review on January 8, 2008. Pursuant to and in accordance with the requirements of Section 21094 of the Public Resources and in accordance with Sections 15063 and 15082 of the CEQA Guidelines, the San Francisco Planning Department, as lead agency, prepared a Notice of Preparation ("NOP") on May 20, 2009, and held a Public Scoping Meeting on June 8, 2009.

The NOP was distributed to the State Clearinghouse and mailed to: governmental agencies with potential interest, expertise, and/or authority over the project; interested members of the public; and occupants and owners of real property surrounding the project area. The Public Scoping Meeting was held at the YMCA Annex, 3150 20th Avenue, San Francisco, CA 94132. Twenty-seven individuals spoke at the Public Scoping Meeting. During the public review period, 26 comment letters were submitted to the Planning Department by public agencies and other interested parties. The Public Scoping Summary Report is included as Appendix A of the Draft EIR. Commenters identified the following topics to be evaluated in the Draft EIR: Land Use; Aesthetics; Population and Housing; Historic Resources/Preservation; Transportation; Air Quality; Wind; Recreation and Open Space; Utilities (Water, Stormwater) and Sustainability; Biological Resources; Geology; Hazards; Hydrology and Water Quality; Hazards; and Alternatives.

The San Francisco Planning Department then prepared the Draft EIR, which describes the Project and the environmental setting, identifies potential impacts, presents mitigation measures for impacts found to be significant or potentially significant, and evaluates Project Alternatives. In assessing construction and operational impacts of the Project, the Draft EIR considers the impact of the Project and the cumulative

impacts associated with the proposed Project in combination with other past, present, and future actions with potential for impacts on the same resources. Each environmental issue presented in the Draft EIR is analyzed with respect to significance criteria that are based on the San Francisco Planning Department Major Environmental Analysis Division (“MEA”) guidance regarding the environmental effects to be considered significant. MEA guidance is, in turn, based on CEQA Guidelines Appendix G, with some modifications.

The Department published the Draft EIR on May 12, 2010. The Draft EIR was circulated to local, state, and federal agencies and to interested organizations and individuals for review and comment beginning on May 12, 2010 for a 61-day public review period, which ended on July 12, 2010. The San Francisco Planning Commission held a public hearing to solicit testimony on the Draft EIR on June 17, 2010. A court reporter was present at the public hearing, transcribed the oral comments verbatim, and prepared written transcripts. The Planning Department also received written comments on the Draft EIR, which were sent through mail, fax, or email.

The San Francisco Planning Department then prepared the Comments and Responses (“C&R”). This document, which provides written response to each comment received on the Draft EIR, was published on October 28, 2010 and included copies of all of the comments received on the Draft EIR and individual responses to those comments. The C&R provided additional, updated information and clarification on issues raised by commenters, as well as Planning Department staff-initiated text changes. This Commission reviewed and considered the Final EIR, which includes the Draft EIR, the C&R document and any Errata Sheets, and all of the supporting information and certified the Final EIR on February 10, 2010. In certifying the Final EIR, this Planning Commission determined that the Final EIR does not add significant new information to the Draft EIR that would require recirculation of the Final EIR under CEQA because the Final EIR contains no information revealing (1) any new significant environmental impact that would result from the Project or from a new mitigation measure proposed to be implemented, (2) any substantial increase in the severity of a previously identified environmental impact, (3) any feasible project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project, but that was rejected by the Project’s proponents, or (4) that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

D. Approval Actions

1. Planning Commission Actions

The Planning Commission is taking the following actions and approvals:

- Review and recommendation to the Board of Supervisors to approve an ordinance adopting a Development Agreement.
- Review and recommendation to the Board of Supervisors to approve an ordinance adopting a new Parkmerced SUD setting forth heights, bulk, density and uses.

- Review and recommendation to the Board of Supervisors to adopt an ordinance amending the San Francisco Zoning Map Height and Bulk Maps.
- Review and approval of amendments to the *General Plan* Urban Design Element height map for consistency with the proposed SUD.

2. Zoning Administrator Actions

- Determination of consistency with the Local Coastal Program and approval of a Coastal Zone Permit.

3. San Francisco Board of Supervisors Actions

The Planning Commission's certification of the Final EIR may be appealed to the Board of Supervisors. If appealed, the Board of Supervisors will determine whether to uphold the certification or to remand the Final EIR to the Planning Department for further review.

Additional actions to be taken by the Board of Supervisors include:

- Review and approval of an ordinance adopting a Development Agreement.
- Approval of amendments to the Planning Code Height and Bulk Maps and the *General Plan* Urban Design Element height map.
- Approvals to vacate existing streets and accept dedication of new streets.
- Review and approval of an ordinance adopting a new Parkmerced SUD setting forth heights, bulk, density and uses.
- Review of the proposed improvements to Brotherhood Way and other City streets and approval of those improvements.

4. Other—Federal, State, and Local Agencies

Implementation of the Project will involve consultation with or required approvals by other local, state and federal regulatory agencies, including, but not limited to, the following:

- Department of Public Works (Approval of a subdivision map).
- Executive Director and Board of Directors of the Municipal Transit Agency (SFMTA) (Approval of the proposed realignment of the Muni M Ocean View light rail line through Parkmerced and other potential changes to the Municipal Railway system).
- California Department of Transportation [Caltrans] District 4, California Public Utilities Commission [CPUC] and San Francisco State University [SFSU] (Approval of the proposed realignment of the Muni M Ocean View light rail tracks across 19th Avenue into and out of the Project Site and other modifications to State Route 1 (Junipero Serra Boulevard), including installation of additional travel and turn lanes and reconfiguration of median landscaping).

- Department of Public Works and Planning Department (Review of the proposed improvements to Brotherhood Way and other City streets and approval of those improvements).
- SFMTA and the Transportation Advisory Staff Committee (TASC) (Coordination of all roadway and transit changes).
- California Department of Fish and Game (Issuance of an incidental take permit, if necessary, pursuant to Section 2081 of the California Endangered Species Act for operation of 51 wind turbines).
- U. S. Army Corps of Engineers (Issuance of a Section 404 Permit pursuant to the Clean Water Act for construction of an on-site stormwater filtration system and discharge of the filtered water to Lake Merced, if necessary).

To the extent that the identified mitigation measures require consultation with or approval by these other agencies, the Planning Commission urges these agencies to assist in implementing, coordinating, or approving the mitigation measures, as appropriate to the particular measure.

E. Findings About Significant Environmental Impacts And Mitigation Measures

The following Sections II, III and IV set forth the Planning Commission's findings about the Final EIR's determinations regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the Planning Commission regarding the environmental impacts of the Project and the mitigation measures included as part of the Final EIR and adopted by the Planning Commission as part of the Project. To avoid duplication and redundancy, and because the Planning Commission agrees with, and hereby adopts, the conclusions in the Final EIR, these findings will not repeat the analysis and conclusions in the Final EIR, but instead incorporates them by reference herein and relies upon them as substantial evidence supporting these findings.

In making these findings, the Planning Commission has considered the opinions of Department and other City staff and experts, other agencies and members of the public. The Planning Commission finds that the determination of significance thresholds is a judgment decision within the discretion of the City and County of San Francisco; the significance thresholds used in the Final EIR are supported by substantial evidence in the record, including the expert opinion of the EIR preparers and City staff; and the significance thresholds used in the Final EIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project.

These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, a full explanation of these environmental findings and conclusions can be found in the Final EIR and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the determination regarding the Project impacts and mitigation measures designed to address those impacts. In making these findings, the Planning Commission ratifies, adopts and incorporates in these findings the determinations and conclusions of the Final EIR relating to environmental impacts and

mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

As set forth below, the Planning Commission adopts and incorporates all of the mitigation measures set forth in the Final EIR and the attached MMRP to substantially lessen or avoid the potentially significant and significant impacts of the Project. The Planning Commission intends to adopt each of the mitigation measures proposed in the Final EIR. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the Final EIR due to a clerical error, the language of the policies and implementation measures as set forth in the Final EIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the Final EIR.

In the Sections II, III and IV below, the same findings are made for a category of environmental impacts and mitigation measures. Rather than repeat the identical finding dozens of times to address each and every significant effect and mitigation measure, the initial finding obviates the need for such repetition because in no instance is the Planning Commission rejecting the conclusions of the Final EIR or the mitigation measures recommended in the Final EIR for the Project.

F. Location and Custodian of Records

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at the Planning Department, 1650 Mission Street, San Francisco. The Planning Commission Secretary, Linda Avery, is the custodian of records for the Planning Department and the Planning Commission.

II. IMPACTS FOUND NOT TO BE SIGNIFICANT AND THUS DO NOT REQUIRE MITIGATION

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.). Based on the evidence in the whole record of this proceeding, the Planning Commission finds that implementation of the Proposed Project will not result in any significant impacts in the following areas and that these impact areas therefore do not require mitigation:

Land Use

- Physically divide an established community or have a substantial adverse impact on the character of the vicinity.
- Create incompatible cumulative land use impacts on established communities.

Aesthetics

- Transform the visual character of the Project Site.
- Affect scenic vistas from publicly accessible areas.
- Be a prominent new visual feature at the western perimeter of the Project Site (wind turbines).
- Increase the lighting requirements within the Project Site and the potential for glare.
- Contribute to cumulative impacts on visual quality and scenic vistas.

Population and Housing

- Induce substantial direct temporary population growth during project construction.
- Induce substantial employment growth in an area either directly or indirectly.
- Displace substantial numbers of people and/or existing housing units or create demand for additional housing, necessitating the construction the construction of replacement housing.
- Induce substantial project-level or cumulative population growth in the area either directly or indirectly.

Transportation and Circulation

- Create significant traffic impacts at four study intersections (*19th Avenue/Juniper Serra Boulevard; 19th Avenue/Ocean Avenue; Brotherhood Way/West Driveway Holy Trinity Greek Orthodox and Open Bible Churches; John Muir Drive/Lake Merced Boulevard*) that operate at LOS E or LOS F under Existing Conditions.
- Add transit trips to the Downtown Screenlines in excess of available capacity.
- Add transit trips to the Downtown Screenlines, but would not increase demands in excess of available capacity (Project sub-variant).
- Add transit trips to the Regional Screenlines in excess of available capacity and contribute significantly to Regional Screenlines where overall ridership is projected to exceed available capacity.
- Add transit trips to the Regional Screenlines, but would not increase demands in excess of available capacity (Project sub-variant).
- Create a significant impact due to the construction of bicycle facilities within the Project Site to serve additional users.
- Create a significant impact due to the construction of pedestrian facilities within the Project Site to serve additional users.
- Create a significant impact due to an increase the need for loading spaces.
- Affect air traffic.
- Create hazards due to any proposed design features.
- Result in significant emergency access impacts.
- Significantly contribute traffic at six study intersections (*Junipero Serra Boulevard/Ocean Avenue/Eucalyptus Drive; 19th Avenue/Junipero Serra Boulevard; 19th Avenue/Ocean Avenue; 19th Avenue/Eucalyptus Drive; Brotherhood Way/West Driveway Holy Trinity Greek Orthodox and Open Bible Churches; and Holloway Avenue/Varela Avenue*) that would operate at LOS E or F under 2030 cumulative conditions.

- Contribute to cumulative increases in transit ridership at the Downtown Screenlines so as to exceed available capacity.
- Contribute to cumulative increases in transit ridership at the Downtown Screenlines so as to exceed available capacity (Project sub-variant).
- Contribute to cumulative increases in transit ridership at the Regional Screenlines so as to increase demand in excess of available capacity or contribute significantly to Regional Screenlines where overall cumulative ridership is projected to exceed available capacity.
- Contribute to cumulative increases in transit trips to the Regional Screenlines so as to increase demand in excess of available capacity or contribute significantly to Regional Screenlines where overall cumulative ridership is projected to exceed available capacity (Project sub-variant).

Air Quality

- Result in localized construction dust-related air quality impacts.
- Affect regional air quality due to Project construction.
- Result in a substantial amount of vehicle trips that could cause or contribute to an exceedance of the CO ambient air quality standards due to Project operation.
- Expose sensitive receptors to substantial concentrations of toxic air contaminants due to Project operation.
- Result in localized construction dust-related air quality impacts under BAAQMD 2010 Guidelines.
- Result in operation-related impact to CO ambient air quality standards under BAAQMD 2010 Guidelines.
- Generate significant odors.
- Conflict with adopted plans related to air quality.

Greenhouse Gas Emissions

- Result in a substantial contribution to global climate change by increasing GHG emissions in a manner that conflicts with the state goal of reducing GHG emissions in California to 1990 levels by 2020 (e.g., a substantial contribution to global climate change).
- Conflict with San Francisco's Climate Action Plan or impede implementation of the local GHG reduction goals established by the San Francisco 2008 Greenhouse Gas Reduction Ordinance.

Wind and Shadow

- Result in an increase in the number of hours that the 26-mph wind hazard criterion is exceeded or an increase in the area that is subjected to winds greater than 26 mph (Representative project only, not the proposed SUD).
- Would not result in a cumulative increase in the number of hours that the 26-mph wind hazard criterion is exceeded or an increase in the area that is subjected to winds greater than 26 mph (Representative project only, not the proposed SUD).

- Adversely affect the use of any park or open space under the jurisdiction of the Recreation and Park Commission.
- Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.
- Cumulatively adversely affect the use of any park or open space under the jurisdiction of the Recreation and Park Commission or create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.

Recreation

- Increase the use of existing park and recreational facilities to such an extent that there would be a significant adverse effect on these facilities.
- Significantly contribute to cumulative impacts on recreational use to existing public parks or recreational facilities.

Utilities and Services Systems

- Increase the demand for water to such an extent that there would be a significant adverse impact.
- Contribute considerably to significant cumulative impacts on water supply.
- Require new water delivery infrastructure to adequately serve the Project Site.
- Cumulatively result in for a need for new water delivery infrastructure.
- Require new or expansion of wastewater collection or treatment facilities to adequately serve the Project Site.
- Contribute considerably to cumulative impacts on wastewater conveyance and treatment due to Project operation.
- Exceed the solid waste disposal capacity of the Project-serving landfill.
- Contribute considerably to cumulative impacts on solid waste disposal facilities.

Public Services

- Result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.
- Cumulatively result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.
- Result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency medical services.
- Cumulatively result in a need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency medical services.
- Result in additional demand for educational facilities, either at the project-level or cumulatively.
- Cumulatively result in the additional demand for educational facilities.

Biological Resources

- Conflict with local policies or ordinances protecting biological resources.
- Result in substantial adverse cumulative effects to biological resources.

Geology and Soils

- Expose people or structures to potential adverse effects due to ground shaking, ground failure, or liquefaction.
- Be located on unstable soil, or could become unstable as a result of the Proposed Project, and potentially result in soil instability or soil corrosivity.
- Be located on corrosive soils.
- Result in significant cumulative impacts with respect to geology, soils or seismicity.

Hydrology and Water Quality

- Result in an increase of combined sewer overflows from the City's combined sewer system.
- Result in depletion of groundwater or reduction of groundwater levels.
- Contribute runoff water due to Project operation that would exceed the capacity of the existing stormwater drainage system or create substantial additional sources of polluted runoff due to Project operation.
- Place housing or structures within a 100-year flood hazard area or expose people or structures to a significant risk involving flooding.
- Be susceptible to inundation by seiche, tsunami, or mudflow.
- Contribute significantly to cumulative impacts on hydrology and water quality due to Project construction.

Hazards and Hazardous Materials

- Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Result in hazardous emissions or use of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a risk of loss, injury or death involving fires.
- Result in cumulative hazardous materials impacts.

Mineral and Energy Resources

- Result in the loss of availability of a known mineral resource and/or a locally important mineral resource recovery.
- Encourage activities that could result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner.

Agricultural Resources and Forest Lane

- Result in the conversion of farmland, or involve other changes that would result in conversion of farmland to non-agricultural use.
- Result in conflicts with existing zoning for agricultural use or Williamson Act contracts.
- Negatively affect forests or timberland.

III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION AND THE DISPOSITION OF THE MITIGATION MEASURES

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible (unless mitigation to such levels is achieved through adoption of a project alternative). The findings in this Section III and in Section IV concern mitigation measures set forth in the EIR. These findings discuss mitigation measures and improvement measures as identified in the Final EIR for the Proposed Project. The full text of the mitigation measures and improvement measures is contained in the Final EIR and in Attachment B, the Mitigation Monitoring and Reporting Program. The Planning Commission finds that the impacts identified in this Section III would be reduced to a less-than-significant level through implementation of the mitigation measures contained in the Final EIR, included in the Proposed Project, or imposed as conditions of approval and set forth in Attachment B.

This Commission recognizes that some of the mitigation measures are partially within the jurisdiction of other agencies. The Commission urges these agencies to assist in implementing these mitigation measures, and finds that these agencies can and should participate in implementing these mitigation measures.

Impact CR-3: Project construction activities could disturb significant archaeological resources, if such resources are present within the Project Site.

There is a reasonable presumption that significant subsurface archaeological features are present within the Project Site. For example, Lake Merced would have provided resources for native Ohlone people, resulting in the possibility of subsurface artifacts. Historical accounts indicate that the Mission San Francisco de Asis used the Lake Merced area as a corral for mission-owned livestock. Following Mission ownership, a Spanish cattle rancher may have had a corral in the vicinity of the Project Site. The Spring Valley Water company operated a pump station at Lake Merced, and two dwellings associated with this pump station were reported to be located on the Project Site. If subsurface artifacts encountered during construction of the Proposed Project were not appropriately handled, it could be a significant impact.

Mitigation Measure M-CR-3a: Archaeological Testing, Monitoring, Data Recovery, and Reporting for Phase I

Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases

Impact CR-4: Project construction activities could disturb human remains, if such resources are present within the Project Site.

Prehistoric human burials could be encountered if Native Americans used the area near Lake Merced. Loss of these materials during construction would be a significant impact.

Mitigation Measure M-CR-3a: Archaeological Testing, Monitoring, Data Recovery, and Reporting for Phase I

Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases

Impact CR-5: Project construction activities could disturb paleontological resources.

Project construction activities could disturb significant paleontological resources, if such resources are present within the site in the sedimentary Colma Formation, which has yielded vertebrate fossils in other locations on the San Francisco peninsula. This would be a significant impact.

Mitigation Measure M-CR-5: Paleontological Resources Monitoring and Mitigation Program

Impact CR-6: Disturbance of archaeological and paleontological resources within the Project Site could contribute to a cumulative loss in the ability of the site to yield significant historic and scientific information.

When considered with other past and proposed development projects along and near the San Francisco shoreline, the disturbance of archaeological and paleontological resources within the Project Site could contribute to this cumulative loss.

Mitigation Measure M-CR-3a: Archaeological Testing, Monitoring, Data Recovery, and Reporting for Phase I

Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases

Mitigation Measure M-CR-5: Paleontological Resources Monitoring and Mitigation Program

Impact TR-2: Implementation of the Proposed Project would result in significant traffic impacts at study intersections (Less-Than-Significant with Mitigation for the intersection at 19th Avenue/Crespi Drive only)

The project's impacts at the intersection of 19th Avenue/Crespi Drive would be due primarily to the new northbound left-turn lane from 19th Avenue to Crespi Drive, proposed as part of the Project.

Mitigation Measure M-TR-2A: Do not construct the proposed northbound left-turn lane from 19th Avenue onto Crespi Drive

Impact TR-3b: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at 14 study intersections (Less-Than-Significant with Mitigation for the intersection at 19th Avenue/Crespi Drive only)

The project's contribution to a cumulative impact at the intersection of 19th Avenue/Crespi Drive would be due primarily to the new northbound left-turn lane from 19th Avenue to Crespi Drive, proposed as part of the Project.

Mitigation Measure M-TR-2A: Do not construct the proposed northbound left-turn lane from 19th Avenue onto Crespi Drive

Impact NO-1: Project-related construction activities would increase noise levels above existing ambient conditions.

Construction noise would be substantially greater than existing ambient noise levels and would have the potential to result in significant impacts to existing sensitive receptors. Although proposed construction activities would occur over a period of approximately 20 years, the activities that would impact sensitive receptors in any one location would be temporary. Construction contractors would be required to comply with the San Francisco Noise Ordinance. Additional mitigation would be needed to reduce noise levels to a less than significant level.

Mitigation Measure M-NO 1a: Reduce Noise Levels During Construction

Mitigation Measure M-NO 1b: Pile Driving Noise-Reducing Techniques and Muffling Devices

Impact NO-2: Construction activities could expose persons and structures to excessive ground-borne vibration or ground-borne noise levels.

Impact activities such as pile driving could produce detectable vibration within nearby buildings during construction, and could be detectable by sensitive receptors. This could be a significant impact.

Mitigation Measure M-NO-2: Pre-construction Assessment to Minimize Vibration Levels Associated with Impact Activities.

Impact NO-6: Proposed residences and other sensitive uses would be located in incompatible noise environments.

Existing noise levels exceed 65 dBA (Ldn) in some locations. The Land Use Compatibility Guidelines for Community Noise (see Figure V.F.2) indicate that any new residential construction in areas with noise levels above 65 dBA (Ldn) must have a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. The Land Use Compatibility Guidelines indicate that analysis of noise reduction features should occur for the proposed Pre-K-5 school and day

care facility. Without adequate design, these uses could be subject to significant impacts due to traffic-generated noise.

Mitigation Measure M-NO-6: Residential Use Plan Review by Qualified Acoustical Consultant

Impact NO-8: Garbage collection would occur at different locations and could increase associated noise levels at elevated receivers.

When garbage is collected, the residences nearest and overlooking refuse containers would experience higher noise levels than the more distant units. In some locations this would be a significant noise impact unless it is accounted for in building design.

Mitigation Measure M-NO-8: Residential Building Plan Review by Qualified Acoustical Consultant

Impact BI-1: Construction of an outfall for discharge of stormwater runoff into the willow basin could affect the habitat of San Francisco gumplant and other special-status plant species.

Construction activities in the willow basin south of Brotherhood Way where stormwater from the Project Site may flow prior to discharge to Lake Merced could impact an existing population of San Francisco gumplant, which is considered rare or endangered in California and elsewhere. Impacting the designated gumplant would be significant.

Mitigation Measure M-BI-1a: Pre-construction Survey for Gumplant

Mitigation Measure M-BI-1b: Avoidance During Construction

Mitigation Measure M-BI-1c: Restoration and Expansion of Gumplant Population That Is Not Avoided in Measure M-BI-1b

Impact BI-2: Construction of an outfall for stormwater runoff into Lake Merced could affect habitats of special-status animal species.

If discharge of treated stormwater to Lake Merced is implemented, construction of a new outfall or restoration of an existing outfall into the Lake could impact the habitat of the salt marsh common yellowthroat or the western pond turtle, both California Species of Special concern, which would be a significant impact.

Mitigation Measure M-BI-2a: Pre-construction Survey for Common Yellowthroat Nesting Activities and Buffer Area

Mitigation Measure M-BI-2b: Monitoring for Western Pond Turtles During Construction

Mitigation Measure M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area

Impact BI-3: Construction of a new stormwater outfall, or restoration of an existing one, would affect freshwater marsh and other riparian habitat along the shore of Lake Merced and in the willow basin.

To repair the existing stormwater outfall(s) at the shoreline of Lake Merced, or to install a new one(s), marsh and riparian vegetation, such as willow and wax myrtle trees, would be removed from the construction zone. This is a potentially significant impact.

Mitigation Measure M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area

Mitigation Measure M-BI-3a: Restrict Vegetation Removal Activities in Wetland and Riparian Areas During Outfall Construction

Mitigation Measure M-BI-3b: Vegetation Restoration in Outfall Construction Area

Impact BI-4: Removing trees and shrubs could remove migratory bird habitat and impede the use of nesting (nursery) sites.

Vegetation removal and/or building demolition during the breeding season (approximately March through August) could remove trees, shrubs, and/or buildings that support active nests. This is a potentially significant impact.

Mitigation Measure M-BI-4: Breeding Bird Pre-construction Surveys and Buffer Areas

Impact BI-5: The Proposed Project could have an adverse effect on wetlands as defined by Section 404 of the Clean Water Act.

To repair the existing stormwater outfall(s) at the shoreline of Lake Merced or to install a new one(s), marsh and riparian vegetation would be removed from a construction zone and directing stormwater from the Project Site to the willow basin prior to discharge to Lake Merced could affect riparian vegetation, including wetlands, which would be a significant impact.

Mitigation Measure M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area

Mitigation Measure M-BI-3a: Restrict Vegetation Removal Activities in Wetland and Riparian Areas During Outfall Construction

Mitigation Measure M-BI-3b: Vegetation Restoration in Outfall Construction Area

Impact BI-7: Maintenance of the proposed stormwater treatment system (bioswales, constructed stream, wetlands, and ponds) could affect special-status animal species.

The proposed on-site stormwater treatment bioswales, stream, wetlands, and ponds would be planted with native wetland and riparian vegetation that would support native wildlife, including special-status species such as western pond turtle, and protected nesting birds. Although this would be considered a beneficial impact and an enhancement of habitat values, periodic vegetation or sediment removal for maintenance of the treatment system could adversely impact those species, which is a potentially significant impact.

Mitigation Measure M-BI-7a: Pre-maintenance Surveys for Active Bird Nests and Buffer Areas

Mitigation Measure M-BI-7b: Monitoring During Maintenance Activities

Impact BI-9: Construction of new building towers could adversely impact bird or bat movement and migration.

The proposed new high-rise towers could result in bird injuries and death from collisions with glass panels or windows. This would be a significant impact.

Mitigation Measure M-BI-9: Bird-Safe Design Practices

Impact BI-10: Changes in duration and depth of inundation in the willow basin from stormwater runoff could impact riparian vegetation.

The large specimens of wax myrtle growing in the bottom of the willow basin may not be able to withstand an increase in inundation depth or duration. Although wax myrtle is not a special-status plant species, these trees provide a locally unique component of the sensitive riparian habitat in the willow basin and an increase in inundation depth and duration may adversely affect them, which could be a significant impact.

Mitigation Measure M-BI-10: Study and Modification to Willow Basin To Control Water Level and Duration of Inundation

Impact GE-1: The Proposed Project could result in substantial soil erosion or loss of topsoil during construction.

Existing ground coverings would be removed during construction, exposing soil to wind and rainwater runoff erosion. This is a potentially significant impact.

Mitigation Measure HY-1: Best Management Practices for SWPPP

Impact HY-1: The Proposed Project could violate a water quality standard or a waste discharge requirement, or otherwise substantially degrade water quality.

During construction of the Proposed Project, existing vegetation and pavements would be temporarily removed and surface soils would be disturbed due to excavation and grading activities on the Project Site.

Stormwater runoff could cause erosion and entrainment of sediments from the exposed soils. If not managed properly, the sediments would be carried in watercourses and cause sediments to be discharged to the sewer system where they would reduce the capacity of the sewer lines, potentially causing sewer overflows. The potential for releases of fuels, oils, paints, and solvents is present at most construction sites. Once released, these chemicals would flow or be carried by stormwater runoff, wash water, and dust control water to the sewer, potentially reducing the quality of the receiving waters. This would be a significant impact.

Mitigation Measure M-HY-1: Best Management Practices for SWPPP

Impact HY-4: The Proposed Project could alter the existing drainage patterns on the Project Site, resulting in substantial erosion or siltation or localized flooding.

Excavation and grading of the Project Site during the construction phases of the Proposed Project would remove existing vegetation and pavements, thus exposing the sandy soil of the Project Site to erosion by runoff, which could be a significant impact.

Mitigation Measure M-HY-1: Best Management Practices for SWPPP

Impact HZ-2: The Proposed Project could create a hazard to the public or the environment through the accidental release of hazardous materials into the environment.

A limited Phase II Environmental Site Assessment investigation was conducted, and soil samples showed minimal evidence of chemical releases from the former maintenance activities in the vicinity of the Maintenance Building and the fan room at the Higuera parking garage. The concentrations of chemicals detected do not pose a threat to human health or the environment based on U.S. Environmental Protection Agency Region IX health-based screening values. Further, the concentrations are below levels that typically may lead to a requirement for cleanup by regulatory agencies, and thus are not considered significant environmental concerns. Although soil contamination in significant amounts is not expected, if previously unidentified soil contaminants exist, hazardous materials could be released into the environment, resulting in a significant impact.

Mitigation Measure M-HZ-2A: Hazardous Materials – Testing for and Handling of Contaminated Soil

Mitigation Measure M-HZ-2B: Hazards – Decontamination of Vehicles

IV. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the Planning Commissions finds that, where feasible, changes or alterations have been required, or incorporated into, the Proposed Project to reduce the significant environmental impacts as identified in the Final EIR and listed below. The

Commission finds that the mitigation measures in the Final EIR and described below are appropriate, and that changes have been required in, or incorporated into, the Proposed Project that, pursuant to Public Resources Code Section 21002 and CEQA Guidelines Section 15091, may substantially lessen, but do not avoid (i.e., reduce to less-than-significant levels), the potentially significant environmental effects associated with implementation of the Proposed Project that are described below. The Commission adopts all of the mitigation measures and improvement measures set forth in the Mitigation Monitoring and Reporting Plan (MMRP), attached as Attachment B. The Commission further finds, however, for some of the impacts listed below, despite the implementation of feasible mitigation measures and improvement measures, the effects remain significant and unavoidable.

Based on the analysis contained within the Final EIR, other considerations in the record, and the significance criteria identified in the Final EIR, the Planning Commission finds that because some aspects of the Proposed Project could cause potentially significant impacts for which feasible mitigation measures are not available to reduce the impact to a less-than-significant level, those impacts are significant and unavoidable. The Planning Commission recognizes that although mitigation measures are identified in the Final EIR that would reduce some significant impacts, the measures are uncertain or infeasible for reasons set forth below, and therefore those impacts remain significant and unavoidable or potentially significant and unavoidable.

The Planning Commission determines that the following significant impacts on the environment, as reflected in the Final EIR, are unavoidable, but under Public Resources Code Section 21081(a)(3) and (b), and CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, the Commission determines that the impacts are acceptable due to the overriding considerations described in Section VII below. This finding is supported by substantial evidence in the record of this proceeding.

Impact AE-1: The proposed demolition of the existing garden apartment buildings and the proposed removal of the existing landscaping would eliminate a visual/scenic resource of the built environment.

To implement the Proposed Project, all of the two-story garden apartment buildings within the Project Site (170 buildings) would be demolished, along with existing landscaping and mature trees throughout most of the Project Site, thereby eliminating a visual/scenic resource of the built environment. Due to extensive reconstruction and regrading on the Project Site, about 82 percent of trees would be removed from the Project Site or relocated throughout the planned 20-year phased construction period. These changes are significant impacts.

No feasible mitigation is available that would preserve most of the existing visual character of the Project Site yet allow the Proposed Project to be substantially implemented. Demolition of most of this visual/scenic resource is necessary to implement the Proposed Project and realize its objectives, which include provision of high-density housing and implementation of environmentally sustainable design practices. The Proposed Project could not be implemented without demolition of most of the existing

visual/scenic resource. Therefore, this impact remains significant and unavoidable and no mitigation measures are available.

Impact CR-1: The proposed demolition of the existing garden apartment buildings and removal of existing landscape features on the Project Site would impair the historical significance of the Parkmerced historic district historical resource.

The Parkmerced residential complex is eligible for inclusion in the California Register of Historical Resources as a historic district. Demolition of all of the two-story garden apartment buildings and removal of all of the interior landscaping on the Project Site would be a significant impact.

Mitigation Measure M-CR-1: Documentation and Interpretation

Implementation of this mitigation measure would not be sufficient to reduce the significant impact to less-than-significant levels. The impact remains significant and unavoidable. No feasible mitigation is available that would preserve the essential integrity of the Parkmerced complex and still allow the Proposed Project to be implemented, as demolition of most of the historical resource is necessary for implementation.

Impact CR-2: The proposed demolition of the existing garden apartment buildings and removal of existing landscape features on the Project Site would contribute to a cumulative impact on the historic significance of the Parkmerced historic district historical resource.

The Parkmerced historic district resource encompasses the entire original Parkmerced complex, including the Project Site and three properties owned by others. The owners of the other three properties are planning for future redevelopment of their respective parcels, which, in combination with the Proposed Project, would result in a significant cumulative impact.

Mitigation Measure M-CR-1: Documentation and Interpretation

Implementation of this mitigation measure would reduce the contribution of the Proposed Project to significant cumulative impacts on historical resources, but not to a less-than-significant level. No feasible mitigation is available that would preserve the integrity of the Parkmerced complex. Therefore, the impact remains significant and unavoidable.

Impact TR-1: Construction of the Proposed Project (with or without the proposed sub-variant) would result in transportation impacts in the Proposed Project vicinity due to construction vehicle traffic and road construction associated with the realignment of the existing light rail tracks.

The primary construction truck routes in the Project Study Area would be Lake Merced Boulevard, Brotherhood Way, 19th Avenue, and Junipero Serra Boulevard. During the construction period, temporary and intermittent disruption to existing and proposed transit routes and bus stops may occur, and some bus routes may need to be temporarily rerouted. In addition, temporary and intermittent interference with

transit operations caused by increased truck movements to and from the construction sites may occur. Due to the reduction in travel lanes, the remaining travel lanes would become more congested with automobiles, trucks and buses, which would pose a greater challenge for bicycle travel in the area. Given the magnitude of development proposed for the area, the Proposed Project's prolonged construction period, and the lack of certainty about the timing of other development projects in the area, significant Project-related and significant Project contributions to cumulative traffic and circulation impacts could occur on some roadways, such as Lake Merced Boulevard, Brotherhood Way, 19th Avenue, and Junipero Serra Boulevard. Implementation of individual traffic control plans would minimize impacts associated with each project and reduce each project's contribution to cumulative impacts in the Study Area.

Mitigation Measure M-TR-1: Parkmerced Construction Traffic Management Program

Given the magnitude of the proposed development and the duration of the construction period, some disruptions and increased delays could still occur even with implementation of M-TR-1, and it is possible that significant construction-related transportation impacts on local San Francisco and regional roadways could still occur. Construction-related transportation impacts therefore remain significant and unavoidable.

Impact TR-2: Implementation of the Proposed Project would result in significant traffic impacts at study intersections.

Of the 34 study intersections, 13 are projected to operate at unacceptable levels of service (LOS) under existing conditions with the Proposed Project during at least one peak hour. At 6 of the 13 study intersections with unacceptable operations, the Proposed Project would result in project-specific impacts:

- 19th Avenue/Sloat Boulevard – LOS E to LOS F in the AM peak hour;
- 19th Avenue/Winston Drive – LOS D to LOS E in the weekend midday peak hour;
- Sunset Boulevard/Lake Merced Boulevard – LOS C to LOS E in the PM peak hour;
- Lake Merced Boulevard/Winston Drive – LOS C to LOS E in the AM peak hour and LOS D to LOS F in the PM peak hour;
- Lake Merced Boulevard/Font Boulevard – LOS D to LOS F in the AM peak hour and LOS C to LOS F in the PM peak hour; and
- Lake Merced Boulevard/Brotherhood Way – LOS D to LOS E in the AM peak hour, LOS C to LOS F in the PM peak hour, and LOS C to LOS E in the weekend midday peak hour.

Mitigation measures to reduce significant impacts at the intersections of 19th Avenue/Sloat Boulevard and 19th Avenue/Winston Drive are infeasible. Additional travel lanes would be needed along 19th Avenue at both intersection, requiring acquisition of substantial additional right-of-way and demolition of existing occupied structures. In addition, 19th Avenue is under the jurisdiction of the California Department of Transportation (Caltrans) and outside of the jurisdiction or control of the Planning Commission. Widening the 19th Avenue roadway would increase the pedestrian crossing distance at both intersections, which is inconsistent with San Francisco's goal of improving pedestrian circulation and safety in the Parkmerced Study Area. At the 19th Avenue/Winston Drive intersection, restriping the eastbound shared through-left-turn lane as a dedicated left-turn lane would result in a dual left-turn lane configuration; and

would improve LOS to acceptable levels without widening the roadway and would improve LOS. However, it would present a pedestrian safety conflict by providing a dual left-turn lane operating on the same phase as a conflicting crosswalk with high pedestrian volumes at the entrance to a major shopping center. Therefore, implementation of this measure would be inconsistent with the City's goals of promoting walking and bicycling and is infeasible.

Mitigation measures are available to reduce significant impacts to less-than-significant levels at the remainder of the identified intersections. However, in a number of cases the feasibility of mitigation is uncertain and requires additional discretionary actions by other agencies and/or additional feasibility studies by other agencies outside of the Planning Commission's jurisdiction prior to implementation.

Mitigation Measure M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard

Implementation of this mitigation measure would reduce significant impacts at the intersection of Sunset Boulevard/Lake Merced Boulevard to less-than-significant levels. The San Francisco Municipal Transportation Agency (SFMTA) is currently evaluating the feasibility of this measure and has not yet finalized its evaluation. Because the feasibility of this measure is currently uncertain and implementation is outside the jurisdiction of the Planning Commission, the impact remains significant and unavoidable. The Planning Commission urges the SFMTA to implement this measure if it is found feasible.

Mitigation Measure M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive

The feasibility of this measure is uncertain due to the adjacent unsignalized intersection, approximately 75 feet south of Winston Drive, which would conflict with the northbound right-turn lane. Further study by SFMTA is required to determine whether this mitigation measure is feasible. If feasible, implementation of this measure would reduce significant impacts at the intersection of Lake Merced Boulevard/Winston Drive to less-than-significant levels. Because the feasibility of this measure is currently uncertain and implementation is outside the jurisdiction of the Planning Commission, the impact remains significant and unavoidable. The Planning Commission urges the SFMTA to implement this measure if it is found feasible.

Mitigation Measure M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection

The measure would improve operations at the intersection of Lake Merced Boulevard/Font Boulevard to acceptable levels and the impact would be less than significant. The feasibility of this measure is uncertain, as substantial roadway restriping and signal optimization and coordination at multiple additional intersections would be necessary. In addition, provision of dual left-turn lanes against a pedestrian signal may be considered a safety hazard for pedestrians. Further study by SFMTA is required to determine feasibility. Because the feasibility of this measure is currently uncertain and implementation is outside the jurisdiction of the Planning Commission, the impact remains significant and unavoidable. The Planning Commission urges the SFMTA to carry out feasibility studies and, if found feasible, to implement the measure.

Mitigation Measure M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements at the intersection of Lake Merced Boulevard/Brotherhood Way

The feasibility of this intersection is uncertain, as it would require widening of the roadway and may not fit within the existing right-of-way. Further study is needed by SFMTA to determine the feasibility of this measure, and the measure is outside the jurisdiction of the Planning Commission. The intersection would continue to operate at an unacceptable LOS F during both the AM and PM peak hours even with implementation of this measure, although operations would be substantially improved. Therefore, this impact remains significant and unavoidable.

Impact TR-3: Implementation of the Proposed Project would result in considerable traffic contributions at study intersections that operate at LOS E or LOS F under Existing Conditions

Vehicle trips generated by the Proposed Project would contribute significantly to critical movements at two intersections that currently operate at unacceptable LOS E or F. This is a significant traffic impact.

- Junipero Serra Boulevard/Sloat Boulevard/St. Francisco Boulevard/Portola Drive – LOS F during the weekday PM peak hour and weekend midday peak hour.
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp – LOS F during the weekday PM peak hour

No feasible mitigation measures are available to reduce the Proposed Project's contribution to unacceptable levels of service at these intersections. At the Junipero Serra/Sloat/St. Francis/Portola complex intersection, the presence of the M Ocean View and K Ingleside light rail tracks in the center median and the constrained right-of-way makes addition of more travel lanes infeasible. Acquisition of substantial right-of-way and demolition of existing privately-owned and occupied structures, reducing the City's tax base, would be required. In addition, a wider intersection would increase pedestrian crossing distances across Junipero Serra Boulevard, which is inconsistent with the City's goal of improving pedestrian circulation and safety. Therefore, the impact at this intersection is significant and unavoidable.

At the Junipero Serra/I-280 Ramps/SR-1 Ramp intersection, the complex geometry of the intersection and constrained environment make additional lanes infeasible. Considerable additional right-of-way would be necessary, requiring acquisition of private property and demolition of occupied structures. In addition, this location is in Daly City, and the I-280 Ramps are under the jurisdiction of Caltrans; both are outside the jurisdiction of the City and County of San Francisco. Therefore, the impact at this intersection is significant and unavoidable.

Impact TR-6: Implementation of the sub-variant in conjunction with the Proposed Project would result in the same traffic impacts at study intersections as identified in Impacts TR-2, TR-3, and TR-4 for conditions with the Proposed Project.

The sub-variant would include a right-turn ingress from 19th Avenue into the Project Site at Cambon Drive for southbound vehicles; no access from the Project Site to 19th Avenue would be provided. Impact TR-4 would be less-than-significant with the Proposed Project, as listed in Section II above. With the sub-variant, impacts TR-2 and TR-3 remain significant and unavoidable as discussed above.

Impact TR-8: Implementation of the Proposed Project would result in significant traffic impacts on one freeway segment.

The freeway mainline segment on southbound State Route 1 (SR 1, Junipero Serra Boulevard) between the on-ramp from Brotherhood Way and the off-ramp to John Daly Boulevard would deteriorate from LOS E in the PM peak hour to LOS F with the addition of project-generated traffic. No feasible mitigation is available to reduce this impact to a less-than-significant level. Additional mainline capacity would be necessary, requiring acquisition of considerable additional right-of-way and demolition of existing occupied structures. In addition, a portion of this segment is located in Daly City, and the freeway is under the jurisdiction of Caltrans; therefore, any mitigation would be outside the jurisdiction of the City and County of San Francisco. The impact remains significant and unavoidable.

Impact TR-9: Implementation of the Proposed Project would have significant traffic impacts at two freeway segments that operate at LOS E or LOS F under Existing Conditions.

The Proposed Project would result in a significant increase in traffic volumes in the PM peak hour on the freeway segment of northbound SR 1 (Juniper Serra Boulevard) between the on-ramp from Brotherhood Way and the off-ramp to Brotherhood Way, contributing significantly to an existing LOS F operating condition. The Proposed Project would result in a significant increase in traffic volumes in the AM and PM peak hours on the freeway segment of southbound State Route 1 (Junipero Serra Boulevard) between the on-ramp from Brotherhood Way and the direct off-ramp at John Daly Boulevard.

Mitigation Measure M-TR-9: Eliminate the weaving segment between the loop on-ramp from Brotherhood Way and the loop off-ramp to Brotherhood Way by reconfiguring the interchange

This mitigation measure would affect northbound SR1 ramps, and would improve the weaving section operations to acceptable LOS in the AM and PM peak hours. The feasibility of measure is uncertain because it requires discretionary actions by SFMTA and Caltrans and is outside the jurisdiction of the Planning Commission. Therefore the impact remains significant and unavoidable. The Planning Commission urges those agencies to implement this measure.

Impact TR-11: Implementation of the sub-variant, either in conjunction with the Proposed Project or the Project Variant would have significant traffic impacts at the same freeway segments expected to experience significant traffic impacts associated with the Proposed Project, as identified in Impacts TR-8 and TR-9.

The sub-variant would not change travel demand or traffic volumes generated by the Proposed Project, and the impacts would be the same as those identified for the Proposed Project. See findings for Impacts TR-8 and TR-9, above.

Impact TR-12: Implementation of the Proposed Project would exceed the available transit capacity of transit routes serving the Project Study Area.

Project-related transit trips would cause the Study Area northeast screenline to exceed Muni's capacity utilization standard of 85 percent in the outbound (toward Parkmerced) direction during the PM Peak Hour. This would be a significant Project impact. Mitigation measures to reduce or eliminate this impact

are infeasible for the following reasons: a) adding a third car to some M Ocean View trains during the PM peak hour would allow the line to operate under 85 percent capacity utilization, but the cost to upgrade surface level stations would be substantial and in some locations space may not be physically available to extend the stations; or b) increasing frequency of service on the M Ocean View line by adding additional trains would allow the line to operate under 85 percent capacity utilization, but SFMTA has indicated that the Market Street Subway currently operates at capacity during peak hours and it may not be feasible to add additional trains without reducing service elsewhere. In addition, the SFMTA and the Board of Supervisors, who control the operating budget for Muni, cannot commit to funding increased service on the M Ocean View line in perpetuity. Therefore the impact remains significant and unavoidable.

Impact TR-14: Implementation of the sub-variant would result in significant impacts on the same Muni Study Area Screenlines as identified in Impact TR-12 for the Proposed Project.

The sub-variant would not change travel demand or transit capacity compared to the Proposed Project. See the findings under Impact TR-12, above.

Impact TR-21: The Proposed Project would reroute the M Ocean View light rail line into the Project Site, extending its route and imparting an additional five minutes of travel time to complete each run. Without additional light rail vehicles, Muni could not operate this longer route at current headways.

The Proposed Project's extension of the light rail route into Parkmerced would make the route longer, reducing transit capacity. This would be a significant impact.

M-TR-21A: Purchase an additional light rail vehicle for the M Ocean View.

Or

M-TR-21B: Install Transit Signal Priority (TSP) treatments to improve transit travel times on the M Ocean View such that M-TR-21A (an additional vehicle) is not required.

Implementing either mitigation measure would maintain transit headways and reduce the impact to less-than-significant levels. Implementation of measure M-TR-21A would require a discretionary action by SFMTA, is outside the jurisdiction of the Planning Commission, and is therefore uncertain at this time. Implementation of measure M-TR-21B is preferred because it would maintain transit headways and improve travel times for riders. Implementation of measure M-TR-21B would require feasibility studies and discretionary actions by SFMTA and Caltrans and is outside the jurisdiction of the Planning Commission and this therefore also uncertain at this time. Therefore, the impact remains significant and unavoidable. The Commission urges SFMTA and Caltrans to perform feasibility studies and implement measure M-TR-21B if feasible, and if not feasible, urges SFMTA to implement measure M-TR-21A.

Impact TR-22: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the Lake Merced Boulevard corridor, which would increase travel times and impact operations of the 18 46th Avenue bus line.

Project-related transit delays due to congestion along Lake Merced Boulevard and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 18 46th Avenue bus line during the AM and PM peak hours. Although the 18 46th Avenue route may change in the future, it would be replaced in part by the 17 Parkmerced, with the same significant impact. Therefore, mitigation measures would apply to whichever bus route is in place at the time.

Mitigation Measure M-TR-22A: Construct intersection mitigations to reduce congestion caused by vehicular delay.

Mitigation measure M-TR-22A would construct the intersection improvements identified in measures M-TR-2C, M-TR-2D, and M-TR-2E, above. As noted there, these measures require approval by SFMTA and are outside the jurisdiction of the Planning Commission. This measure alone would improve conditions but would not reduce the impact to less-than-significant levels and the impact would remain significant and unavoidable.

Mitigation Measure M-TR-22B: Maintain the proposed headways of the 1846th Avenue, by conducting a study to evaluate the feasibility of constructing a transit-only queue-jump lane on Lake Merced Boulevard at Font Boulevard, and considering southbound queue-jumps on Lake Merced Boulevard at State Drive and Font Boulevard.

Feasibility of this measure is uncertain due to the need for further study. In addition, it would conflict with mitigation measures M-TR-2C and M-TR-2E. Implementation requires approval by SFMTA and is outside the jurisdiction of the Planning Commission; therefore the feasibility of this measure is uncertain and the impact remains significant and unavoidable.

Mitigation Measure M-TR-22C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 18 46th Avenue.

Implementation of this measure alone, without either measure M-TR-2A or M-TR-2B, may not reduce the impact to a less-than-significant level. Additionally, the purchase of more than one bus and one light rail train by the Project Sponsor is financially infeasible. Therefore, this measure may be infeasible if more than one bus is required to address the impact. Even if feasible, if this mitigation measure is implemented alone, the impact remains significant and unavoidable.

Impact TR-23: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the 19th Avenue corridor, which would increase travel times and affect operations of the 17 Parkmerced.

Project-related transit delays due to congestion on 19th Avenue between Holloway Avenue and Winston Drive and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 17 Parkmerced bus route during the PM peak hour.

Mitigation Measure M-TR-23: Maintain the proposed headways of the 17 Parkmerced, by implementing transit-only lanes along the length of 19th Avenue between Holloway Avenue and Winston Drive if feasible.

Implementation of measure M-TR-23 would require substantial study and public outreach and would result in secondary traffic impacts associated with removal of a traffic lane. This mitigation measure would require discretionary approvals by SFMTA and Caltrans and is thus outside the jurisdiction of the Planning Commission. Feasibility of this mitigation measure is thus uncertain at this time and the impact remains significant and unavoidable.

Impact TR-24: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the 19th Avenue corridor, which would increase travel times and affect operations of the 28 19th Avenue and 28L 19th Avenue Limited.

Project-related transit delays due to congestion on 19th Avenue and passenger loading delays associated with increased ridership would result in significant impacts on the operation of the 28 19th Avenue and 28L 19th Avenue Limited bus lines.

M-TR-24: Implement the Project Variant (i.e., conversion of the fourth southbound lane to high-occupancy vehicle, toll, and transit-only use).

Implementation of the Project Variant would require substantial additional study and public outreach, and would result in secondary traffic impacts associated with the removal of a mixed-flow traffic lane on 19th Avenue. Implementation would require discretionary approval by the SFMTA and Caltrans. Therefore, implementation of the Project Variant is uncertain and its feasibility is not known because it is outside the jurisdiction of the Planning Commission and other City agencies. The impact on Muni lines 28 19th Avenue and 28L 19th Avenue Limited remains significant and unavoidable.

Impact TR-25: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the Sunset Boulevard, Lake Merced Boulevard, Winston Drive, and 19th Avenue corridors, which would increase travel times and affect operations of the 29 Sunset.

Project-related transit delays due to congestion along sunset Boulevard, Lake Merced Boulevard, Winston Drive, and 19th Avenue, and passenger loading delays associated with increased ridership would result in significant impacts to the operation of the 29 Sunset bus line in the PM peak hour.

Mitigation Measure M-TR-25A: Implement mitigation measure M-TR-23 which addresses transit improvements (i.e. transit-only lanes) along 19th Avenue from Holloway Avenue to Winston Drive.

Mitigation Measure M-TR-25B: Maintain the proposed headways of the 29 Sunset, based on a study conducted to evaluate the effectiveness and feasibility of installing transit priority elements along Lake Merced Boulevard between Winston Drive and Sunset Boulevard.

Mitigation Measure M-TR-25C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 29 Sunset.

As noted above, Mitigation Measure M-TR-23, called for in Mitigation Measure M-TR-25A, was found to be infeasible as outside the jurisdiction of the City; this finding also applies to M-TR-25A. In addition, implementation of M-TR-25A alone is not expected to eliminate the need for an additional transit vehicle in the PM peak hour. Therefore, the impact remains significant and unavoidable even if Mitigation Measure M-TR-25A were feasible.

Implementation of measure M-TR-25B is infeasible because implementation is outside the jurisdiction of the Planning Commission. Implementation of measure M-TR-25C alone, without M-TR-25A or M-TR-25B, may not be sufficient to reduce impacts to less-than-significant levels. Moreover, purchase of more than one bus and one light rail train by the project sponsor is financially infeasible. In summary, implementation of measures that together would reduce the impact to a less-than-significant level is outside the Planning Commission's jurisdiction and are thus uncertain at this time, and may be financially infeasible if more than one bus is needed to mitigate the impact. Therefore, impacts on the 29 Sunset bus line remain significant and unavoidable.

Impact TR-26: Implementation of the Proposed Project would contribute traffic to existing traffic volumes at intersections along the Lake Merced Boulevard corridor, which would increase travel times and affect operations of a SamTrans bus line along this facility.

SamTrans Route 122 would experience substantial delays at key intersections along Lake Merced Boulevard, including at Brotherhood Way, Higuera Avenue, and Font Boulevard. This would be a significant impact in the AM and PM peak hours.

Mitigation Measure M-TR-26: Maintain proposed headways on SamTrans Route 122 by implementing mitigation measures M-TR-22A (land modifications at intersections along Lake Merced Boulevard) and M-TR-22B (implementation of transit priority treatment on Lake Merced Boulevard).

See findings above regarding mitigation measures M-TR-22A and M-TR-22B.

Impact TR-28: Implementation of the sub-variant would contribute traffic to existing traffic volumes at intersections along key transit corridors, which would cause congestion and increase travel times and impact operations of transit lines. With implementation of the sub-variant, the Proposed Project would have the same significant impacts as identified for the Proposed Project in Impacts TR-21 to TR-26.

With implementation of the sub-variant, the impacts on transit travel times would be nearly identical to the Proposed Project and remain significant and unavoidable.

See findings above regarding Impacts TR-21 to TR-26 and related mitigation measures.

Impact TR-36: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at 14 study intersections.

Of the 34 study intersections, 20 intersections would operate at unacceptable LOS E or F in at least one peak hour under 2030 cumulative conditions. Of those intersections, the Proposed Project would contribute considerably to critical congested movements at the following 14 intersections and the Project's contribution to cumulative impacts would be significant:

- Junipero Serra Boulevard/Sloat Boulevard/St. Francis Boulevard/Portola Drive
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp
- 19th Avenue/Sloat Boulevard

- 19th Avenue/Winston Drive
- 19th Avenue/Holloway Avenue
- 19th Avenue/Crespi Drive
- Brotherhood Way/Chumasero Drive
- Sunset Boulevard/Lake Merced Boulevard
- Lake Merced Boulevard/Winston Drive
- Lake Merced Boulevard/Font Boulevard
- Lake Merced Boulevard/Brotherhood Way
- Lake Merced Boulevard/John Muir Drive
- John Daly Boulevard/Lake Merced Boulevard
- Lake Merced Boulevard/Gonzalez Drive

Mitigation measures for the Proposed Project's contribution to significant cumulative impacts at these intersections are infeasible for the reasons set forth here:

- Junipero Serra Boulevard/Sloat Boulevard/St. Francis Boulevard/Portola Drive
- Junipero Serra Boulevard/John Daly Boulevard/I-280 Northbound On-Ramp/I-280 Southbound Off-Ramp/SR 1 Northbound On-Ramp

Mitigation measures to reduce significant cumulative impacts and the Proposed Project's contribution to the cumulative impacts at these locations are infeasible for the same reasons identified in the finding for Impact TR-3, above. Therefore, the Project's contribution to the cumulative impacts at these intersections is significant and unavoidable.

- 19th Avenue/Sloat Boulevard
- 19th Avenue/Winston Drive

Mitigation measures to reduce the Proposed Project's contribution to significant cumulative impacts at these locations are infeasible for the same reasons identified in the finding for Impact TR-2, above.

Therefore, the Proposed Project's contribution to the cumulative impacts at these intersections is significant and unavoidable.

- 19th Avenue/Holloway Avenue

Mitigation Measure M-TR-36A: Retime signal at 19th Avenue/Holloway Avenue to allocate more green time to the east-west movements.

Implementation of this measure would achieve acceptable operations at the intersection of 19th Avenue / Holloway Avenue. However, 19th Avenue is a coordinated corridor with closely spaced intersections where the traffic signal timing is interconnected. Traffic progression relies on the interconnectivity between each signal. Retiming the signal at this intersection would require evaluation of the entire corridor, and is the responsibility of the SFMTA. Implementation of this measure is uncertain, based on

the results of the evaluation of the corridor, and is outside the Planning Commission's jurisdiction. Therefore, the measure is infeasible, and the impact remains significant and unavoidable.

- Brotherhood Way/Chumasero Drive

M-TR-36B: Construct a dedicated westbound right-turn lane and convert the shared westbound through/right-turn lane to a dedicated westbound through lane at the Brotherhood Way/Chumasero Drive intersection.

Implementation of this mitigation measure would reduce the Proposed Project's significant cumulative impact to a less-than-significant level. If the existing pedestrian overcrossing across Brotherhood Way at this intersection were to remain, widening the roadway to implement this measure may not be feasible due to conflicts with structural support columns for the overcrossing. In addition, implementation of the measure is the responsibility of the SFMTA and is outside the jurisdiction of the Planning Commission. Therefore, the Proposed Project's contribution to the significant impact at this intersection remains significant and unavoidable.

- Sunset Boulevard/Lake Merced Boulevard

Mitigation Measure M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard

Implementation of this measure is infeasible for the same reasons as identified in the finding related to Impact TR-2, Mitigation Measure M-TR-2B, above. Therefore, the Proposed Project's contribution to the significant impact at this intersection remains significant and unavoidable.

- Lake Merced Boulevard/Winston Drive

Mitigation Measure M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive

Implementation of this measure is infeasible for the same reasons as identified in the finding related to Impact TR-2, Mitigation Measure M-TR-2C, above. In addition, implementation would improve operations but would remain at an unacceptable LOS E in the PM peak hour. Therefore, the Proposed Project's contribution to cumulative impacts at this intersection remains significant and unavoidable.

- Lake Merced Boulevard/Font Boulevard

Mitigation Measure M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection

Implementation of this measure would improve operations at this intersection, but not such that operations would improve to an acceptable LOS D or better under 2030 cumulative conditions. Additional capacity would be necessary, including providing a dual right-turn lane in the westbound direction. However, a dual right-turn lane against a pedestrian signal is considered a safety hazard and would be inconsistent with the City's goals of promoting walking and bicycling. Therefore, in addition to the finding of infeasibility for Mitigation Measure M-TR-2D presented above, mitigation measures to

reduce the impact to a less-than-significant level are infeasible for pedestrian safety reasons, and the impact remains significant and unavoidable.

- Lake Merced Boulevard/Brotherhood Way

Mitigation Measure M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements at the intersection of Lake Merced Boulevard and Brotherhood Way

Implementation of this measure would improve operations at this intersection, but it would continue to operate at LOS F during both the AM and PM peak hours. A second northbound left-turn lane would be needed in addition to this mitigation measure to reduce the Proposed Project's contribution to significant cumulative impacts to a less-than-significant level and provide an acceptable LOS. However, provision of dual northbound left-turn lanes would present a pedestrian safety conflict with the crosswalk on the northern leg of the intersection. Implementation of this measure would be inconsistent with the City's goals of promoting walking and bicycling. Therefore, in addition to the finding of infeasibility for Mitigation Measure M-TR-2E presented above, mitigation measures to reduce the impacts at this intersection are infeasible for pedestrian safety reasons, and the impact remains significant and unavoidable.

- Lake Merced Boulevard/John Muir Drive

Mitigation Measure M-TR-36C: Install a traffic signal at Lake Merced Boulevard/John Muir Drive

Implementation of this measure would improve intersection operations to acceptable levels, reducing significant cumulative impacts to a less-than-significant level. Project Sponsor should contribute a fair share toward funding this mitigation measure. Because there is no funding mechanism in place to provide full funding, its feasibility is uncertain. Implementation of this measure is under the jurisdiction of the SFMTA. Therefore, this mitigation measure is uncertain and thus currently considered infeasible because it is outside the jurisdiction of the Planning Commission and because full funding is uncertain. The impact remains significant and unavoidable.

- John Daly Boulevard/Lake Merced Boulevard

Mitigation Measure M-TR-36D: Convert the dedicated southbound through lane into a dedicated left-turn lane at John Daly Boulevard/Lake Merced Boulevard

Implementation of this measure would improve intersection operations to acceptable levels, reducing significant cumulative impacts to a less-than-significant level. Project Sponsor should contribute a fair share toward funding this mitigation measure. Because there is no funding mechanism in place to provide full funding, its feasibility is uncertain. Implementation of this measure is under the jurisdiction of the City of Daly City. Therefore, this mitigation measure is uncertain and thus currently considered infeasible because it is outside the jurisdiction of the City and County of San Francisco and because full funding is uncertain. The impact remains significant and unavoidable.

- Lake Merced Boulevard/Gonzalez Drive

Mitigation Measure M-TR-36E: Install and auxiliary lane from Brotherhood Way through the Lake Merced Boulevard/Gonzalez Drive intersection to provide three northbound through lanes

Implementation of this measure would improve intersection operations to acceptable levels, reducing significant cumulative impacts in the PM peak hour. Further study is required to determine feasibility of this measure, and implementation would be under the jurisdiction of the SFMTA. Therefore implementation is uncertain and thus currently considered infeasible as outside the jurisdiction of the Planning Commission. The Proposed Project's contribution to cumulatively significant impacts remains significant and unavoidable. The Planning Commission urges the SFMTA to perform feasibility studies, and if feasible, to implement the measure.

- 19th Avenue/Holloway Avenue

Mitigation Measure M-TR-5: Configure the fourth travel lane on southbound 19th Avenue as a mixed flow lane as presented in the Project

Mitigation Measure M-TR-36A: Retime signal at 19th Avenue/Holloway Avenue to allocate more green time to the east-west movements

Implementation of these measures is infeasible for the same reasons as identified in Impact TR-5 and Impact TR36, above. Therefore the impact remains significant and unavoidable.

Impact TR-39: Implementation of the sub-variant in conjunction with the Proposed Project would result in the same significant cumulative traffic impacts at study intersections as identified in Impacts TR-35 and TR-36 for cumulative conditions with the Proposed Project.

The sub-variant would involve constructing a right-turn ingress along 19th Avenue between Crespi Drive and Junipero Serra Boulevard at Cambon Drive. The anticipated impact of this sub-variant in conjunction with the Proposed Project is minor. Mitigation measures identified for Impacts TR-35 and TR-36 would be the same for Impact TR-39 and the findings made above are applicable to this impact and related mitigation measures.

Impact TR-41: Implementation of the Proposed Project would contribute to significant cumulative traffic impacts at four freeway segments.

The four freeway segments that would be significantly affected by project-generated traffic in 2030 cumulative conditions are:

- Southbound SR 1 (Junipero Serra Boulevard): Weaving Segment Between Direct On-Ramp from Brotherhood Way and Direct Off-ramp to John Daly Boulevard
- Northbound SR 1 (Junipero Serra Boulevard): Basic segment between Off-Ramp to Northbound I-280 and On-Ramp from John Daly Boulevard
- Northbound SR 1 (Junipero Serra Boulevard): Weaving Segment between On-Ramp from John Daly Boulevard and Off-Ramp to Alemany Boulevard

These three freeway segments are located in Daly City and would require creating additional lanes on the freeway. Because they are in Daly City and the freeway is under the jurisdiction of Caltrans, any

mitigation measures that would improve service levels to acceptable levels are uncertain and currently considered infeasible as outside the jurisdiction of the City and County of San Francisco. Therefore, the Proposed Project's contribution to significant cumulative impacts would be significant and unavoidable.

- Northbound SR 1 (Junipero Serra Boulevard): Weaving Segment Between Loop On-Ramp from Brotherhood Way and Loop Off-ramp to Brotherhood Way

The Proposed Project would increase volumes on this segment of SR 1 by over 40 percent in the PM peak hour. This is a cumulatively considerable contribution and is a significant impact.

Mitigation Measure M-TR-9: Eliminate the weaving segment between the loop on-ramp from Brotherhood Way and the loop off-ramp to Brotherhood Way by reconfiguring the interchange

Although this mitigation measure would reduce the Proposed Project's contribution to significant cumulative impacts to less-than-significant levels, it is infeasible for the same reasons provided in the discussion of Impact TR-9, above, and the impact remains significant and unavoidable.

Impact TR-43: Implementation of the sub-variant would contribute to significant cumulative traffic impacts at four freeway segments expected to experience significant cumulative traffic impacts under future conditions with the Proposed Project, as identified in Impact TR-41.

The sub-variant would not affect travel demand or roadway configurations at Study Area freeway facilities. Therefore, the findings presented for Impact TR-41 are applicable to Impact TR-43.

Impact TR-44: The Proposed Project would contribute transit ridership to Study Area screenlines expected to exceed available capacity under 2030 cumulative conditions.

For the northeast screenline, the Proposed Project would contribute considerably to ridership demand that would exceed the capacity utilization threshold of 85 percent in both the AM peak hour (inbound, toward downtown) and the PM peak hour (outbound, toward Parkmerced). Mitigation that would reduce this contribution to a significant cumulative impact is infeasible for the same reasons as discussed in Impact TR-12, above. Therefore, the contribution to cumulatively significant impacts on this screenline is significant and unavoidable.

For the south and north screenlines, the Proposed Project would contribute to capacity utilization greater than 85 percent in the PM peak hour; the Proposed Project would also contribute to capacity utilization greater than 85 percent in the AM peak hour on the 28 19th Avenue bus line at the south screenline. This would be a significant cumulative impact.

Mitigation Measure M-TR-44: Provide additional capacity on the south and north screenlines by adding additional buses to the 28 19th Avenue and 28L 19th Avenue Limited lines.

Implementation of this mitigation measure would reduce cumulative impacts on the south and north screenlines to less-than-significant levels. Although San Francisco has a transit impact fee funding mechanism, it does not apply to residential projects. Therefore, while the project sponsor would be responsible for a fair share contribution toward the measure, full funding is not available to implement the measure, and the measure is infeasible. In addition, further feasibility and capacity studies by SFMTA

would be required prior to implementation. Therefore, the mitigation measure is outside the jurisdiction of the Planning Commission. The impacts remain significant and unavoidable.

Impact TR-46: Implementation of the sub-variant would result in significant impacts on the same Muni Study Area Screenlines as identified in Impact TR-44 for the Proposed Project.

The Project sub-variant would not affect cumulative travel demand or transit capacity at Study Area screenlines, compared to the Proposed Project. Therefore, mitigation for this impact is infeasible for the same reasons as provided in Impact Tr-44 and the impact remains significant and unavoidable.

Impact NO-3: Project-related traffic would increase noise levels above existing ambient conditions.

The Parkmerced Project would contribute to significant weekday traffic noise level increases along Gonzalez Drive, on the new roadway segment connecting Lake Merced Boulevard to the interior of the Project Site, in existing residences that remain unchanged and occupied when the new road is placed into service. The impact would occur until these residences were demolished and replaced with new, high-density residential buildings in a later phase of development

No feasible mitigation is available that would reduce traffic noise level increases along the affected portion of Gonzalez Drive. Relocating all tenants in existing buildings that remain along this new portion of Gonzalez Drive would reduce the impact to less-than-significant levels; however, relocation opportunities for these existing residents are not assured at this time. Therefore, while temporary, this impact is significant and unavoidable.

Impact NO-4: Increases in traffic from the project in combination with other development would result in cumulative noise increases.

Based on baseline and future traffic projections developed as part of the transportation analysis for the Proposed Project, the Proposed Project would contribute to significant cumulative roadside noise levels along Gonzalez Drive along the new roadway segment connecting Lake Merced Boulevard to the interior of the Project Site in existing residential units that remain occupied when the new roadway is in use. The significant cumulative noise impact would continue until these residences were demolished and replaced with new, high-density residential buildings in a later phase of development.

No feasible mitigation is available that would reduce cumulative traffic noise level increases along the affected portion of Gonzalez Drive. Relocating all tenants in existing buildings that remain along this new portion of Gonzalez Drive would reduce the impact to less-than-significant levels; however, relocation opportunities for these existing residents are not assured at this time. Therefore, this impact is significant and unavoidable.

Impact NO-5: Project-related light rail noise and vibration levels would increase above existing ambient conditions.

Light rail noise and vibration would have the potential to result in a significant increase in ambient noise and vibration conditions at the nearest sensitive receptor locations.

Mitigation Measure M-NO-5: Light Rail Noise and Vibration Reduction Plan

Implementation of Mitigation Measure M-NO-5 would ensure that the proposed realignment of the light rail line and its operations would be designed in a manner that would reduce the potentially significant noise and vibration impacts to a less-than-significant level. However implementation requires discretionary approval actions by the SFMTA, is outside the jurisdiction of the Planning Commission, and is therefore considered uncertain. Therefore, this mitigation measure is currently considered infeasible and thus impact remains significant and unavoidable. The Planning Commission urges the SFMTA to implement this measure.

Impact NO-7: Operation of stationary noise sources (e.g., district energy system, wind, turbines, fire station and police and fire substation(s), etc.) would increase existing noise levels, potentially exceeding noise level standards.

Operation of these noise sources would cause potentially significant impacts to the adjacent land uses including residences and other noise sensitive uses within the Project Site and near the Project Site boundaries.

Mitigation Measure M-NO-7: Stationary Operational Noise Sources

Implementation of Mitigation Measure M-NO-7 would achieve compliance with the noise level limits of the San Francisco Noise Ordinance and achieve acceptable levels at the property lines of nearby residences or other noise sensitive uses, as determined by the San Francisco Land Use Compatibility Guidelines for Community Noise standards. However, shielding the wind turbines and other stationary noise sources from noise sensitive land uses may diminish the utility or efficiency of the systems. In addition, specific information about the design of the stationary noise sources is not available and the feasibility and effectiveness of the noise attenuation that could be featured with the final designs are not known at this time. Therefore, this impact remains significant and unavoidable.

Impact AQ-3: Construction of the Proposed Project could expose persons to substantial levels of toxic air contaminants, which may lead to adverse health effects.

The Proposed Project could increase cancer risk from exposure to emissions of DPM and other TACs associated with off-road construction equipment and on-road haul trucks used during construction of the Proposed Project. Although most residents would have limited exposure either because construction would be occurring at substantial distances from their units or because construction activities would occur for about five years or less in any one location, there is potential for some residents to remain and relocate in such a way that their exposure could result in significant health risks.

Mitigation Measure M-AQ-3: Construction Exhaust Emissions

Implementation of construction emission control measures would reduce DPM exhaust emissions by implementing feasible controls and requiring up-to-date equipment, but the potential remains for receptors closest to the construction to be exposed. Therefore this impact remains significant and unavoidable.

Impact AQ-4: The Proposed Project's operations could affect regional air quality.

The Proposed Project would result in an increase in criteria pollutant emissions that would be considered significant under BAAQMD significance thresholds.

No feasible mitigation measures are available beyond the extensive transportation demand management (TDM) program and other features of the proposed Sustainability Plan minimizing energy use that would reduce emissions below the BAAQMD significance thresholds. Therefore, this impact is significant and unavoidable.

Impact AQ-9: The Proposed Project could result in cumulative air quality impacts.

The Proposed Project would exceed BAAQMD significance thresholds for criteria pollutants, resulting in significant contributions to air quality impacts in the region.

No feasible mitigation is available that would reduce cumulative air quality impacts, as discussed above under Impact AQ-4 regarding the Proposed Projects effects on regional air quality. Therefore, this impact is significant and unavoidable.

Impact WS-1: The phased construction of the Proposed Project could result in a temporary increase in the number of hours that the 26-mph wind hazard criterion is exceeded or an increase in the area that is subjected to winds greater than 26 mph.

Although the Proposed Project, in its entirety, would not result in significant wind impacts and would in fact improve wind conditions on the Project Site, some potentially significant interim wind impacts may occur prior to the completion of construction.

Mitigation Measure M-WI-1A: Wind Impact Analysis for Proposed Buildings Over 100 feet in Height.

Mitigation Measure M-WI-1B: Wind Tunnel Testing for Proposed Buildings Over 50 feet in Height.

Implementation of Mitigation Measures M-WS-1a and M-WS-1b would reduce some, but possibly not all, potentially significant wind impacts to less-than-significant levels during the interior period prior to project build-out. No other mitigation measures have been identified that would feasibly reduce the potentially significant impact to less-than-significant levels during the construction period. Therefore this impact remains potentially significant and unavoidable.

Impact WS-3: The proposed Special Use District could result in increases in the number of hours that the 26-mph wind hazard criterion is exceeded or increases in the area that is subjected to winds greater than 26 mph.

Maximizing building heights and/or building footprints in certain locations on the Project Site would have the potential to change the wind impacts that were predicted by the wind tunnel.

Mitigation Measure M-WI-1A: Wind Impact Analysis for Proposed Buildings Over 100 feet in Height.

Mitigation Measure M-WI-1B: Wind Tunnel Testing for Proposed Buildings Over 50 feet in Height.

Implementation of Mitigation Measures M-WS-1a and M-WS-1b, would reduce some, but possibly not all, potentially significant hazardous wind impacts to less-than-significant levels. No other feasible measures have been identified that would reduce potential hazardous wind conditions to less-than-significant levels. Therefore this impact remains potentially significant and unavoidable.

Impact BI-8: Operation of the 51 proposed wind turbines on the western periphery of the Project Site could have a substantial adverse effect on special-status species, interfere substantially with bird or bat movement and migration corridors, and interfere substantially with raptor nest sites.

The wind turbine site meets two of the four criteria for a high or uncertain potential for wildlife impacts (for both birds and bats). Bi-weekly pre-permitting surveys of a turbine site for at least two years before project approval may be necessary in such cases to determine the level of impacts because of considerable seasonal and annual variation in bird populations.

Mitigation Measure M-BI-8a: Pre-permitting Surveys for Birds and Bats.

Mitigation Measure M-BI-8b: Operations Monitoring Program.

Mitigation Measure M-BI-8c: Implementation of Management Strategies.

Mitigation Measure M-BI-8d: Design Elements to Minimize Bird and/or Bat Strikes.

Mitigation Measure M-BI-8e: Incidental Take Permit.

Implementation of Mitigation Measures M-BI-8a through M-BI-8e may reduce the significant impacts. However, without data from pre-permitting studies, it is not feasible to design a mitigation program that can be demonstrated to reduce impacts to less-than-significant levels. Incidental Take Permits are issued by the California Department of Fish and Game and are outside the jurisdiction of the Planning Commission. Therefore, the impact remains significant and unavoidable.

VI. EVALUATION OF PROJECT ALTERNATIVES

This Section describes the reasons for approving the Proposed Project and the reasons for rejecting the alternatives. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Proposed Project or the project location that substantially reduce or avoid potentially significant impacts of the Proposed Project. CEQA requires that every EIR also evaluate a “No Project” alternative. Alternatives provide the decision maker with a basis of comparison to the Proposed Project in terms of their significant

impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonably, potentially feasible options for minimizing environmental consequences of the Proposed Project.

A. Reasons for Approving Proposed Project

The Parkmerced Project will provide the following benefits:

- Add up to approximately 5,679 housing units to the City's housing stock.
- Provide a range of types of housing units, including market-rate and affordable units.
- One for one replacement of the 1,538 rent-controlled dwelling units currently existing on the Project Site. Although none of the Existing Units have washer or dryers, each Replacement Unit will have a washer and a dryer and a dish washer installed by Developer prior to occupancy.
- Relocation by Developer of Existing Tenants from their Existing Units to the Replacement Units, with, under the terms of the proposed Project Development Agreement, an initial rent and pass through charges equal to the rent and pass through charges charged to the Existing Tenant for their Existing Unit at the time of relocation to the Replacement Unit.
- Construction of two new transit stations, relocation of an existing transit station, and a new alignment for the MUNI Metro M-Oceanview, integrated into the SFMTA transit system, that will leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in Parkmerced as further described in the Transportation Plan, and the provision of a low emissions shuttle bus from Parkmerced to the Daly City BART station and to the Stonestown retail center;
- Reconfiguration of the street grid within the Project Site to conform with San Francisco's Better Streets design guidelines, including the realignment of existing streets and the creation of new publicly-owned streets and publicly-accessible streets that accommodate bicycles, pedestrians and motor vehicles;
- Improvement and reconfiguration of streets and intersections on the periphery of the Project Site to improve access and safety for all modes of transportation;
- Creation and implementation of a Transportation Demand Management ("TDM") program, including but not limited to transit pass subsidies for residents and employees in the Project Site, to facilitate and encourage the use of transportation modes other than the private automobile, to minimize the amount of automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, as further described in the Transportation Plan
- Reconfiguration of the existing open space at Parkmerced to provide more usable open spaces and related public benefits such as a new park, athletic fields, an organic farm, walking and bicycling paths, and community gardens;
- Construction of a series of bioswales, ponds, and other natural filtration systems to capture and filter stormwater runoff from buildings and streets in accordance with the Infrastructure Plan and

- Exclusive zoning of a parcel for the construction of an elementary school.
- Addition of neighborhood-serving retail and office uses within walking distance of residential units where little or no retail exists.
- Provision of infrastructure improvements that will increase sustainability, including use of energy-efficient lighting and HVAC equipment, planting drought-tolerant landscaping, and providing urban infill in an underused area.
- Provision of opportunities to reduce water demand by using recycled water for landscape irrigation.

B. Alternatives Rejected and Reasons for Rejection

The Planning Commission rejects the Alternatives set forth in the Final EIR and listed below because the Commission finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described in this Section in addition to those described in Section VI below under CEQA Guidelines Section 15091(a)(44), that make these alternatives infeasible. In making these determinations, the Commission is aware that CEQA defines “feasibility” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors.” The Commission is also aware that under CEQA case law the concept of “feasibility” encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project; and (ii) the question of whether an alternative is “desirable” from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

1. No Project Alternative

Under the No Project Alternative, the site would remain in its existing condition, no existing buildings or landscaping would be demolished and no new buildings would be constructed. No on- or off-site infrastructure improvements would be constructed. The physical impacts identified in the Final EIR for the Proposed Project would not occur.

The No Project Alternative would not provide additional density in an underutilized area of the City, would not add up to 5,679 additional residential units to the City’s housing stock, would not help reduce the shortage of affordable housing in the City, would not help the City meet its regional housing needs allocation, would not improve transit service and facilities in the southwest quadrant of the City, would not reduce wet-weather flows in the City’s combined wastewater collection and treatment system, would not provide employment opportunities either during construction or in new retail and office space in the neighborhood core, and would not provide opportunities for renewable energy generation.

Further, this alternative would not improve the City's revenues by adding new residential and commercial space to the City's inventories.

For these reasons, the Commission finds that, on balance, the Proposed Project is preferable to the No Project Alternative and that the No Project alternative is rejected as infeasible.

2. Buildout Under Current Zoning Regulations Alternative

Under this alternative, the existing 3,221 residential units would be demolished and 10,500 new residential units would be constructed (7,279 net new units). No retail or commercial uses would be provided. As with the Proposed Project, the Buildout Under Current Zoning Regulations Alternative includes construction of (or provides financing for construction of) a series of traffic and transportation improvements designed to minimize the amount of automobile traffic originating from Parkmerced, and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way. This alternative would not include a separated stormwater collection and treatment system, unlike the Proposed Project. This alternative would include about 6 fewer acres of open space than in the Proposed Project; however, the open space in this alternative would be located between buildings and would not be as contiguous as that in the Proposed Project. No athletic fields or organic farm would be built. No wind turbines would be constructed on the Project Site.

There would be significant traffic impacts at the same locations as those identified for the Proposed Project under this alternative, although they would be somewhat exacerbated because more vehicle trips would be generated. There would be additional significant impacts at the intersections of Lake Merced Boulevard/Higuera Avenue and Lake Merced Boulevard/Gonzalez Drive. The impacts at the latter intersection would remain significant and unavoidable because mitigation would involve a double westbound left-turn lane and an additional northbound through lane, resulting in pedestrian safety issues. Under 2030 cumulative conditions, this alternative would contribute to significant cumulative impacts at four additional intersections compared to the Proposed Project's impacts.

Stormwater runoff from the site under the Buildout under Current Zoning Regulations Alternative would flow into the City's combined sewer system. Therefore, this alternative would not reduce the average annual number of combined sewer overflows, although it would not result in a significant increase in overflows and therefore would not result in a new significant impact on water quality.

Impacts on birds and bats from installation and operation of wind turbines identified as significant and unavoidable for the Proposed Project would not occur with this alternative, because no wind turbines are included in the alternative.

Other impacts of the Buildout under Current Zoning Regulations Alternative would be nearly the same as or similar to those identified for the Proposed Project, although in most cases the impacts would be slightly greater.

This alternative would provide more housing units than the Proposed Project and, thus, would further add to the City's housing stock and assist in meeting the City's share of the regional housing need. The

alternative would reduce a significant impact on birds and bats by removing one of the renewable energy features included in the Proposed Project.

The Commission rejects the Buildout under Current Zoning Regulations Alternative because it would not reduce any of the other significant and unavoidable impacts of the Proposed Project; would not reconfigure the Project Site's streets in accordance with the Better Streets Plan, would not provide new and more usable open spaces such as a park; would not provide a more fine-grained system of streets and pathways and therefore correct the deficiencies of the current site plan; would not provide neighborhood-serving retail and commercial uses in close proximity to residential uses, and therefore would not provide the same opportunities to reduce automobile use; it would increase the severity of traffic impacts on local intersections; it would not reduce stormwater flows in the City's combined sewer collection and treatment system; and it would not provide open space in such usable configurations as that in the Proposed Project and therefore would not provide high-quality open space to serve the residents within walking distance.

For these reasons, the Commission finds that, on balance, the Proposed Project is preferable to the Buildout under Current Zoning Regulations Alternative, and that alternative is rejected as infeasible.

3. Retention of the Historic District Central Core Alternative

Under the Retention of the Historic District Central Core Alternative, 2,567 existing units located around the inner core of the site and in the 11 existing tower buildings would remain, and approximately 3,000 new units would be constructed primarily around the western and southern portions of the site, for a total of 5,567 units on the site. About 84,900 gross square feet (gsf) of new retail, 55,900 gsf of new office space, and a new 64,000-gsf community center would be constructed in the eastern and southern areas of the site. Under the Historic District Central Core Alternative some, but not all of the traffic and infrastructure improvements planned for the Proposed Project would be constructed. The Muni light rail line would not be rerouted through the site due to site constraints; it would remain in 19th Avenue as at present, and the San Francisco State University station would remain in the 19th Avenue median. There would be 6 more open space acres than with the Proposed Project; the existing Commons and meadow areas would remain, and the private recreational facilities included in the Proposed Project would be constructed in this alternative. Wind turbines and solar photovoltaic cells would not be installed to offset a portion of the development's energy demand. A separate stormwater collection and treatment system would not be installed; stormwater would continue to be collected and treated in the City's combined sewer/stormwater system.

This alternative would result in the addition of about 2,346 new units to the City's housing stock, about 3,300 fewer than in the Proposed Project. This alternative would include about 205,000 sq. ft. of retail, commercial, and community uses, about 100,000 sq. ft. less than in the Proposed Project.

Retention of the historic district under this alternative would retain essential features and characteristics of the Parkmerced historical resource, and therefore there would be no project-level or cumulative historic architectural resources impacts under this alternative. With fewer residential units and less

retail/commercial space, this alternative would result in significant traffic impacts at fewer intersections, although impacts at many of the study intersections would remain significant and unavoidable. The alternative would reduce significant impacts on the transit facilities in the northeast screenline to less-than-significant levels. Traffic generated by this alternative would cause impacts on transit travel times, as with the Proposed Project, but on three transit lines rather than six. Impacts on birds and bats from installation and operation of wind turbines identified as significant and unavoidable for the Proposed Project would not occur with this alternative, because no wind turbines are included in the alternative.

The Commission rejects the Retention of the Historic District Central Core Alternative because it would add fewer residential units to the City's housing stock and therefore contribute less to the City and regional housing needs allocation; it would add fewer residential units in a urban infill location; although it would reduce, it would not eliminate significant transportation impacts; it would not reduce wet-weather flows in the City's combined wastewater collection and treatment system; it would provide fewer employment opportunities both during construction and in new retail and office space; and it would not provide opportunities for renewable energy generation; it would not provide the reconfiguration of the street system in accordance with the Better Streets Plan; would not provide a more fine-grained system of streets and pathways and therefore correct the deficiencies of the current site plan; would not reconfigure the open space at the Project Site to provide more usable open spaces such as a park; and would not re-route the M Ocean View light rail line into the Project Site because doing so would negatively impact the historic resource.

4. Partial Historic District Alternative

Under the Partial Historic District Alternative, development would be similar to the Proposed Project except that a portion of the northwest corner of the Project Site would remain unchanged. Under this alternative, all 11 towers and two blocks of garden apartments would remain, comprising a total of containing 1,849 residential units. Under this alternative, the remainder of the buildings on the site would be demolished and redesigned to accommodate 6,689 new units (5,317 net new units) and a total of 8,538 units on site. The alternative would result in about 360 fewer residential units than the Proposed Project. Like the Proposed Project, a new neighborhood core containing 224,300 gsf of new neighborhood-serving retail and 80,000 gsf of new office space would be constructed within walking distance of the residences at Parkmerced. A new 37,800-gsf leasing office, a new 64,000-gsf community center, and a new 25,000-gsf school and day care facility, as well as about 70 acres of new open space uses, including athletic fields, walking and biking paths, and an approximately 2-acre organic farm, would also be built on the Project Site.

The development around the periphery of the Project Site would require amendments to the Planning Code and General Plan and approval of a Special Use District, similar to the Proposed Project but covering a smaller area.

Under the Partial Historic District Alternative, traffic and transit improvements would be similar to those planned under the Proposed Project. These improvements include rerouting the Metro M Ocean View

light rail line from its current alignment along 19th Avenue, and providing modifications along 19th Avenue to accommodate the new route.

Similar to the Proposed Project, implementation of a sustainability plan would provide for a variety of new infrastructure improvements intended to reduce the alternative's per-unit use of electricity, natural gas, water, and the City's wastewater conveyance and treatment systems. A combination of renewable energy sources, including wind turbines and photovoltaic cells, would be used to meet a portion of this alternative's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. As with the Proposed Project, the filtered stormwater would then either percolate into the groundwater that feeds the Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

The Commission rejects the Partial Historic District Alternative because retention of only a portion of the historic district resource would not be sufficient to convey its historic and architectural significance and would not justify its eligibility for inclusion in the CRHR. Thus, although this alternative would somewhat reduce impacts to the Parkmerced historic district historic resource, the impact would remain significant and unavoidable. Although a portion of the Parkmerced visual/scenic resource would be retained as a representative sample of the visual character that once existed on the Project Site, the portion retained would not be sufficient to convey the distinctive visual qualities of the site, and the alternative would not reduce significant visual quality impacts. Additionally, impacts on transportation, noise, air quality, wind, and biological resources would be similar to those of the Proposed Project and would not be substantially reduced with implementation of this alternative. Additionally, this alternative would not include the adoption of a land use program for Parkmerced that, among other things, maximizes walking, bicycling and use of public transportation, and minimizes the impacts and use of private automobiles by implementing a land use program with increased residential density and a commercial neighborhood core located within comfortable walking distance of transit service and residences. This alternative would also not provide sufficient housing to help alleviate the effects of suburban sprawl and protect the green belt.

5. Full Project Buildout With Transit Options Alternative

Under the Full Project Buildout with Transit Options Alternative, the 152-acre site would be replanned and redesigned exactly as it would for the Proposed Project, except for the configuration of the Muni light rail line. The number and location of new and retained residential units would be the same as under the Proposed Project, as would the retail, office, commercial, school and community space facilities, and open space configuration.

Under this alternative, the M Ocean View line would leave 19th Avenue at Holloway Avenue, turn south at Crespi Drive, and continue south through the neighborhood core, as it would with the Proposed Project. However, unlike the Proposed Project, it would not re-enter 19th Avenue south of Felix Avenue. Instead, it would terminate at a new layover station constructed at the intersection of Font Boulevard and Chumasero Drive. The J Church line would be extended from its current terminus at Balboa Park,

continue west along the existing M Ocean View alignment, and terminate at a newly-constructed Muni stop on 19th Avenue just south of Holloway Avenue.

Other traffic and infrastructure improvements would be similar to the Proposed Project, except that the northbound left-turn lane at 19th Avenue/Crespi Drive would not be added. Like the Proposed Project, implementation of a sustainability plan would provide for a variety of new infrastructure improvements intended to reduce the per-unit use of electricity, natural gas, water, and the City's wastewater conveyance and treatment systems. A combination of renewable energy sources, including wind turbines and photovoltaic cells, would be used to meet a portion of this alternative's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. As with the Proposed Project, the filtered stormwater would then either percolate into the groundwater that feeds the Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

A design variant studied under the Full Project Buildout with Transit Options Alternative involves dedicating the fourth southbound through lane on 19th Avenue to transit and high-occupancy vehicle use only (a HOT lane), rather than mixed-flow. There would be no change to this alternative's land use configuration or utilities under the variant.

The Full Buildout With Transit Options would not substantially reduce significant environmental impacts compared to the Proposed Project. A new significant impact would result at the intersection of 19th Avenue and Junipero Serra Boulevard during the weekend midday peak hour and a new cumulative impact would be added at this location during the weekday PM peak hour. (The new significant cumulative impact would not occur with the variant.) Thus, the total number of intersections impacted would be greater than the Proposed Project. This alternative would reduce significant impacts on travel time to less-than-significant levels on two transit lines that would be significantly impacted by the Proposed Project, but would continue to cause significant unavoidable impacts on travel times on the other four transit lines affected by the Proposed Project.

All other significant impacts identified under the Proposed Project for aesthetics, historic architectural resources, noise, air quality, wind, and biological resources would remain under this alternative.

Implementation of this alternative to change the routing of two Muni light rail lines is within the jurisdiction of the San Francisco Municipal Transportation Agency and outside the jurisdiction of the Planning Commission. In addition, the alternative does not substantially reduce the significant impacts of the Proposed Project. On these bases the Planning Commission rejects this alternative

6. No Muni Realignment Alternative

Under the No Muni Realignment Alternative, the 152-acre site would be replanned and redesigned as it would with the Proposed Project, except that the Muni light rail line would not be routed through the Project Site, and no new Muni stops would be constructed. Under this alternative, the M Ocean View line

would continue to bypass the Project Site, and would remain in its existing alignment to its terminus at the Balboa Park Station. Traffic and circulation improvements under the No Muni Realignment Alternative would be the same as those in the Proposed Project, except that there would be no northbound left-turn at the intersection of 19th Avenue and Crespi Drive, no fourth southbound travel lane would be constructed on 19th Avenue, and the SFSU transit stop would remain in the median of 19th Avenue.

A design variant studied under the No Muni Realignment Alternative is an analysis of the Proposed Project without Muni or any of the improvements identified along 19th Avenue. There would be minimal land use changes from the No Muni Realignment Alternative as a result of having no transit improvements implemented along 19th Avenue.

As with the Proposed Project, implementation of a sustainability plan would provide for a variety of new infrastructure improvements intended to reduce the alternative's per-unit use of electricity, natural gas, water, and the City's wastewater conveyance and treatment systems. A combination of renewable energy sources, including wind turbines and photovoltaic cells, would be used to meet a portion of this alternative's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds, and other natural filtration systems. As with the Proposed Project, the filtered stormwater would then either percolate into the groundwater that feeds the Westside groundwater basin and Lake Merced or be released directly into Lake Merced.

The No Muni Realignment Alternative would remove the significant impact at the intersection of 19th Avenue and Crespi Drive, because the northbound left-turn lane would not be added. However, the alternative would result in a new significant impact at the intersection of 19th Avenue and Junipero Serra Boulevard during the weekend midday peak hour and a new cumulative impact at this intersection during the weekday PM peak hour. These impacts would be significant and unavoidable. Thus, the total number of intersections impacted would remain the same with this alternative. The alternative would reduce significant impacts on Muni in that it would have significant impacts due to travel time delays on two fewer transit routes than the Proposed Project. The SFSU light rail station would remain in the 19th Avenue median and would experience substantial overcrowding compared to the proposed new station in the Proposed Project; thus this alternative would result in a significant impact on transit patrons at this location.

Although significant noise and vibration impacts from operation of the Muni M Ocean View line adjacent to new residential and commercial uses would be reduced under the No Muni Alternative, other noise impacts identified under the Proposed Project would essentially be the same. All other impacts identified under the Proposed Project for aesthetics, historic architectural resources, transportation, air quality, wind, and biological resources would remain under this alternative.

The Commission rejects the No Muni Realignment Alternative because overall, the alternative would not provide as direct a connection the M Ocean View light rail line for Parkmerced residents and visitors as would the Proposed Project, and would de-emphasize the overall transit-oriented feel of the Project Site.

In addition, the alternative continues the overcrowded conditions at the SFSU Muni station. Therefore, the Proposed Project is preferable to the No Muni Realignment Alternative.

E. Alternatives Considered and Rejected in the EIR

1. Infill Development within the Historic District

An infill development within the historic district would retain the majority of the existing buildings and landscape features at Parkmerced, and include new construction of a series of 3- to 14-story infill buildings on the sites of the existing carports between garden apartment buildings, and on sites adjacent to the existing towers. In total, the new infill buildings would consist of 20 three-story buildings; 2 four-story buildings; 1 eight-story building; 2 eleven-story buildings; and 6 fourteen-story towers. Under this scenario, all of the existing 3,221 residential units would remain, and about 1,400 new units would be constructed (a total of 4,621 residential units on site), or about 4,280 fewer units than are included in the Proposed Project. There would be no transit or infrastructure improvements under this scenario, nor would there be any combination of renewable energy sources, such as wind turbines and photovoltaic cells, to offset any portion of energy demand. As under existing conditions, stormwater runoff from buildings and streets would flow into the combined sewer and stormwater lines that lead into the Oceanside Water Pollution Control Plant.

This potential EIR alternative was considered but not selected for detailed analysis in the EIR because it would not achieve most of the Project Sponsor's objectives including those related to maximizing the opportunity to create high-density housing near a commercial core, transportation and infrastructure improvements, and sustainability. Additionally, although this potential EIR alternative would reduce impacts on the Parkmerced historic district resource by retaining most of its existing physical features, it would not retain this resource's essential integrity as it would require demolition of the carports within the garden apartment courtyards and construction of new residential structures within the courtyards. As such, this potential alternative would result in a significant and unavoidable adverse impact on the Parkmerced historic district resource.

The Commission concurs with these findings in the EIR, and rejects this alternative as infeasible because it would not reduce significant impacts on the historic resource at Parkmerced, which would remain significant and unavoidable under this alternative, and would provide substantially fewer residential units. The alternative is also infeasible because it would not provide a neighborhood core of residential and commercial uses with immediate access to transit and therefore would be less likely to encourage use of travel modes other than single-occupant automobile. It would also not reduce the overcrowded conditions at the existing SFSU Muni station in the 19th Avenue median. Therefore the Proposed Project is preferable.

2. West Side Partial Historic District

Preservation of a partial historic district on the west side of Parkmerced would retain about half of the garden courtyard apartment block surrounding Juan Bautista Circle, as well as the blocks surrounding the Meadow and along a portion of Arballo Drive. In addition, all eleven of the tower buildings, the Administration Building, and some of the major landscape features, including the landscaping along Font Boulevard, would be retained. In total, 2,365 existing units would be retained. In the remaining portion of the 152-acre site, about 4,100 new residential units would be constructed (a total of 6,465 units on site), about 2,435 fewer than the Proposed Project. This scenario would include about 120,000 gsf of retail space, 47,500 gsf of office space, a new 64,000-gsf community center, and a 37,800-gsf leasing office, for a total of about 205,300 gsf, about 105,000 gsf less than the Proposed Project. The new 25,000-gsf school and new open space uses including athletic playing fields would be the same as or similar to the Proposed Project.

Under this scenario, transit and transportation improvements would be similar to those in the Proposed Project, including rerouting of the Metro M Ocean View line from its current alignment along 19th Avenue into the Project Site.

Unlike the Proposed Project, there would be no renewable energy sources, such as wind turbines and photovoltaic cells, to offset any portion of energy demand. As under existing conditions, stormwater runoff from buildings and streets would flow into the combined sewer and stormwater lines that lead to the Oceanside Water Pollution Control Plant.

This potential EIR alternative was considered but not selected for detailed analysis in the EIR because it would not achieve the Project Sponsor's objectives, particularly those related to maximizing the opportunity to create high-density housing near a commercial center, sustainability, and financial feasibility. In addition, this potential EIR alternative would not avoid a significant adverse impact on the significance of the Parkmerced's historic district resource. Although a portion of the existing Parkmerced historic district resource would be retained as a representative sample of the historic and architectural significance of the original Parkmerced historic district resource, the retained portion would not be sufficient to convey its historic and architectural significance to justify its eligibility for inclusion in the CRHR, and thus this impact would remain significant and unavoidable.

The Commission concurs with the findings in the EIR, and rejects this alternative as infeasible because it would not avoid significant impacts on the historic resource, and would provide substantially fewer residential units than the Proposed Project.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA section 21081 and CEQA Guideline 15093, the Commission hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs the significant and unavoidable impacts and is an overriding consideration warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify

approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Commission will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this Section, and in the documents found in the Record of Proceedings, as defined in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Commission specially finds that there are significant benefits of the Project in spite of the unavoidable significant impacts, and therefore makes this Statement of Overriding Considerations. The Commission further finds that, as part of the process of obtaining Project approval, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. The Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technical, legal, social and other considerations.

The Project will have the following benefits:

- Addition of approximately 5,679 residential units to the City's housing stock, including affordable housing, and helping the City to meet its regional housing needs allocation;
- One-for-one replacement of 1,538 rent-controlled dwelling units currently existing on the Project Site with, under the terms of the Proposed Development Agreement, new rent-controlled units, each of approximately equal or greater size and with the same or greater number of bedrooms and bathrooms as the Existing Unit being replaced. Although none of the Existing Units have washer or dryers, each Replacement Unit will have a washer and a dryer and a dish washer installed by Developer prior to occupancy;
- Under the terms of the proposed Development Agreement, the City is providing certain benefits to the project that, along with Developer's waiver of all rights under the Costa-Hawkins Rental Housing Act and any similar or successor law, are designed to ensure that (i) each Replacement Unit will be subject to rent control and other provisions and provisions protecting tenants under the San Francisco Rent Ordinance and (ii) each Inclusionary Unit will be subject to the City's Inclusionary Unit requirements as set forth in Planning Code section 315;
- Under the terms of the proposed Development Agreement, relocation by Developer of Existing Tenants from their Existing Units to the Replacement Units, with an initial rent and equal to the rent charged to the Existing Tenant for their Existing Unit at the time of relocation to the Replacement Unit, with the right to remain in the Replacement Unit for an unlimited term subject to the eviction rules, procedures and protections set forth in the San Francisco Rent Ordinance, and no pass throughs added to rent of the Replacement Unit for the capital costs of the Project;
- Construction of two new transit stations, relocation of an existing transit station, and a new alignment for the MUNI Metro M-Oceanview, integrated into the SFMTA transit system, that will leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in

Parkmerced as further described in the Transportation Plan, and the provision of a low emissions shuttle bus from Parkmerced to the Daly City BART station and to the Stonestown retail center;

- Reconfiguration of the street grid within the Project Site to conform with San Francisco's Better Streets design guidelines, including the realignment of existing streets and the creation of new publicly-owned streets and publicly-accessible streets that accommodate bicycles, pedestrians and motor vehicles;
- Improvement and reconfiguration of streets and intersections on the periphery of the Project Site to improve access and safety for all modes of transportation;
- Creation and implementation of a Transportation Demand Management ("TDM") program, including but not limited to transit pass subsidies for residents and employees in the Project Site, to facilitate and encourage the use of transportation modes other than the private automobile, to minimize the amount of automobile traffic originating from Parkmerced and to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way, as further described in the Transportation Plan;
- Reconfiguration of the existing open space at Parkmerced to provide more usable open spaces and related public benefits such as a new park, athletic fields, an organic farm, walking and bicycling paths, and community gardens;
- Construction of a series of bioswales, ponds, and other natural filtration systems to capture and filter stormwater runoff from buildings and streets in accordance with the Infrastructure Plan and the Sustainability Plan. The filtered stormwater will either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced or be released directly into Lake Merced. This feature of the Proposed Project will reduce the amount of stormwater flows directed to the Oceanside Water Pollution Control Plant and reduce combined sewage overflows to the ocean.
- Zoning of a parcel for the construction of an elementary school.
- Provision of renewable energy sources on site—installation of photovoltaic cells on up to 50 percent of roof areas of new buildings and up to 51 vertical axis wind turbines; and
- Provision of employment opportunities during construction and in newly-constructed retail and commercial space in the neighborhood core during this period of high unemployment in the City and the region.

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FOR THE PARKMERCED PROJECT				
<i>Cultural Resources and Archeological Paleontological Resources Mitigation Measures</i>				
Mitigation Measure M-CR-1: Documentation and Interpretation <u>Documentation</u> <p>The Project Sponsor shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to prepare written and photographic documentation of the Parkmerced complex within the Project Site.</p> <p>The documentation for the property shall be prepared based on the National Park Service's (NPS) Historic American Building Survey (HABS) / Historic American Engineering Record (HAER) Historical Report Guidelines, and will include a selection of measured drawings based upon NPS Historic American Landscape Survey (HALS) Guidelines. This type of documentation is based on a combination of both HABS/HAER standards (Levels I, II and III) and NPS's policy for photographic documentation as outlined in the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion.</p> <p>The measured drawings for this documentation shall follow HALS Level I standards. To determine the number of the measured drawings, the professional shall consult with the San Francisco Planning Department's Preservation Coordinator.</p> <p>The written historical data for this documentation shall follow HABS / HAER Level I standards. The written data shall be accompanied by a sketch plan of the property. Efforts should also be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed, reproduced, and included in the dataset. If construction drawings or plans cannot be located, as-built drawings shall be produced.</p> <p>Either HABS/HAER standard large format or digital photography shall be used. If digital photography is used, the ink and paper combinations for printing photographs must be in compliance with NR-NHL Photo Policy Expansion and have a permanency rating of approximately 115 years. Digital photographs will be taken as uncompressed, TIF file format. The size of each image will be 1600x1200 pixels at 330 ppi (pixels per inch) or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph label.</p> <p>Photograph views for the dataset shall include (a) contextual views; (b) views of each side of each building and interior views, where possible; (c) oblique views of buildings; and (d) detail views of character-defining features, including features on the interiors of</p>	Project sponsor to retain qualified professional consultant	<p>Prior to construction submittal of HABS/HAER/HALS guidelines documentation for approval by Planning Department.</p> <p>Prior to construction, transmit documentation to the SF Library, and NWIC.</p>	Consultant to submit report to Planning Department	

MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Schedule

Status/Date Completed

The project archaeologist to consult with the ERO as indicated. Considered complete after review and approval of the Final Archaeological Resources Report

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
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<p>and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure and the requirements of the ARDTP (Archeo-Tec, Archeological Research Design and Treatment Plan, Parkmerced Project, March 2010) at the direction of the Environmental Review Officer (ERO). In instances of inconsistency between the requirements of the project ARDTP and the requirements of this mitigation measure, the requirements of this archaeological mitigation measure shall prevail. 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. Archaeological 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 archaeological resource as defined in CEQA Guidelines Section 15064.5 (a)(c).</p> <p><u>Archaeological Testing Program</u></p> <p>The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP). The archaeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archaeological 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 archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in consultation with the archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological 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 archaeological resource; or</p>	<p>Project sponsor to retain appropriately qualified consultant</p>	<p>Prior to and during construction</p>	<p>If applicable, upon discovery of human remains and/or associated or unassociated funerary objects, the consultant shall notify the Coroner of the City and County of San Francisco, and in the event of the Coroner's determination that the human remains, notification of the California State Native American Heritage Commission who shall appoint a Most Likely Descendant (MLD) who shall make reasonable efforts to develop an agreement for the treatment of human remains and/or associated or unassociated funerary objects.</p> <p>Consultant to prepare draft and final Archeological Resources Report reports. The ERO to review and approve the Final Archeological Resources Report</p>	<p>by the ERO.</p>

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<p>B) A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><u>Archaeological Monitoring Program (AMP)</u></p> <p>If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program shall be implemented the archaeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archaeological 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 archaeological consultant shall determine what project activities shall be archaeologically 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 archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; The archaeological 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 archaeological resource; The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits; The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological 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 archaeological monitor has cause to believe that the pile-driving activity may affect an archaeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the 	Project sponsor to retain appropriately qualified consultant	Prior to and during construction		

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<p>ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO.</p> <p>Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><u>Archaeological Data Recovery Program</u></p> <p>The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological 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 archaeological 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 archaeological resources if non-destructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • 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 De-accession Policy. Description of and rationale for field and post-field discard and de-accession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program. • Security Measures. Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities. 	<p>Project sponsor to retain appropriately qualified consultant</p>	<p>Prior to and during construction</p>		

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<ul style="list-style-type: none"> 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. <p><u>Human Remains and Associated or Unassociated Funerary Objects</u></p> <p>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 archaeological 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.</p> <p><u>Final Archaeological Resources Report</u></p> <p>The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological 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 Archaeological 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 Major Environmental Analysis division of the Planning Department shall receive two copies (bound and unbound) and one unlocked, searchable PDF copy on a CD or DVD 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</p>				

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different final report content, format, and distribution than that presented above.				
<p>Mitigation Measure M-CR-3b: Archaeological Treatment Plan for Subsequent Project Phases</p> <p>Based on a reasonable presumption that archaeological resources may be present within the Project Site, the following measures shall be undertaken to avoid any potentially significant adverse effect from subsequent project phases the Proposed Project on buried archaeological resources. The Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall prepare an archaeological treatment plan (TP). The archaeological 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.</p> <p>Archaeological Treatment Plan. The archaeological consultant shall meet and consult with the ERO on the scope of the TP prior to preparation of the TP. The TP shall be submitted to the ERO for review and approval prior to the Project ground-breaking activities for subsequent project phases. Archaeological field investigations for subsequent project phases shall be conducted in accordance with the approved TP. The TP shall identify project-specific vertical / horizontal areas of archaeological sensitivity and appropriate archaeological identification and evaluation strategies, and archaeological mitigatory protocols applicable to specific project activities / improvements (for example, excavation building foundation installation, grading, etc.) with the potential to affect archaeological properties. Mitigation strategies requiring archaeological testing plans (ATP) and archaeological monitoring plans (AMP) shall conform to the requirements for preparation and implementation including preparation of archaeological investigation and data recovery results reporting of an ATP and AMP in Mitigation Measure M-CR-3a.</p>	Project sponsor to retain appropriate consultant	The project archaeologist to consult with ERO prior to preparation of TP. The TP for each phase to be completed prior to ground-breaking for that phase. ATP and AMPs, where necessary, shall be prepared pursuant to schedule in M-CR-3a.	Project archaeologist to provide draft and final reports. ERO to review and approve	
<p>M-CR-5: Paleontological Resources Monitoring and Mitigation Program</p> <p>The Project Sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program (PRMMP). The PRMMP shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the</p>	Project sponsor to retain appropriately qualified consultant to prepare PRMMP, carry out monitoring, and reporting	<p>Prior to and during construction.</p> <p>The project paleontological consultant to consult with the ERO as indicated; completed when ERO accepts final</p>	<p>ERO to approve final PRMMP.</p> <p>Consultant shall provide brief monthly reports to ERO during monitoring or as identified in the PRMMP, and notify the</p>	

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<p>results of the monitoring program.</p> <p>The PRMMP shall be consistent with the Society for Vertebrate Paleontology (SVP) Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb previously undisturbed native sediment or sedimentary rocks. Monitoring need not be conducted in areas where the ground has been previously disturbed, in areas of artificial fill, in areas underlain by nonsedimentary rocks, or in areas where exposed sediment would be buried, but otherwise undisturbed.</p> <p>The consultant's work shall be conducted in accordance with this measure and at the direction of the City's Environmental Review officer (ERO). Plans and reports prepared by the consultant 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. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the Proposed 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 potential effects on a significant paleontological resource as previously defined to a less-than-significant level.</p>		report	<p>ERO immediately if work should stop for data recovery during monitoring.</p> <p>The ERO to review and approve the final documentation as established in the PRMMP</p>	
Transportation and Circulation				
<p>M-TR-1: Parkmerced Construction Traffic Management Program.</p> <p>The Project Sponsor shall develop and implement a Construction Traffic Management Program to minimize impacts of the Project and its contribution to cumulative impacts related to construction activities and construction traffic. The program shall provide necessary information to various contractors and agencies as to how to maximize the opportunities for complementing construction management measures and to minimize the possibility of conflicting impacts on the roadway system, while safely accommodating the traveling public in the area. The program shall supplement and expand, rather than modify or supersede any manual, regulations, or provisions set forth by SFMTA, DPW or other City departments and agencies.</p> <p>Preparation of the Construction Management Program shall be the responsibility of the Project Sponsor, and shall be reviewed and approved by SFMTA and DPW prior to initiation of construction. The program shall:</p> <ul style="list-style-type: none"> Identify construction traffic management practices in San Francisco, as well 	Project sponsor and sponsor's construction contractor(s)	Prior to construction in each development phase.	Planning Department, SFMTA, and DPW	

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<p>as other jurisdictions that could provide useful guidance for a project of this size and characteristic.</p> <ul style="list-style-type: none"> Describe procedures required by different departments and/or agencies in the City for implementation of a construction management plan, such as reviewing agencies, approval process, and estimated timelines. Identify construction traffic management strategies and other elements for the Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable traffic operations during periods of construction activities in the Project area. These could include construction strategies, demand management strategies, alternate route strategies, and public information strategies. Coordinate with other projects in construction in the immediate vicinity, so that they can take an integrated approach to construction-related traffic impacts. Present guidelines for selection of construction traffic management strategies. 				
<p>M-TR-2A: Do not construct the proposed northbound left-turn lane from 19th Avenue onto Crespi Drive. The northbound left-turn lane from 19th Avenue to Crespi Drive would require southbound traffic on 19th Avenue to stop to allow northbound left-turning traffic.</p>	<p>Project sponsor and sponsor's construction contractor(s)</p>	<p>No left hand turn lane would be constructed.</p>	<p>Sponsor to provide revised plans to Planning Department as part of Development Agreement; Planning Department to review and acknowledge change in proposed street configurations.</p>	
<p>M-TR-2B: Install a traffic signal at Sunset Boulevard/Lake Merced Boulevard. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>The following effective PM peak hour auto trip generation rates for each major land use proposed (accounting for the mix of uses and the level of transit service proposed) and the total number of PM peak hour trips generated by the Proposed</p>	<p>SFMTA to carry out feasibility study. If feasible, SFMTA to design and install traffic signal</p>	

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		<p>Project that would trigger the need for this mitigation measure are shown below:</p> <p>Effective PM Peak Hour Trip Generation Rates (vehicle trips per unit of development):</p> <p>Residential: 0.35 trips / dwelling unit</p> <p>Retail: 3.24 trips / 1,000 square feet</p> <p>Commercial: 3.76 trips / 1,000 square feet</p> <p>Recreational: 0.84 trips / 1,000 square feet</p> <p>Schools: 1.60 trips / 1,000 square feet</p> <p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at</p>		

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		Parkmerced exceed 2,171 PM peak hour vehicle trips based on the rates described above. If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,171 PM peak hour vehicle trips, based on the rates described above.		
<p>M-TR-2C: Construct a dedicated northbound right-turn lane from Lake Merced Boulevard to eastbound Winston Drive. This improvement would provide a dedicated lane for the relatively large number of vehicles expected to execute the northbound right-turn movement. Implementation of the roadway improvement would require roadway widening to the east, which necessitates relocation of the sidewalk, a utility box, a signal mast, and several other elements.</p> <p>Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. Implementation of mitigation measure M-TR-2C would improve operations at this intersection to acceptable LOS D or better in the AM and PM peak hours. However, the feasibility of this measure is uncertain due to the adjacent unsignalized intersection, approximately 75 feet south of Winston Drive, which would conflict with the northbound right-turn lane.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 930 trips based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the</p>	SFMTA	

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		mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 930, based on the trip generation rates described in M-TR-2B.		
<p>M-TR-2D: Provide a third northbound through lane and a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection. This mitigation measure would require restriping the northbound right-turn lane at the Lake Merced Boulevard/State Drive intersection as a through lane and removing the on-street parking on the north side of the intersection to recreate the dedicated right-turn lane (assuming that it is required for acceptable operations at this intersection).</p> <p>Additionally, providing a second southbound left-turn lane at this intersection would require removal of on-street parking on the south side of Font Boulevard to create a second receiving lane, as well as the removal of some spaces on the west side of Lake Merced Boulevard and shifting the through travel lanes to the west to make room for the second southbound left-turn lane.</p> <p>Implementation would require significant roadway restriping and signal optimization and coordination at multiple intersections, as well as the removal of approximately 25 parking spaces. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 930, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at</p>	SFMTA	

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		Parkmerced exceed 930, based on the trip generation rates described in M-TR-2B.		
<p>M-TR-2E: Reconfigure the westbound right-turn and southbound left-turn as the primary movements of the intersection of Lake Merced Boulevard/Brotherhood Way. This would convert the northbound approach of Lake Merced Boulevard into the “minor” approach to the intersection. Although the configuration may be able to fit within the existing right-of-way at the intersection, further study is needed to determine the feasibility of this measure. A conceptual intersection configuration is presented in the Project’s Transportation Study.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	Project sponsor and sponsor’s construction contractor(s) in consultation with SFMTA	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,128, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,128, based on the trip generation rates described in M-TR-2B.</p>	SFMTA	
<p>M-TR-5: Configure the fourth travel lane on southbound 19th Avenue as a mixed flow lane as presented in the Project. Implementing this mitigation measure would result in</p>	Project sponsor and sponsor’s	No HOT lane would be constructed.	Sponsor to provide revised plans to Planning	

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acceptable intersection operations during the AM and PM peak hours; however, this configuration was intended to provide a benefit to transit and to encourage high-occupancy vehicles. A secondary impact would be the lost benefit to transit travel times.	construction contractor(s), in consultation with SFMTA and Caltrans		Department as part of Development Agreement; Planning Department to review and acknowledge change in proposed street configurations.	
<p>M-TR-9: Eliminate the weaving segment between the loop on-ramp from Brotherhood Way and the loop off-ramp to Brotherhood Way by reconfiguring the interchange. Specifically, evaluate the feasibility of closing the loop on-ramp from eastbound Brotherhood Way to northbound SR 1 and instead constructing an eastbound left-turn lane from Brotherhood Way on the east side of the structure. The direct on-ramp from westbound Brotherhood Way to northbound SR 1 should be configured with one access point to serve traffic from westbound Brotherhood Way and those making a left-turn from eastbound Brotherhood Way.</p> <p>The eastbound left turn-lane can and shall be constructed to approximately 150 feet in length. [SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p> <p>SFMTA and Caltrans are not financially responsible for funding this improvement or the study of its feasibility.</p>	Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA and Caltrans	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 755, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 755, based on the trip generation rates described in M-TR-2B.</p>	SFMTA	
M-TR-12: Contribute fair share toward developing and implementing revised transit	Project sponsor and		SFMTA	

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<p>service plan that increases capacity on the M Ocean View. Fund a fair-share contribution towards evaluating and implementing a revised operating plan to increase frequencies on the M Ocean View from 10 minute headways (as proposed by the project) to 7.5 minute headways north of Parkmerced. This would increase capacity such that the northeast screenline would operate within SFMTA's capacity utilization threshold in each peak hour. Under this plan, similar to the proposed service plan, every other train would continue east through the Ingleside neighborhood.</p> <p>The Proposed Project's fair-share contribution toward implementing a comprehensive revised operating plan should be proportional to the magnitude of the Proposed Project's impact in relation to additional capacity identified in a revised operating plan.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	SFMTA	<p>A feasibility study must be completed prior to the completion and operation of the proposed Muni realignment and associated service plan updates. The study shall determine whether additional capacity can be provided on the M Ocean View, and if so, what the Proposed Project's fair share contribution to the service plan updates shall be.</p> <p>If the mitigation measure is deemed feasible, a fair share contribution must be made prior to the re-alignment of the M Ocean View through the Parkmerced site.</p>		
<p>M-TR-21A: Purchase an additional two-car light rail vehicle for the M Ocean View. Purchase and insert another light-rail vehicle into the system in order to maintain headways. This will allow Muni to maintain proposed headways on the M Ocean View with a slightly longer route. The procurement of the new light rail vehicle shall be completed by SFMTA, and shall be completed prior to operating the rerouted system. However, the new transit vehicle required to serve the Proposed Project shall not be the financial responsibility of SFMTA.</p>	Project sponsor and SFMTA	<p>Either M-TR-21A or M-TR-21B (but not both) shall be implemented upon rerouting the M Ocean View through the Parkmerced site.</p> <p>If both measures are deemed feasible and effective at reducing impacts to less than significant levels, M-TR-21B shall be implemented and M-TR-21A shall not</p>	SFMTA	

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		be required.		
<p>M-TR-21B: Install Transit Signal Priority (TSP) treatments to improve transit travel times on the M Ocean View such that M-TR-21A (an additional vehicle) is not required. A study shall be conducted to determine whether TSP treatments could improve transit travel times along the M Ocean View corridor. If feasible, implement Transit Signal Priority (TSP) measures along the M Ocean View corridor between the Project Site and the West Portal Station. To reduce the Proposed Project's impact to the M Ocean View line, the TSP measures would need to improve the travel time by approximately 50 seconds in the AM peak period and 30 seconds in the PM peak period. Achieving these reductions would reduce the Project's impact to travel time to less than half the headway of the current M Ocean View. SFMTA and Caltrans shall design the measure prior to operating the rerouted system; however, funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA	<p>Either M-TR-21A or M-TR-21B (but not both) shall be implemented upon rerouting the M Ocean View through the Parkmerced site.</p> <p>If both measures are deemed feasible and effective at reducing impacts to less than significant levels, M-TR-21B shall be implemented and M-TR-21A shall not be required.</p>	SFMTA	
<p>M-TR-22A: Construct intersection mitigations to reduce congestion caused by vehicular delay. To address Project impacts to the 18 46th Avenue, the Project Sponsor in cooperation with SFMTA shall implement the improvements described in mitigation measures M-TR-2C (construct a dedicated northbound right-turn lane at the Lake Merced Boulevard/Winston Drive intersection), M-TR-2D (reconfigure the northbound approach to consist of a third through lane and provide a second southbound left-turn lane at the Lake Merced Boulevard/Font Boulevard intersection), and M-TR-2E (Reconfigure the westbound right-turn and southbound left-turn as the primary movements of the Lake Merced Boulevard/Brotherhood Way intersection). This involves lane modifications at several intersections along Lake Merced Boulevard to increase vehicular capacity, thus reducing approach delay at those intersections.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA	See below with regard to M-TR-22C	SFMTA	
<p>M-TR-22B: Maintain the proposed headways of the 18 46th Avenue. The Project Sponsor in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of the following improvements which could reduce Project impacts on transit</p>	Project sponsor and sponsor's construction	See below with regard to M-TR-22C	SFMTA	

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<p>operations along the Lake Merced Boulevard corridor, generally between Brotherhood Way and Winston Drive. The study shall create a monitoring program to determine the implementation extent and schedule (as identified below) to maintain the proposed headways of transit lines impacted by the Project.</p> <ul style="list-style-type: none"> A transit-only queue-jump lane should be considered on Lake Merced Boulevard at Font Boulevard. This treatment could be constructed within the existing curb-to-curb right of way for the northbound direction. Southbound queue-jumps are viable at State Drive and Font Boulevard with removal of on-street parking. However, these treatments may conflict with mitigation measure M-TR-2C (collectively summarized in M-TR-22A), which has been designed to reduce the Project's traffic impacts. <p>These improvements would collectively benefit not only the 18 46th Avenue prior to the TEP improvements, but also SamTrans Route 122, and the proposed "shopper shuttle."</p> <p>Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. The Project Sponsor shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program. Other options to be evaluated in the study could include comprehensive replacement of stop-controlled intersections with interconnected traffic signals equipped with transit priority elements.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	contractor(s) in consultation with SFMTA			
<p>M-TR-22C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 18 46th Avenue. Should mitigation measures M-TR-22A or M-TR-22B not be feasible or effective, the Project Sponsor shall work with SFMTA to purchase additional transit vehicles and contribute to operating costs and facility improvements as necessary to mitigate the Project impacts to headways for the transit line. The Project Sponsor shall be responsible for the procurement and financing of the new transit vehicles.</p>	Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA	A feasibility study of M-TR-22A and M-TR-22B must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at		

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		<p>Parkmerced exceed 465, based on the trip generation rates described in M-TR-2B.</p> <p>To the extent they are deemed either physically feasible or effective at reducing the severity of Impact TR-22, mitigation measures M-TR-22A and M-TR-22B must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 465, based on the trip generation rates described in M-TR-2B.</p> <p>Depending on the feasibility and effectiveness of M-TR-22A and M-TR-22B at lessening Impact TR-22, M-TR-22C shall be implemented as follows:</p> <p>One vehicle shall be purchased and operational prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net</p>		

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		<p>new PM peak hour trips at Parkmerced exceed 965, based on the trip generation rates described in M-TR-2B, unless the feasibility study for M-TR-22A and/or M-TR-22B demonstrates a higher threshold is appropriate.</p> <p>A second vehicle shall be purchased and operational prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,270, based on the trip generation rates described in M-TR-2B, unless the feasibility study for M-TR-22A and/or M-TR-22B demonstrates a higher threshold is appropriate.</p>		
M-TR-23: Maintain the proposed headways of the 17 Parkmerced. The Project Sponsor in cooperation with SFMTA and Caltrans shall conduct a study to evaluate the effectiveness and feasibility of implementing transit-only lanes along the length of 19 th Avenue between Holloway Avenue and Winston Drive. SFMTA and Caltrans shall design and implement the measure as necessary; however, SFMTA and Caltrans are not	Project sponsor and sponsor's construction contractor(s) in consultation with	A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after	SFMTA and Caltrans	

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<p>financially responsible for funding this improvement or the study of its feasibility.</p> <p>[SFMTA and Caltrans to determine if this is feasible, and if SFMTA or Caltrans determines that it is not, this mitigation measure shall not be implemented.]</p>	SFMTA and Caltrans	<p>completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 3,101 trips based on the trip generation rates described in M-TR-2B, except as required for M-TR-25A.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 3,101, based on the trip generation rates described in M-TR-2B, except as required for M-TR-25A.</p>		
<p>M-TR-24: Implement the Project Variant (i.e., conversion of the fourth southbound lane to high-occupancy vehicle, toll, and transit-only use). Converting the fourth southbound lane on 19th Avenue proposed by the Project to a “HOT” lane would improve travel times on the 28 19th Avenue. Implementation of M-TR-24 would preclude implementation of M-TR-5.</p> <p>[SFMTA and Caltrans to determine if this is feasible, and if SFMTA or Caltrans determines that it is not, this mitigation measure shall not be implemented.]</p>	Project sponsor and sponsor’s construction contractor(s), in consultation with SFMTA and Caltrans	<p>.</p> <p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 3,101, based on the trip generation rates described in M-TR-2B</p>	<p>Planning Department</p> <p>SFMTA</p>	

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		If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 3,101, based on the trip generation rates described in M-TR-2B.		
M-TR-25A: Implement mitigation measure M-TR-23 which addresses transit improvements (i.e. transit-only lanes) along 19 th Avenue from Holloway Avenue to Winston Drive.	See M-TR-23	See discussion of M-TR-25C	See M-TR-23	
<p>M-TR-25B: Maintain the proposed headways of the 29 Sunset. The Project Sponsor in cooperation with SFMTA shall conduct a study to evaluate the effectiveness and feasibility of installing transit priority elements along Lake Merced Boulevard, between Winston Drive and Sunset Boulevard. This may include, but is not limited to, queue-jump lanes and transit-only lanes. Funding, implementation, and construction of this measure shall be the responsibility of the Project Sponsor. The Project Sponsor shall fully fund the costs of implementing the transit priority improvements (either the improvements identified above, or alternative improvements of equal or greater effectiveness and comparable cost) as determined by the study and the monitoring program</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	SFMTA, with funding from Project Sponsor	See discussion of M-TR-25C	SFMTA	
M-TR-25C: Purchase additional transit vehicles as necessary to mitigate the Project impacts to headways on the 29 Sunset. Should mitigation measures M-TR-25A or M-TR-	SFMTA, with funding from Project		SFMTA	

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25B not be feasible or effective, the Project Sponsor shall work with SFMTA to purchase additional transit vehicles and contribute to operating costs and facility improvements as necessary to mitigate the Project impacts to headways for the transit line. The procurement of new transit vehicles shall be completed by SFMTA. However, new transit vehicles required to serve the Proposed Project shall not be the financial responsibility of SFMTA.	Sponsor	<p>A feasibility study of M-TR-25A and M-TR-25B must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,551, based on the trip generation rates described in M-TR-2B.</p> <p>To the extent they are deemed either physically feasible or effective at reducing the severity of Impact TR-25, mitigation measures M-TR-25A and M-TR-25B must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,551, based on the trip generation rates described in M-TR-2B.</p> <p>Depending on the feasibility and effectiveness of M-TR-25A and M-TR-25B at lessening Impact TR-25,</p>		

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		M-TR-25C shall be implemented as follows: One vehicle shall be purchased and operational prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,551, based on the trip generation rates described in M-TR-2B, unless the feasibility study for M-TR-25A and/or M-TR-25B demonstrates a higher threshold is appropriate.		
<p>M-TR-26: Maintain proposed headways on SamTrans Route 122. To address Project impacts to SamTrans Route 122, implement mitigation measures M-TR-22A (lane modifications at several intersections along Lake Merced Boulevard) and M-TR-22B (implementation of transit priority and queue-jump treatments on Lake Merced Boulevard).</p> <p>Since SamTrans Route 122 shares a route with the 18 46th Avenue, improvements designed to reduce travel time impacts to the 18 46th Avenue would also benefit SamTrans Route 122.</p> <p>As described in the discussion of mitigation measures M-TR-22A and M-TR-22B, feasibility of these measures is uncertain.</p>	Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,880, based on the trip generation rates described in M-TR-2B..</p> <p>If the mitigation measure is deemed feasible, the</p>	SFMTA	

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		mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,880, based on the trip generation rates described in M-TR-2B..		
<p>M-TR-36A: Retime signal at 19th Avenue/Holloway Avenue to allocate more green time to the east-west movements. 19th Avenue is a coordinated corridor with closely spaced intersections. Traffic progression relies on the interconnectivity between each signal. Retiming this particular intersection would require evaluation of the corridor. SFMTA would be responsible for evaluating and implementing a new signal timing plan.</p> <p>[SFMTA and Caltrans to determine if this is feasible, and if SFMTA or Caltrans determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to carry out feasibility study.</p> <p>If feasible, SFMTA to monitor traffic conditions at this intersection to determine when modifications are needed.</p> <p>SFMTA to retime signal if determined feasible and necessary.</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,725, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 1,725,</p>	SFMTA	

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		based on the trip generation rates described in M-TR-2B...		
<p>M-TR-36B: Construct a dedicated westbound right-turn lane and convert the shared westbound through/right-turn lane to a dedicated westbound through lane at the Brotherhood Way/Chumasero Drive intersection.</p> <p>Construction of this mitigation measure would require roadway widening into the Project Site. However, if the existing pedestrian overcrossing across Brotherhood Way at this intersection remains, widening the roadway to implement this measure may not be feasible due to conflicts with structural support columns for the overcrossing.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to carry out feasibility study.</p> <p>Project sponsor and sponsor's construction contractor(s) to carry out design and implementation in consultation with SFMTA</p>	<p>Upon construction of proposed improvements to the Brotherhood Way/Chumasero Drive intersection, as specified in the Development Agreement.</p>	<p>Sponsor to provide revised plans to Planning Department as part of Development Agreement; Planning Department to review and acknowledge change in proposed intersection configurations.</p>	
<p>M-TR-36C: Install a traffic signal at Lake Merced Boulevard/John Muir Drive. The Project Sponsor should contribute a fair-share toward funding this mitigation measure.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to carry out feasibility study.</p> <p>If determined feasible, project sponsor to provide fair-share funding and SFMTA to design and construct.</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,326, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the</p>	SFMTA	

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		issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,326, based on the trip generation rates described in M-TR-2B.		
<p>M-TR-36D: Convert the dedicated southbound through lane into a dedicated left-turn lane at John Daly Boulevard/Lake Merced Boulevard. This would result in the southbound approach consisting of a shared through-right-turn lane and triple left-turn lanes. To achieve adequate lane utilization, John Daly Boulevard would have to be configured to have three eastbound through travel lanes east of the intersection. This would require the removal of some pedestrian elements and converting the existing right-turn lane into the Westlake Shopping Center into a shared through/right-turn lane.</p> <p>[City to coordinate with City of Daly City to determine if this is feasible, and if SFMTA and/or Daly City determine that it is not, this mitigation measure shall not be implemented.</p>	City of Daly City	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p>		

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<p>M-TR-36E: Install an auxiliary lane from Brotherhood Way through the Lake Merced Boulevard/Gonzalez Drive intersection to provide three northbound through lanes.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this mitigation measure shall not be implemented.]</p>	<p>SFMTA to conduct feasibility study.</p> <p>Project sponsor and sponsor's construction contractor(s) to design and construct in consultation with SFMTA</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p> <p>If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,946, based on the trip generation rates described in M-TR-2B.</p>	SFMTA	
<p>M-TR-44: Provide additional capacity on the south and north screenlines by adding additional buses to the 28 19th Avenue and 28L 19th Avenue Limited lines. Providing additional service on the bus line would require further feasibility and capacity studies with coordination from SFMTA. The Project sponsor would be responsible to fund a "fair share" contribution towards the implementation of this mitigation measure.</p> <p>[SFMTA to determine if this is feasible, and if SFMTA determines that it is not, this</p>	<p>SFMTA to conduct feasibility and capacity study.</p> <p>Project sponsor to make fair-share</p>	<p>A feasibility study must be completed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net</p>	SFMTA	

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mitigation measure shall not be implemented.]	contribution. If feasible, SFMTA to purchase and operate vehicles.	new PM peak hour trips at Parkmerced exceed 2,950 based on the trip generation rates described in M-TR-2B. If the mitigation measure is deemed feasible, the mitigation measure must be constructed prior to the issuance of the certificate of occupancy for any building that, after completion, would make the total number of net new PM peak hour trips at Parkmerced exceed 2,950, based on the trip generation rates described in M-TR-2B.		
Noise				
M-NO-1a: Reduce Noise Levels During Construction The following practices shall be incorporated into the construction contract agreement documents to be implemented by the construction contractor: <ul style="list-style-type: none"> • Provide enclosures and mufflers for stationary equipment, shroud or shield impact tools, and install barriers around particularly noisy activities at the construction sites so that the line of sight between the construction activities and nearby sensitive receptor locations is blocked to the maximum feasible extent; • Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors; • Provide sound-control devices on equipment no less effective than those provided by the manufacturer; • Locate stationary equipment, material stockpiles, and vehicle staging 	Project Sponsor and construction contractor(s)	During Construction of each phase	Planning Department	

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<p>areas as far as practicable from sensitive receptor locations;</p> <ul style="list-style-type: none"> Prohibit unnecessary idling of internal combustion engines; Require applicable construction-related vehicles and equipment to use designated truck routes to access the project sites; Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets. The placement of such attenuation measures shall be reviewed and approved by the Director of Public Works prior to issuance of development permits for construction activities. <p>Designate a Noise Disturbance Coordinator who shall be responsible for responding to complaints about noise during construction. The telephone number of the Noise Disturbance Coordinator shall be conspicuously posted at the construction site and shall be provided to the City. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas</p>				
<p>M-NO-1b: Pile Driving Noise-Reducing Techniques and Muffling Devices</p> <p>The Project Sponsor shall require its construction contractor to use noise-reducing pile driving techniques if nearby buildings are subject to pile driving noise and vibration. These techniques shall include pre-drilling pile holes (if feasible, based on soils; see Mitigation Measure M-NO-2, pp. V.F.20-V.F.21) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.</p> <p>Construction contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices. In addition, at least 48 hours prior to pile driving activities, the Project Sponsor shall notify building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of such activities.</p>	Project Sponsor	During Construction of each phase if pile driving is required. At least 48 hours prior to pile driving activities, the Project Sponsor shall notify building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of such activities.	Planning Department	
<p>M-NO-2: Pre-Construction Assessment to Minimize Vibration Levels Associated with Impact Activities</p> <p>The Project Sponsor shall hire a qualified geotechnical engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings subject to pile driving noise and vibration prior to receiving a building permit. If recommended by the geotechnical engineer, for structures or facilities within 50 feet of pile driving activities, the Project Sponsor shall require ground-borne vibration monitoring of nearby structures. Such methods and technologies shall be based on the</p>	Project Sponsor and qualified geotechnical engineers	Prior to commencement of construction of each phase.	Geotechnical engineer to provide reports to Department of Building Inspection for review and approval	

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<p>specific conditions at the construction site such as, but not limited to, the following:</p> <ul style="list-style-type: none"> • Pre-construction surveying of potentially affected structures; • Underpinning of foundations of potentially affected structures, as necessary; <p>The construction plan shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of impact activities. Monitoring results shall be submitted to the Department of Building Inspection. In the event of unacceptable ground movement, as determined by the Department of Building Inspection, all impact work shall cease and corrective measures shall be implemented. The impact program and ground stabilization measures shall be reevaluated and approved by the Department of Building Inspection.</p>				

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<p>M-NO-5: Light Rail Noise and Vibration Reduction Plan</p> <p>The proposed realignment of the Muni M Ocean View light rail and its operations shall be designed with input from a qualified acoustical consultant so that light rail operation noise levels are attenuated at and in the vicinity of the final alignment so that the San Francisco Land Use Compatibility Guidelines for Community Noise standards are not exceeded. The Light Rail Noise and Vibration Reduction Plan shall be prepared by a qualified acoustical consultant and submitted to the City for review and approval prior to construction of the proposed realignment. The plan shall identify noise attenuation measures that would ensure compliance with the City's community noise guidelines, including, but not limited to, requiring light rail operators to reduce vehicle speeds when approaching and departing and operating within the Project Site. The following noise and vibration attenuation measures shall be included as part of the plan:</p> <ul style="list-style-type: none"> • Rail Bed Design: The light rail trackwork shall be designed to prevent the production of excessive vibration levels at the nearest sensitive structures. The design should include the installation of high-resilience direct fixation fasteners for embedded track, ballast mat for ballast and tie track, or other measures as determined by a qualified light rail vibration consultant. • Rail Grinding and Replacement: As rails wear, both noise levels from light rail by-passes and vibration levels can increase. By grinding down or replacing worn rail, noise and vibration levels will remain at the initial operating levels. Rail grinding or replacement is normally performed every 3 to 5 years. • Wheel Truing and Replacement: Wheel truing is a method of grinding down flat spots (commonly called "wheel flats") on the light rail's wheels. Flat spots occur primarily because of hard braking. When flat spots occur they can cause increases in both the noise and vibration levels produced by the light rail vehicles. • Vehicle Maintenance: Vehicle maintenance includes performing scheduled and general maintenance on items such as air conditioning units, bearings, wheel skirts, and other mechanical units on the light rail vehicles. Keeping the mechanical system on the light rail vehicles in top condition will also help to control noise and vibration levels. • Operator Training: Operators will be trained to maintain light rail travel speeds at those speeds given in the operation plan and to avoid 	<p>Project Sponsor with qualified professional consultant.</p> <p>Project sponsor and sponsor's construction contractor(s) in consultation with SFMTA</p>	<p>Light Rail Noise and Vibration Reduction Plan shall be prepared by a qualified acoustical consultant and submitted to SFMTA for review and approval prior to construction of the proposed realignment.</p> <p>During final engineering design, vibration propagation testing shall be conducted at the final light rail alignment near Gonzalez Drive and Diaz Avenue.</p>	<p>SFMTA.</p> <p>SFMTA to monitor rail grinding and replacement every other 3 to 5 years.</p> <p>SFMTA shall perform ongoing vehicle maintenance.</p> <p>SFMTA shall perform ongoing operator training.</p>	

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<p>“hard braking” whenever possible. As stated, hard braking can cause wheel flats and may also damage track. Furthermore, by training operators to identify potential wheel flats and other mechanical problems with the trains, proper maintenance can be performed in a timely manner.</p> <p>During final engineering design, vibration propagation testing shall be conducted at the final light rail alignment near Gonzalez Drive and Diaz Avenue to confirm the predicted impact and finalize the mitigation measures. Where vibration impacts are confirmed, they shall be reduced to meet the FTA criteria.</p>				
<p>M-NO-6: Residential Use Plan Review by Qualified Acoustical Consultant</p> <p>To ensure that interior noise levels induced by the light rail station, and by automobile, bus, and light rail traffic at noise sensitive uses do not result in excessive awakenings, or exceed an interior noise level standard of 45 dBA (L_{dn}), a qualified acoustical consultant shall review plans for all new residential uses, the new Pre K-5 school, and new day care facility, and provide recommendations to provide acoustical insulation or other equivalent measures to ensure that interior noise levels would not exceed acceptable limits and a cumulative noise level of 45 dBA (L_{dn}). These studies shall be presented to the Department of Building Inspection at the time that permits for individual buildings are submitted for review.</p>	Project Sponsor to retain qualified acoustical consultant	Prior to issuance of each individual building permit.	<p>Consultant to submit reports to Department of Building Inspection</p> <p>Building designers to follow the recommendations of the acoustical consultant. DBI to review plans to ensure recommendations are included in plans</p>	
<p>M-NO-7: Stationary Operational Noise Sources.</p> <p>All utility and industrial stationary noise sources (e.g., district energy system, wind turbines, etc.) shall be located away from noise sensitive receptors, be enclosed within structures with adequate setback and screening, be installed adjacent to noise reducing shields, or constructed with some other adequate noise attenuating features, to achieve compliance with the noise level limits of the San Francisco Noise Ordinance and to achieve acceptable levels at the property lines of nearby residences or other sensitive uses, as determined by the San Francisco Land Use Compatibility Guidelines for Community Noise standards. Once the stationary noise sources have been installed, the Project Sponsor shall retain a qualified acoustics specialist to monitor noise levels to ensure compliance with local noise standards. Initial noise monitoring shall occur within three months after the installation of the stationary noise source, and a report of the results shall be made available to on-site tenants. Subsequent noise monitoring shall be conducted by the Project Sponsor, within three months of on-site tenants reporting persistent intrusive noise. If project stationary noise sources exceed the applicable noise standards, a qualified acoustical consultant shall be retained by the Sponsor to install additional noise attenuation measures or acoustic insulation in order to meet the applicable noise standards.</p>	Project Sponsor to retain qualified acoustical consultant	<p>Within three months of installation of stationary noise sources.</p> <p>Subsequent noise monitoring within three months of on-site tenants reporting persistent intrusive noise.</p>	Planning Department	

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M-NO-8: Residential Building Plan Review by Qualified Acoustical Consultant To ensure that noise produced during garbage collection is reduced to the maximum practicable extent, a qualified acoustical consultant shall review plans for all new residential buildings and associated garbage collection facilities, and provide recommendations to provide enclosures, acoustical shielding, or other equivalent measures. These studies shall be presented to the Department of Building Inspection at the time that permits for individual buildings are submitted for review.	Project Sponsor to retain qualified acoustical consultant	Prior to issuance of a building permit for each individual building.	Department of Building Inspection	
<i>Air Quality</i>				
M-AQ-3: Construction Exhaust Emissions. The applicant shall implement feasible combustion emission reduction strategies, during construction activities, including the following measures: <ul style="list-style-type: none"> The project applicant shall keep all off-road equipment well-tuned and regularly serviced to minimize exhaust emissions, and shall establish a regular and frequent check-up and service/maintenance program for equipment. Off-road diesel equipment operators shall be required to shut down their engines rather than idle for more than five minutes, unless such idling is necessary for proper operation of the equipment. Clear signage shall be provided for construction workers at all access points. The applicant shall require construction contracts to specify implementation of the following combustion emission reduction strategies, during construction activities: <ul style="list-style-type: none"> The project should use equipment with engines compliant with USEPA Tier 3 engine standards or better for all off-road equipment, or utilize Retrofit Emission Control Devices which consist of diesel oxidation catalysts, diesel particulate filters or similar retrofit equipment control technology verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/verdev.htm), where feasible. The project shall use equipment with engines compliant with USEPA Tier 4 engine standards or better for 50 percent of the fleet by 2015, increasing to 100 percent by 2020. The project shall use 2007 or newer model year haul trucks, where feasible.	Project Sponsor and Sponsor's construction contractor(s).	Submit planned emission reduction strategies and copies of applicable construction specification related to off-road equipment for each construction phase prior to issuance of the site permit for that phase. Construction contractor shall submit quarterly reports regarding implementation of emission reduction strategies and use of Tier3 or Tier 4 or equivalent equipment during construction.	Planning Department	
<i>Wind and Shadow</i>				
M-WS-1a: Wind Impact Analysis for Proposed Buildings Over 100 feet in Height.	Project Sponsor to	Prior to building permit	Planning Department	

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A wind impact analysis shall be required for any proposed building over 100 feet in height. Wind tunnel testing shall be required for each building unless, upon review by a qualified wind consultant, it is determined that the exposure, massing, and/or orientation of the building are such that adverse wind impacts would not occur. The analysis shall assess wind conditions for the building in conjunction with the anticipated pattern of development on surrounding blocks. All feasible means (such as relocating or reorienting certain buildings, sculpting buildings to include podiums and roof terraces, or installing landscaping) to eliminate hazardous winds, if predicted, shall be implemented. A significant wind impact would be a substantial increase in the number of hours that the 26 mph wind hazard criterion is exceeded or a substantial increase in the area subjected to winds greater than 26 mph.	retain qualified professional consultant	issuance for any proposed building over 100 feet in height.		
M-WS-1b: Wind Tunnel Testing for Proposed Buildings Over 50 feet in Height. Wind tunnel testing shall be required for any proposed building over 50 feet in height that is within 200 feet of any of the existing 13-story buildings on the Project Site. The analysis shall assess wind conditions for the building in conjunction with the anticipated pattern of development one surrounding blocks. All feasible means (such as relocating or reorienting certain buildings, sculpting buildings to include podiums and roof terraces, or installing landscaping) to eliminate hazardous winds, if predicted, shall be implemented. A significant wind impact would be a substantial increase in the number of hours that the 26 mph wind hazard criterion is exceeded or a substantial increase in the area subjected to winds greater than 26 mph.	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for any proposed building over 50 feet in height that is within 200 feet of any of the existing 13-story buildings on the Project Site.	Planning Department	
Biological Resources				
M-BI-1a: Pre-construction Survey for Gumplant. A pre-construction survey shall be conducted to locate and fence the boundaries of any gumplant populations with a 25-foot buffer zone. To determine if any previously unknown special-status plant or animal species would be affected, a preconstruction survey shall be conducted within the construction area in the spring (May and June) by a qualified biologist authorized by CDFG to conduct such activities.	Project Sponsor to retain qualified professional consultant	Prior to construction for each phase, a preconstruction survey shall be conducted within the construction area in the spring (May and June) by a qualified biologist authorized by CDFG.	Planning Department	
M-BI-1b: Avoidance of Gumplant During Construction. The configuration of the construction area shall be modified to avoid any special-status species encountered during the pre-construction survey. No construction activities shall occur within the buffer area. The Project Sponsor shall ensure that the construction area is fenced to the minimum size necessary to avoid impacts from the outfall to the willow basin.	Project Sponsor to retain qualified professional consultant	Prior to construction for each phase	Planning Department	
M-BI-1c: Restoration and Expansion of Gumplant Population. If it is not possible	Project Sponsor to	If gumplant population	Planning Department and	

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to avoid the gumplant population during construction, the Project Sponsor shall implement a restoration and mitigation plan in consultation with the San Francisco Planning Department (City) and CDFG. Impacts to the San Francisco gumplant will be mitigated by restoring the affected area and expanding the size of the population by increasing the area and number of individual gumplant plants. The size and density of the affected gumplant population shall be measured prior to construction. This mitigation plan shall describe methods for planting, monitoring, and maintaining the affected area. Performance standards to determine success of the mitigation shall be attained that show that the cover and density of the population affected has been replaced. An annual report shall be submitted to the City and CDFG that documents maintenance and monitoring methods and results. Such monitoring and maintenance shall continue for at least 5 years beyond the implementation of the mitigation plan.	retain qualified professional consultant	cannot be avoided, prior to construction for each phase, mitigation plan shall be submitted. An annual report shall be submitted to the City and CDFG that documents maintenance and monitoring methods and results. Monitoring and maintenance shall continue for at least 5 years beyond the implementation of the mitigation plan.	CDFG	
M-BI-2a: <u>Preconstruction Survey for Common Yellowthroat Nesting Activities and Buffer Area.</u> If outfall repair or construction activities occur along the Lake Merced shoreline during the breeding season of the common yellowthroat (March-August), a qualified ornithologist authorized by CDFG to conduct such activities shall conduct a preconstruction survey of the work area to determine if any birds are nesting in or in the vicinity of the outfall. The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active nests are found in the work area, a buffer of 50 feet shall be established between the work area and the nest(s). No work will be allowed within the buffer until the young have successfully fledged. The size of the nest buffer can be reduced as a result of consultation with the CDFG. Such a reduction shall be dependent on a relatively low frequency and intensity of disturbance and the tolerance of the nesting birds to human disturbance.	Project Sponsor to retain qualified professional consultant	If outfall repair or construction activities occur during the breeding season (March-August), a qualified ornithologist authorized by CDFG shall conduct a preconstruction survey. The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May, and within 30 days prior to the start of work from June through August.	CDFG	
M-BI-2b: <u>Monitoring for Western Pond Turtles During Construction.</u> Stormwater outfall construction activities at the Lake Merced outfall site(s) shall be	Project Sponsor to retain qualified	During construction for each phase	CDFG	

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monitored by a biologist to ensure that no western pond turtles are present and subjected to harm. If turtles are present, the biologist shall capture and relocate them or ensure that they are moved to an area outside of the construction zone and away from harm. Identification, capture and relocation of turtles shall be done by a qualified biologist authorized by CDFG to conduct such activities.	professional consultant			
<u>M-BI-2c: SWPPP Design Details for Site Drainage and Water Quality Control in Outfall Construction Area.</u> The SWPPP is required and shall include design details and construction specifications for all site drainage control and other water quality control strategies. It shall also detail the implementation schedule, methods and locations of erosion and water quality control features. The California Stormwater Quality Association Construction Handbook provides guidance for selecting and implementing Best Management Practices (BMPs) that would eliminate or reduce the discharge of pollutants from construction sites to waters of the state. Three levels of BMPs are considered for each potential pollutant: source control, management control, and treatment control. BMPS which could be implemented as part of the SWPPP include: hydroseeding, straw mulch, temporary stream bank stabilization, silt fences, sediment traps, temporary stream crossings, stockpile management, and spill prevention and control.	Project Sponsor to retain qualified professional consultant	Prior to and during construction for each phase	Planning Department	
<u>M-BI-3a: Restrict Vegetation Removal Activities in Wetland and Riparian Areas During Outfall Construction.</u> Vegetation removal activities in wetland and riparian habitats in the willow basin and along the shoreline of Lake Merced shall be restricted to as small an area as possible. Construction areas shall be no longer than 40 feet and shall be shorter where possible. In addition, construction shall avoid large willow and wax myrtle trees.	Project Sponsor to retain qualified professional consultant	Prior to and during construction for each phase	Planning Department	
<u>M-BI-3b: Vegetation Restoration in Outfall Construction Area.</u> The vegetation of any affected riparian or wetland area shall be restored to the same or to a more biologically valuable condition. This shall entail planting of vegetation, if it is not expected to return on its own, and removal of non-native species. A mitigation plan that describes site preparation, planting, performance standards, maintenance (including weed control), and monitoring methods shall be developed for impacts to marsh and riparian vegetation. The performance standards shall include a mitigation ratio of 1:1, standards for cover, plant composition of the restored area, and erosion, at the end of 5 years. Remedial activities shall be outlined in the plan to address any of the restoration areas that are not attaining performance standards at the end of 5 years. The mitigation area shall be monitored and maintained for at least 5 years. Monitoring and maintenance activities shall be summarized in an annual report to be prepared for each of the 5 years the area is monitored. This mitigation plan shall be reviewed and	Project Sponsor to retain qualified professional consultant	A mitigation plan shall be developed prior to the approval of the final map for Project. The mitigation area shall be monitored and maintained for at least 5 years. Monitoring and maintenance activities shall be summarized in an annual report to be prepared for each of the 5	Planning Department	

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approved by the City prior to the approval of the final map for the project.		years the area is monitored.		
M-BI-4: <u>Breeding Bird Pre-construction Surveys and Buffer Areas.</u> Vegetation removal activities for the Proposed Project and stormwater treatment option areas and building demolitions shall be conducted during the non-breeding season (i.e., September through February) to avoid impact to nesting birds or preconstruction surveys shall be conducted for work scheduled during the breeding season (March through August). Preconstruction surveys shall be conducted by a qualified ornithologist, authorized by CDFG to conduct such activities, to determine if any birds are nesting in or in the vicinity of vegetation or buildings to be removed. The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active songbird nests are found in the work area, a buffer of 50 feet between the nest and work area shall be established. If active raptor nests are found in the work area, a buffer of 200 feet shall be established between the nest and the work area. No work will be allowed with the buffer(s) until the young have successfully fledged. In some instances, the size of the nest buffer can be reduced and its size shall therefore be determined by the biologist in consultation with the CDFG, and shall be based to a large extent on the nesting species, its sensitivity to disturbance, and the type and frequency of disturbance.	Project Sponsor to retain qualified professional consultant	Vegetation removal activities shall be conducted during the non-breeding season (i.e., September through February), OR preconstruction surveys shall be conducted for work scheduled during the breeding season (March through August). The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May, and within 30 days prior to the start of work from June through August. If active raptor nests are found in the work area, no work will be allowed with the buffer(s) until the young have successfully fledged.	CDFG	
M-BI-7a: <u>Pre-maintenance Surveys for Active Bird Nests and Buffer Areas.</u> If maintenance of the stormwater treatment system occurs during the nesting season (March-August), a qualified ornithologist, authorized by CDFG to conduct such activities, shall conduct a survey of the work area to determine if any birds are nesting in the work area or in the vicinity. The survey shall be conducted within 15 days prior to the start of maintenance work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August. If active songbird nests are found in the work area, a buffer of 50 feet between the nest and the work area shall be established. If active raptor nests are found in the work area, a buffer of 200 feet shall be established	Project Sponsor to retain qualified professional consultant	If maintenance of the stormwater treatment system occurs during the nesting season (March-August), a qualified ornithologist shall conduct a survey of the work area. The survey shall be conducted within 15 days prior to the start of	CDFG	

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between the nest and the work area. No work will be allowed within the buffer until the young have successfully fledged. In some instances, the size of the buffer can be reduced and its size shall therefore be determined by the biologist in consultation with the CDFG, and shall be based to a large extent on the nesting species, its sensitivity to disturbance, and the type and frequency of disturbance.		maintenance work from March through May, and within 30 days prior to the start of work from June through August.		
M-BI-7b: <u>Monitoring During Maintenance Activities.</u> The on-site stormwater features shall be monitored by a qualified biologist, authorized by CDFG to conduct such activities, during maintenance activities to ensure that no western pond turtles or other special-status amphibians or reptiles are present and subject to harm. If turtles or other special-status reptiles and amphibians are present, the biologist shall capture and relocate them, or ensure that they are moved to an area outside of the construction zone and away from harm.	Project Sponsor to retain qualified professional consultant	Ongoing monitoring after completion of each phase	CDFG	
M-BI-8a: <u>Pre-permitting Surveys for Birds and Bats.</u> To obtain baseline information on existing bird use of the proposed wind turbine alignment along Lake Merced Boulevard, the Project Sponsor shall retain a qualified wildlife biologist, authorized by CDFG to conduct such activities, to conduct bi-weekly bird use counts (BUCs) of the area for two years using methods described in Anderson and CEC/CDFG. Three point count stations spaced approximately 500 feet apart in the existing median between Lake Merced Boulevard and Vidal Drive would likely be sufficient to detect all birds using and/or flying through the area, although the final study design shall be subject to review and approval by the CDFG. Methods other than BUCs may be used if improved methods for documenting bird use at proposed wind turbine sites are developed in the interim period between the certification of this EIR and the initiation of the wind turbine program. Obtaining baseline information on existing bat use of the wind turbine alignment is complicated by the fact that bats are much more difficult to detect than birds and available monitoring methods (i.e., acoustic monitoring of echolocation calls) may not be feasible in a dense urban environment. As such, the Project Sponsor shall retain a qualified bat expert to conduct a one-day habitat assessment of the proposed wind turbine alignment. Based on the results of the assessment, the bat expert shall provide recommendations on the appropriate level of monitoring required to establish baseline patterns of seasonal bat activity along the proposed wind turbine alignment. If the bat expert believes that focused bat surveys are not necessary or that the proposed wind turbines do not pose a significant risk to local bat populations, he/she shall explain his/her opinions following standard scientific report format. Similarly, the Project Sponsor shall retain a biologist experienced with nocturnal bird survey methods (e.g., radar, acoustic monitoring, visual surveys using night vision	Project Sponsor to retain qualified professional consultant	Prior to permit issuance for wind turbines, bi-weekly bird use counts (BUCs) shall be conducted for two years. Prior to permit issuance for wind turbines, a qualified bat expert shall conduct a one-day habitat assessment of the proposed wind turbine alignment. Prior to permit issuance for wind turbines, a biologist experienced with nocturnal bird survey methods (e.g., radar, acoustic monitoring, visual surveys using night vision equipment) shall conduct an assessment of the proposed wind turbine	CDFG	

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<p>equipment) to conduct an assessment of the proposed wind turbine alignment and assess the feasibility of conducting nocturnal surveys for migrating birds. Given substantial uncertainty and variation over the optimal protocols for detecting nocturnal migrating birds and the viability of such protocols to predict collision risk, it is important to identify species of primary concern and develop site-specific questions that any nocturnal studies should address prior to implementing a nocturnal monitoring program. The biologist retained to conduct the nocturnal bird survey feasibility assessment shall provide such information in their report.</p> <p>Data gathered during the pre-permitting surveys shall be used to develop baseline estimates of bird and bat fatality rates (expressed as fatalities/megawatt/year) from the proposed wind turbines. Given the lack of scientific studies on wind turbine-wildlife interactions in urban areas and vertical-axis wind turbine (VAWT) impacts on wildlife, it will be difficult if not impossible to apply known fatality rates from other studies to the project site (although such information may become available by the time the wind turbine program is implemented). As such, baseline fatality estimates shall be developed with input from scientists experienced with statistical analysis of wind turbine-wildlife interactions.</p>		alignment.		
<p>M-BI-8b: <u>Operations Monitoring Program.</u> The Project Sponsor shall implement a scientifically defensible operations monitoring program to estimate bird and bat fatality rates from the new wind turbines. Operations monitoring typically consists of counts of bird and bat carcasses in the vicinity of turbines and ongoing bird use data collection (i.e., continued BUCs) using the most current methods prescribed by the California Energy Commission and CDFG. Given the lack of published information on impacts to birds and bats from urban wind turbines and the site's proximity to a major wildlife habitat feature (i.e., Lake Merced), and the Pacific flyway a minimum of two years of post-construction monitoring shall be conducted. The operations monitoring program shall be developed with input from the CDFG, USFWS, and scientists experienced in the analysis of wind turbine-wildlife interactions.</p>	Project Sponsor to retain qualified professional consultant	A post-construction monitoring program shall be established for a minimum of two years after installation of wind turbines.	CDFG and USFWS	
<p>M-BI-8c: <u>Implementation of Management Strategies (Wind Turbines).</u> If results of operations monitoring indicate that bird and/or bat fatality rates exceed those predicted during the pre-permitting phase, the City shall require implementation of some or all of the following management strategies or compensation measures:</p> <ol style="list-style-type: none"> 1. Seasonal shutdown (e.g., spring or fall migratory period, depending on results of surveys) of a particular turbine or turbines that may be found to be contributing a disproportionate amount to bird and/or bat fatalities. 2. Contribution of funds towards the management, restoration, enhancement, and/or protection of the local habitats used by species affected by wind 	Project Sponsor to retain qualified professional consultant	Upon conclusion of monitoring program, implementation of management strategies or compensation measures.	Planning Department	

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turbines (e.g., lands managed by San Francisco Recreation and Park Natural Areas Program or the National Park Service Golden Gate National Recreation Area). Contribution of funds towards research programs aimed at wind turbine-wildlife interactions, nocturnal bird study methods, and/or collision risk.				
<p>M-BI-8d: <u>Design Elements to Minimize Bird and/or Bat Strikes.</u> The following measures shall be incorporated into wind turbine design to minimize the likelihood of bird strikes:</p> <ol style="list-style-type: none"> 1. FAA-mandated obstruction lighting at the turbine tops shall consist of red or white strobe-type lights rather than steady-burning lights, as several studies have demonstrated reduced mortality of night-migrating birds at facilities using strobe-type lights. 2. No guy wires shall be used to support the wind turbines, as they are a known hazard to birds. 3. To prevent bird collisions with overhead power lines, turbines shall be powered via underground electrical connections. 4. Bare soil or manicured grass around turbine bases may provide habitat for small mammals, resulting in increased prey availability for raptors and putting them at increased risk of collision. To discourage small mammals from burrowing under or near turbine bases, gravel or artificial turf shall be placed at least 5 feet around each turbine foundation. <p>Additional design elements proven to minimize bird and/or bat strikes shall be implemented as information on such measures becomes available in the scientific literature and/or agency guidance documents.</p>	Project Sponsor to retain qualified professional consultant	Prior to wind turbine permit issuance, design measures shall be incorporated.	Planning Department	
<p>M-BI-8e: <u>Incidental Take Permit.</u> As mentioned above, the proposed wind turbines may result in mortality of bank swallows, which is state-listed as threatened under the California Endangered Species Act (CESA) or other species of concern. Given the current uncertainty over the extent and magnitude of potential take of bank swallows or other species of concern, the Project Sponsor shall apply to the CDFG for an incidental take permit pursuant to Section 2081 of CESA and implement all CDFG conditions of that permit, which may include the some or all of the mitigation measures described above. The permit application will comply with the applicable requirements of Section 738.2 of CESA, as it may be amended.</p>	Project Sponsor to retain qualified professional consultant	Prior to wind turbine permit issuance from the San Francisco Department of Building Inspection, a take permit application from CDFG shall be issued..	CDFG	
<p>M-BI-9: <u>Bird-Safe Design Practices.</u> The Project Sponsor shall ensure that the new residential towers should follow bird-safe design practices as much as possible to</p>	Project Sponsor to retain qualified	Prior to building permit issuance for each phase,	Department of Building Inspection	

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minimize the potential for increased bird-window collisions. Building facades should create “visual noise” via cladding or other design features that make it easier for birds to identify buildings as such and not mistake windows for open sky or trees. Windows should not be comprised of clear or reflective glass, which is coated with a reflective film to control solar heat gain. Instead, windows should incorporate different glass types such as UV-A or fritted glass. Windows should also incorporate UV-absorbing and UV-reflecting stripe and grid patterns in locations with the highest potential for bird-window collisions (e.g., lower levels near trees).	professional consultant	bird-safe design practices shall be included.		
M-BI-10: Study of Willow Basin to Control Water Level and Duration of Inundation. A hydrological study shall be conducted on the willow basin to determine whether the additional input of storm runoff will affect the duration and depth of ponding. If the level of water will rise to within 3 feet of the base of any wax myrtle and remain at that level for more than 4 days, then the outlet of the willow basin shall be modified to prevent such rise of water level and duration. If the water level already exhibits these characteristics, then no change shall be made to ensure that the existing depth and duration of ponding in the willow basin remains as is.	Project Sponsor to retain qualified professional consultant	Submit a hydrological study prior to permit issuance for each phase. If the level of water will rise to within 3 feet of the base of any wax myrtle and remain at that level for more than 4 days, then the outlet of the willow basin shall be modified to prevent such rise of water level and duration. If the water level already exhibits these characteristics, then no change shall be made in the willow basin .	Planning Department	
<i>Hydrology and Water Quality</i>				
M-HY-1: Best Management Practices for SWPPP. A pollution prevention plan shall be developed for all construction activities on the Project Site. The applicant shall apply for coverage under the NPDES General Construction Activity Permit from the State Water Quality Control Board by filing a Notice of Intent (NOI), and, as part of the permit and monitoring process, prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include design details and construction specifications for all site drainage control and other water quality control strategies, including Best Management Practices (BMPs) and other measures for stormwater pollution reduction. These include, but are not limited to, the following: <ul style="list-style-type: none"> • Soil stabilization controls, such as hydroseeding and/or placement of straw 	Project Sponsor and construction contractor(s)	Submit copy of NOI and SWPPP prior to permit issuance for each phase. Provide copies of any monitoring documents required in the SWPPP to Planning Department as well as to the requiring agency.	Planning Department	

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mulch; <ul style="list-style-type: none"> • Watering for dust control; • Perimeter silt fences; • Sediment traps/basins; • Minimizing the length of open trenches and stockpile volumes; • Slip prevention and control, such as minimizing grading during the rainy season; and Controlled entry and egress from the excavation area to minimize off-site tracking of sediment, and vehicle and equipment wash-down facilities.				
<i>Hazards and Hazardous Materials</i>				
<p>M-HZ-2A: Hazardous Materials - Testing for and Handling of Contaminated Soil</p> <p>The Proposed Project would be carried out in four major Phases over a 20-year construction period. Within the geographic boundaries to be redeveloped within each Phase, the Project Sponsor shall, if appropriate, identify large, planned areas of redevelopment. For the purpose of this mitigation measure, each such area is referred to as a "Sub-Phase." The steps below shall be taken for each Sub-Phase. If the Project Sponsor does not identify such areas within a Phase, then each step shall be taken for the geographic boundaries of the entire Phase at once.</p> <p><u>Step 1: Soil Testing</u></p> <p>Soil testing would be done incrementally over the 20-year construction period, including pre-testing of each Sub-Phase, prior to excavation and/or soil disturbance. Prior to obtaining building permits for a particular Sub-Phase, the Project Sponsor shall hire a consultant to collect soil samples (borings) from selected locations in the work area in which soil would be disturbed and/or excavated. (This initial soil sampling and reporting shall be done prior to excavation, but additional soil testing from on-site soil stockpiles may also be required, if there are indications [e.g., odors, visible staining] of contamination in the excavated soil.)</p> <p>The soil samples shall be tested for these Compounds of Concern: total lead, petroleum hydrocarbons, volatile organic compounds (VOCs), and four heavy metals: chromium, nickel, copper, and zinc. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for the Compounds of Concern that includes the laboratory results of the soil testing and a map that shows the locations from which the consultant collected the soil samples.</p>	Project Sponsor to retain qualified professional consultant for Steps 1, 2 and 4. Construction contractor to carry out and report on activities required in Step 3.	<p>Soil report and SMP shall be approved by the San Francisco Department of Public Health prior to permit issuance for each phase, with a copy to the Planning Department.</p> <p>Construction contractor to provide annual reports to Department of Public Health (or quarterly reports if required by SMP), with copies to the Planning Department, of activities carried out pursuant to Step 3 for each construction phase</p> <p>Consultant to submit closure report to DPH for approval pursuant to Step 4 for each phase; a copy of the approved report</p>	Department of Public Health	

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>The Project Sponsor shall submit the report on the soil testing for the Compounds of Concern for the Sub-Phase and a fee of \$501 in the form of a check payable to the San Francisco Department of Public Health (DPH), to the Hazardous Waste Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of \$501 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the Project Sponsor for each additional hour of review over the first three hours, at a rate of \$167 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DHP shall review the soil testing program to determine whether soils on the Project Site are contaminated with any of the Compounds of Concern at or above potentially hazardous levels.</p> <p><u>Step 2: Preparation of Site Mitigation Plans</u></p> <p>Incrementally over the 20-30 year construction period, for each Sub-Phase, prior to beginning demolition, excavation, and construction work for that area, the Project Sponsor shall prepare a Site Mitigation Plan (SMP). The SMP for the Sub-Phase shall include a discussion of the level of contamination of soils by Compounds of Concern, if any, based on the soils testing in Step 1. The SMP shall set forth mitigation measures for managing contaminated soils on the site, if any, including but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP for each Sub-Phase shall be submitted to the Department of Public Health (DPH) for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the project site.</p> <p><u>Step 3: Handling, Hauling, and Disposal Contaminated Soils</u></p> <p>(a) Specific work practices: The construction contractor shall be alert for the presence of contaminated soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, State, and federal regulations, including OSHA work practices) when such soils are encountered on the site.</p> <p>(b) Dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.</p>		shall be provided to the Planning Department		

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>(c) Surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.</p> <p>(d) Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the Project Site, where lead-contaminated soils have been excavated and removed, up to construction grade.</p> <p>(e) Hauling and disposal: If soils are contaminated such that they must be hauled off-site for treatment and/or disposal, contaminated soils shall be hauled off the Project Site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at the permitted hazardous waste disposal facility registered with the State of California.</p> <p><u>Step 4: Preparation of Closure/Certification Report for Each Sub-Phase</u></p> <p>After excavation and foundation construction activities are completed for a particular Sub-Phase, the Project Sponsor shall prepare and submit a closure/certification report to DPH for review and approval for that area. The closure/certification report shall include the mitigation measures (if any were necessary) in the SMP for handling and removing contaminated soils, if any, from the Project Site, and if applicable, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.</p>				
<p>M-HZ-2B: Hazards (Decontamination of Vehicles)</p> <p>If, for any Sub-Phase, the San Francisco Department of Public Health (DPH) determines that the soils in that area are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment working in that area shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.</p>	Project Sponsor to retain qualified professional consultant	During construction for each phase, if determined by the San Francisco DPH.	Department of Public Health	
IMPROVEMENT MEASURES FOR THE PARKMERCED PROJECT				
<p>Improvement Measure I-TR-7: Provide a southbound right turn deceleration lane at the new access from 19th Avenue at Cambon Drive to avoid interference with HOT lane operations. As an improvement measure, to avoid conflict with the through traffic, a right-turn deceleration lane should be constructed on the west side of the fourth southbound lane, allowing vehicular access from 19th Avenue to Cambon Drive, minimizing disruption to flow in the HOT lane. This would require the removal of on-street parking in the vicinity</p>	Project Sponsor with coordination of SFMTA and Caltrans	Simultaneous with implementation of HOT lane.	Planning Department	

EXHIBIT 1: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PARKMERCED PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
of the ingress.				
Improvement Measure I-TR-29: Install colored bike lanes to direct cyclists through the Brotherhood Way/Junipero Serra Boulevard interchange and raise auto awareness of bicycles. This improvement measure may not achieve the same level of comfort for a cyclist that exists under current conditions, but it would improve conditions with implementation of the auxiliary lanes. Implementation of this improvement measure would require approval by Caltrans, which operates the facility.	Project Sponsor with coordination of SFMTA and Caltrans	Simultaneous with construction of other project-proposed improvements at Junipero Serra Boulevard / Brotherhood Way interchange		
Improvement Measure I-WS-A: Design Feature Consideration for Proposed Buildings. Building massing can affect wind flow. Podiums or terraced roofs create horizontal “shelves” that can deflect downward wind flow away from streets and sidewalks. These types of design features should be considered for the proposed buildings at the intersection of Chumaseo Drive and Brotherhood Way and the intersection of Junipero Serra Boulevard and Brotherhood Way. Like podiums and terraced roofs, canopies can deflect downward wind flow from streets and sidewalks.	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for proposed buildings at the intersection of Chumaseo Drive and Brotherhood Way and at the intersection of Junipero Serra Boulevard and Brotherhood Way.	Department of Building Inspection	
Improvement Measure I-WS-B: Incorporation if Landscaping to Reduce Wind Speeds. Landscaping can be effective at reducing wind speeds. Porous materials (lattice-work, screens, vegetation, etc.) offer more effective wind shelter than solid surfaces. Landscaping should be installed in appropriate locations throughout the Project Site to reduce wind speeds. Wind-sheltering elements should be located west of the area being protected and should be of sufficient height.	Project Sponsor to retain qualified professional consultant	Prior to building permit issuance for each phase	Planning Department	
Improvement Measure I-GE.a: <u>Use of Soldier-Pile-and-Lagging Shoring System.</u> The Project Sponsor has agreed to follow the conclusions and recommendations of the 2008 Geologic, Geotechnical and Seismic Findings report to use a soldier-pile-and-lagging shoring system to shore up soils during excavation for building foundations and basements.	Project Sponsor	Prior to building permit issuance for each phase	Department of Building Inspection	
Improvement Measure I-GE.b: <u>Soil Corrosivity Tests.</u> The Project Sponsor has agreed to follow the conclusions and recommendations of the 2008 Geologic, Geotechnical and Seismic Findings report to test the soils for corrosivity and take appropriate measures to protect new construction in contact with the soil from corrosion.	Project Sponsor	Prior to building permit issuance for each phase	Department of Building Inspection	



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. XXXX

Development Agreement HEARING DATE: FEBRUARY 10, 2011

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: January 27, 2011
Project Name: **Parkmerced Mixed-Use Development Program**
W Case: Development Agreement
Case Number: 2008.0021EPMTZW
Initiated by: Seth Mallen, Parkmerced Investors, LLC
3711 – 19th Avenue
San Francisco, CA 94132
Staff Contact: Elizabeth Watty, Planner
Elizabeth.Watty@sfgov.org, 415-558-6620
Reviewed By: David Alumbaugh, Acting Director Citywide Planning
David.Alumbaugh@sfgov.org, 415-558-6601
90-Day Deadline: N/A – Sponsor Initiated

Recommendation: **Recommend Approval**

RESOLUTION APPROVING A DEVELOPMENT AGREEMENT BETWEEN THE CITY AND COUNTY OF SAN FRANCISCO AND PARKMERCED INVESTORS, LLC., A DELAWARE LIMITED LIABILITY CORPORATION, FOR CERTAIN REAL PROPERTY LOCATED AT 3711 19TH AVENUE IN THE LAKE MERCED DISTRICT IN THE SOUTHWEST CORNER OF SAN FRANCISCO AND GENERALLY BOUNDED BY VIDAL DRIVE, FONT BOULEVARD, PINTO AVENUE, AND SERRANCE DRIVE TO THE NORTH, 19TH AVENUE AND JUNIPERO SERRA BOULEVARD TO THE EAST, BROTHERHOOD WAY TO THE SOUTH, AND LAKE MERCED BOULEVARD TO THE WEST, AND COMPRISED OF ASSESSOR'S BLOCKS AND LOTS 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001, ALTOGETHER CONSISTING OF APPROXIMATELY 152-ACRES AND COMMONLY KNOWN AS PARKMERCED, FOR A TERM OF THIRTY (30) YEARS AND MAKING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, GENERAL PLAN FINDINGS, AND FINDINGS PURSUANT TO PLANNING CODE SECTION 101.1(b).

The Planning Commission (hereinafter "Commission") finds as follows:

1. California Government Code Section 65864 et seq. authorizes any city, county, or city and county to enter into an agreement for the development of real property within the jurisdiction of the city, county, or city and county.
2. Chapter 56 of the San Francisco Administrative Code sets forth the procedure by which any request for a development agreement will be processed and approved in the City and County of San Francisco.
3. Parkmerced Investors, LLC ("Developer") owns the real property located in the City and County of San Francisco, California located at 3711 19th Avenue on Assessor's Blocks and Lots 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001, altogether consisting of approximately 152 acres and commonly known as Parkmerced (the "Project Site").
4. The Developer filed an Application with the City's Department of Planning for approval of a development agreement under Administrative Code Chapter 56. The Developer also filed applications with the Department of Planning to (a) amend the City's Planning Code to create the Parkmerced Special Use District, (b) amend the City's General Plan to change applicable height and bulk classifications, (c) amend applicable zoning maps.
5. The Developer proposes to increase residential density, provide a neighborhood core with new commercial and retail services, reconfigure the street network and public realm, improve and enhance the open space amenities, modify and extend existing neighborhood transit facilities, and improve utilities within the Project Site. The Developer proposes to retain approximately half (1,683) of the existing 3,221 rent-controlled apartments as part of the Project. The remaining half would be demolished over time and replaced with the Replacement Units. Approximately 5,679 net new residential units would be added to the Project Site over time. In total, upon completion of the Project, there will be up to 8,900 residential units on the Project Site (1,683 existing-to-be-retained units + 1,538 newly constructed Replacement Units + 5,679 newly constructed units = 8,900 units). The Project Site would also be developed with a mixed-use residential and commercial development with accessory parking and loading. The Parties wish to ensure appropriate development of the Project Site, to provide for the replacement of the 1,538 rent-controlled units and tenant amenities in the residential structures currently existing on the Project Site and proposed to be demolished, and to protect the tenants of the existing residential structures from displacement due to the proposed development of the Project Site. The Parties acknowledge that this Agreement is entered into in consideration of the respective burdens and benefits of the Parties contained in this Agreement.

6. The Office of Economic and Workforce Development ("OEWD"), in consultation with the Planning Director, has substantially negotiated a development agreement for the Project Site, a copy of which is attached as Exhibit A (the "Development Agreement").
7. While the Development Agreement is substantially complete, there are items that OEWD staff and the Developer are still negotiating, which items are highlighted in a separate memorandum to the Commission.
8. The Planning Department analyzed the Project (Case No. 2008.0021EPMTZW), including the Development Agreement and other actions related to the Project, in an Environmental Impact Report published on May 12, 2010 ("DEIR"). On February 10, 2011, by Motion No. XXXXXX, the Commission made findings and certified the DEIR as a Final Environmental Impact Report ("FEIR") in compliance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq., ("CEQA"), the State CEQA Guidelines (California Code of Regulations Title 14 Sections 15000 et seq.) and Chapter 31 of the San Francisco Administrative Code (Chapter 31), and these findings are applicable to this decision.
9. Also on February 10, 2011, the Commission reviewed and considered the information contained in the FEIR and by Motion No. XXXXX adopted CEQA Findings for the proposed Parkmerced Mixed-Use Development Program Project under CEQA, the CEQA Guidelines and Chapter 31, including the adoption of a mitigation monitoring and reporting program (MMRP) and a statement of overriding considerations, ("CEQA Findings"). The CEQA Findings, including the MMRP, for the proposed Project are on file with the Clerk of the Commission and are hereby incorporated into this Motion by reference as though fully set forth and are hereby adopted by the Commission in support of this action.
10. The Commission hereby finds, for the reasons set for in Resolution No. XXXXX, that the Development Agreement and related approval actions are, on balance, consistent with the General Plan including any area plans, and are consistent with the Planning Code Priority Policies of Planning Code Section 101.1(b).
11. The Director accepted the application for filing after it was deemed complete; published notice of acceptance in an official newspaper; and has made the application publicly available under Administrative Code Section 56.4(c).
12. OEWD has prepared an estimated budget of the reasonable costs to be incurred by the City in preparing and adopting the proposed Development Agreement and preparing related documents and that document is available for review by the Commission under Administrative Code Section 56.20. A copy of the estimated budget of the City's costs associated with this matter recommended is attached as Exhibit B. The Developer is required to pay to the City all of the City's costs in preparing and negotiating the Development Agreement, including all staff time for all City Department's involved in the preparation of the Development Agreement and associated Planning Code and General Plan amendments.

Hearing Date: February 10, 2011**Parkmerced Mixed-Use Development Program**

13. The Director has scheduled and the Commission has held a public hearing as required by Administrative Code Section 56.4(c). The Planning Department gave notice as required by Planning Code Section 306.3 and mailed such notice on January 21, 2011, which is at least 10 days before the hearing to local public agencies as required by Administrative Code Section 56.8(b).

14. The Planning Department file on this matter was available for public review at least 20 days before the first public hearing on the development agreement as required by Administrative Code Section 56.10(b). The file continues to be available for review at the Planning Department at 1650 Mission Street, 4th floor, San Francisco.

IT IS HEREBY RESOLVED, that the Commission approves the Development Agreement, in substantially the form attached hereto as Exhibit A; and, be it

FURTHER RESOLVED, that the Commission approves the estimated budget of the City's costs associated with this matter recommended by the Director in Exhibit B; and, be it

FURTHER RESOLVED, that on or before the date the Development Agreement becomes effective, and pursuant to Administrative Code Section 56.20(b), the Developer shall pay the City an amount equal to all of the City's costs in preparing and negotiating the Development Agreement, including all staff time for the Planning Department and the City Attorneys' Office, as invoiced by the Planning Director.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on February 10, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. XXXX

Planning Code Text Amendment, Zoning Map Amendment, and General Plan Amendment HEARING DATE: FEBRUARY 10, 2011

1650 Mission St.
Suite 400
San Francisco,
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Reception:
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415.558.6409

Planning
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415.558.6377

Project Name: **Parkmerced Mixed-Use Development Program**
T Case: Add Section 249.64; Amend Sections 102.5, 201, and 270
Z Case: Rezone the Subject Property
M Case: Amend the General Plan Urban Design Element Map 4

Case Number: 2008.0021EPMTZW

Initiated by: Seth Mallen, Parkmerced Investors, LLC
3711 – 19th Avenue
San Francisco, CA 94132

Staff Contact: Elizabeth Watty, Planner
Elizabeth.Watty@sfgov.org, 415-558-6620

Reviewed By: David Alumbaugh, Acting Director Citywide Planning
David.Alumbaugh@sfgov.org, 415-558-6601

90-Day Deadline: N/A – Sponsor Initiated

Recommendation: **Recommend Approval**

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AN ORDINANCE THAT WOULD (1) AMEND THE SAN FRANCISCO PLANNING CODE TEXT TO CREATE PLANNING CODE SECTION 249.64, THE "PARKMERCED SPECIAL USE DISTRICT" (PMSUD), AMEND PLANNING CODE SECTION 270 TO CREATE A NEW BULK DISTRICT ("PM") FOR THE PROPOSED PARKMERCED SPECIAL USE DISTRICT, AMEND PLANNING CODE SECTION 102.5 AND 201 TO INCLUDE THE PARKMERCED ZONING DISTRICTS; (2) AMEND THE PLANNING CODE ZONING MAP SHEETS ZN13, HT13, AND SU13 TO RECLASSIFY PARKMERCED, BEING ALL OF ASSESSOR'S BLOCKS 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, AND 7370-001 FROM RM-1 (RESIDENTIAL MIXED, LOW DENSITY), RM-4 (RESIDENTIAL MIXED, HIGH DENSITY), & RH-1(D) (RESIDENTIAL HOUSE, ONE-FAMILY, DETACHED) DISTRICTS, TO PM [PARKMERCED RESIDENTIAL (PM-R), PARKMERCED MIXED USE – SOCIAL HEART (PM-MU1), PARKMERCED MIXED USE – NEIGHBORHOOD COMMONS (PM-MU2), PARKMERCED SCHOOL (PM-S), PARKMERCED COMMUNITY/FITNESS (PM-CF), AND PARKMERCED OPEN SPACE (PM-OS)], AND TO MAKE CONFORMING MAP AMENDMENTS TO FACILITATE THE LONG-RANGE DEVELOPMENT PLANS OUTLINED IN THE PARKMERCED MIXED-USE

DEVELOPMENT PROGRAM; (3) AMEND THE SAN FRANCISCO GENERAL PLAN URBAN DESIGN ELEMENT MAP 4 TO MAKE CONFORMING MAP AMENDMENTS; (4) ADOPT A RESOLUTION URGING THE CALIFORNIA COASTAL COMMISSION TO AMEND THE LOCAL COASTAL PROGRAM TO INCORPORATE THE AMENDMENTS HEREIN; AND (5) MAKE AND ADOPT FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

PREAMBLE

On January 8, 2008, Seth Mallen of Steller Management (hereinafter "Project Sponsor"), submitted an Environmental Evaluation Application with the Planning Department (hereinafter "Department"), Case No. 2008.0021E; and

On May 12, 2010, the Draft Environmental Impact Report (DEIR) for the Project was prepared and published for public review; and

The Draft EIR was available for public comment until July 12, 2010; and

On February 10, 2011, the San Francisco Planning Commission (hereinafter "Commission") reviewed and considered the Final Environmental EIR (FEIR) and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"); and

On February 10, 2011, the Commission: certified the FEIR by Motion No. XXXXX, adopted approval findings pursuant to CEQA by Motion No. XXXXX (Exhibit A); and adopted the Mitigation, Monitoring, and Reporting Program (MMRP) (Exhibit B to Motion No. XXXXX). The CEQA approval findings and the MMRP (Exhibits A and B, respectively, to Motion No. XXXXX) are incorporated herein by this reference thereto as if fully set forth in this Motion; and

On August 12, 2010, the Project Sponsor applied to the Planning Department for a Planning Code Text Amendment, a Zoning Reclassification and a General Plan Amendment (hereinafter Map Amendments) to allow for the creation and implementation of the Parkmerced Special Use District under Case No. 2008.0021MTZ; and

The proposed General Plan Amendments would make conforming amendments to the Urban Design Element's Map 4 to reflect the proposed rezoning; and

The proposed Zoning Reclassification would amend Zoning Map Sheets ZN13, HT13, and SU13 to rezone Parkmerced, being all of Assessor's blocks 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-

Hearing Date: February 10, 2011**Parkmerced Mixed-Use Development Program**

001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001 from RM-1 (Residential Mixed, Low Density), RM-4 (Residential Mixed, High Density), & RH-1(D) (Residential House, One-Family, Detached) Districts, to PM [Parkmerced Residential (PM-R), Parkmerced Mixed Use – Social Heart (PM-MU1), Parkmerced Mixed Use – Neighborhood Commons (PM-MU2), Parkmerced School (PM-S), Parkmerced Community/Fitness (PM-CF), and Parkmerced Open Space (PM-OS) (hereinafter “Parkmerced Zoning Districts”)]; and

The proposed Planning Code Text Amendments would create Planning Code Section 249.64, the “Parkmerced Special Use District” (hereinafter “PMSUD”), amend Planning Code Section 270 to create a new Bulk District (PM) for the proposed Parkmerced Special Use District, and amend Planning Code Section 102.5 and 201 to include the Parkmerced Zoning Districts; and

On October 27, 2010 the Project Sponsor filed a Development Agreement Application after months of negotiations with the Mayor’s Office of Workforce and Economic Development; and

The Commission conducted informational hearings on the Parkmerced Project and considered public comment on November 4, November 18, December 9, December 16, 2010, and on January 13, 2011; and

On January 10, 2011, the Project Sponsor filed a Coastal Zone Permit Application, to authorize the rezoning and development of Assessor’s Blocks 7309, 7309-A, 7334, 7333, portions of which are located within the Local Coastal Zone Permit Area; and

On January 13, 2011, the Commission passed Resolution No. 18255, initiating amendments to the Planning Code, Zoning Maps, and General Plan related to the proposed Project; and

On February 10, 2011, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinances; and

Whereas, 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 by Department staff, and other interested parties; and

All pertinent documents associated with Case No. 2008.0021EPMTZW may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Fourth Floor, San Francisco, California; and

Whereas, the Commission has reviewed the proposed Ordinances; and

MOVED, that the Commission hereby recommends that the Board of Supervisors approve the proposed Ordinances, following execution of the Development Agreement, and adopt the attached Resolution to that effect, and,

MOVED, that the Commission hereby recommends that the Board of Supervisors request amendment of the Local Coastal Program to the California Coastal Commission to reflect the adoption of these

Ordinances and the findings herein, and further request that such amendment of the Local Coastal Program will become effective immediately upon approval by the California Coastal Commission, without further action required by the City and County of San Francisco.

MOVED, that the Commission hereby recommends that the Board of Supervisors approve both the *Connect Cambon to 19th Avenue* project variant (as described in Appendix B of the Parkmerced Design Standards + Guidelines) and the Project, with a condition placed on the Project Variant that the vehicularized Diaz Avenue, between Cambon and Gonzalez Drives, retain the strong pedestrian connection to the Diaz pedestrian plaza, reinforced in part by the elimination of the on-street parking and the widening of the sidewalks on this block. The decision about whether to implement the Project or the Project Variant should be postponed until the Tier 5 process, at which time there will be more detailed information available about the potential transit, vehicular, pedestrian and bicycle improvements along 19th Avenue, and how those modes would operate with the new right-turn vehicle access component of the Project Variant.

FINDINGS

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

The Commission finds the Parkmerced Mixed-Use Development Program to be a beneficial development to the City that could not be accommodated without the actions requested.

1. Parkmerced was constructed in the 1940s and early 1950s based on a model of separation of land uses, extensive reliance on the automobile for all purposes, and an insular circulation system featuring few connections to the wider city context. These patterns of development have proven to be unsustainable and exacerbate local and regional problems of transportation, air quality, and energy consumption and embody characteristics that do not meet the needs of today and the future to support sustainable growth.
2. Assembly Bill 32 set statewide goals for greenhouse gas reductions and Senate Bill 375 further requires local regions and municipalities to coordinate land use and transportation plans to reduce greenhouse gas emissions. In the Bay Area, according to the Bay Area Air Quality Management District, 40% of greenhouse gas emissions come from transportation, primarily private vehicle travel. The average Bay Area household drives 18,000 miles per year. Low residential density and lack of mixed uses that prevent trips from being effectively served by public transit or made by walking or bicycling are the primary reasons for high Vehicle Miles Travelled (VMT) for Bay Area households. Regional growth will occur, and it is the duty of every Bay Area city to direct growth to infill areas that are supported by necessary services and well-served by public transportation and that do not expand the footprint of existing urbanized areas.
3. The proposed infill Project density of 59 units per acre, incorporation of neighborhood-serving retail into a neighborhood center, and retrofitting of the block pattern to reduce block size, is more typical of San Francisco neighborhoods with low VMT. Based on consistent data from similar neighborhoods locally and throughout the country, the VMT of households in such a neighborhood is expected to be less than 10,000 miles per year.

4. Parkmerced is already well situated with regard to public transit infrastructure, as it sits adjacent to MUNI light rail service on 19th Avenue, is served by several MUNI bus lines, and is close to the Daly City BART station. It is currently substantially underbuilt based on existing zoning. It is one of the best situated areas on the west side of the City to absorb growth in a transit-oriented and sustainable fashion, and its ownership under a single entity provides a rare opportunity to consider a long-term master plan for reconfiguration and improvement to meet the needs of the 21st-century and beyond.
5. The proposed transportation investments as part of the Project, including MUNI rail re-alignment through the Project Site, would further improve service to the area and provide more operational options to the San Francisco Metropolitan Transit Authority (hereinafter, "SFMTA"). The proposal has been well-coordinated with SFMTA, paves the way and provides a down-payment for more long-term "Tier 5" options, and the Development Agreement paves the way for evaluating and incorporating additional Tier 5 options by the City. Without this Project, the City may not be able to achieve the necessary transportation improvements in the 19th Avenue corridor.
6. The existing Parkmerced landscape is resource consumptive in its expansive use of manicured mono-cultural lawns, and the original neighborhood and landscape design directly disrupted and degraded ecological functions, particularly by diverting rainwater flow away from the underground aquifer and Lake Merced. The proposed Parkmerced Mixed-Use Development Program will result in a landscape that is both environmentally and financially sustainable and restores degraded systems. Improvements include creation of a system of bioswales and cisterns to direct stormwater into a restored creek corridor feeding into Lake Merced and/or the underlying groundwater basin. In addition, the proposed Parkmerced Mixed-Use Development Program will result in the generation of 20% of the total estimated annual energy consumed by the Project, through the installation of renewable energy sources (such as photovoltaic cells and wind turbines) and cogeneration facilities.
7. The existing neighborhood, while giving the impression of expansive open space, has little usable public open space. Its publicly-accessible green spaces are primarily comprised of snippets and in-between spaces such as roadway medians, building setbacks and undefined planted areas separating towers. The proposed Project would re-design the open space system to create distinct public open spaces in the form of both a larger connected network of major public open spaces, including a creek corridor, athletic fields, and farm (which the Project Sponsor proposes to develop as organic and which may be managed by a professional farmer), as well as smaller dispersed neighborhood parks activated by adjacent community uses and small-scale retail.
8. The Parkmerced Mixed-Use Development Program would result in increased rental and for-sale housing of various sizes and income levels, and would provide a great diversity of housing types to meet the needs of a broad spectrum of household types. The proposal would provide a broader range of building and unit types than exist today. Whereas 7% of current units have three bedrooms, the proposed Project would include 15% 3-bedroom units. While today over 52% of existing units are in the 13-story towers, upon full build-out, fewer than 35% of all units will be in towers of 11-14 stories.
9. Under the terms of the proposed Development Agreement, the Project would replace, on a one-for-one basis, the 1,538 existing units subject to the City's Residential Rent Stabilization and

Arbitration Ordinance (hereinafter, "Rent Stabilization Ordinance") that would be demolished as part of the proposed Project with 1,538 "replacement units" of comparable size in newly constructed buildings. All existing tenants in these to-be-demolished units would be offered a replacement unit of comparable size at their existing rents, all relocation expenses would be paid for by the Project Sponsor, and, under the terms of the proposed Development Agreement, the replacement unit would be subject to the provisions of the Rent Stabilization Ordinance for the life of the building. Replacement units in the new buildings would be chosen by existing tenants on a seniority basis. To the extent that any of the 1,538 replacement units are not occupied by an existing tenant who has elected to relocate, the replacement unit will be made available to a new tenant and will also be subject to the provisions of the Rent Stabilization Ordinance for the life of the building. The Project Sponsor will pay relocation expenses to existing tenants who choose not to relocate into a replacement unit.

10. The Parkmerced Mixed-Use Development Program would result in an entire neighborhood completely built in conformity with the City's recently-adopted Better Streets Plan, providing an excellent pedestrian environment.
11. The Parkmerced Mixed-Use Development Program would result in numerous public improvements to the intersections adjacent to and surrounding Parkmerced, providing circulation benefits not just for Parkmerced but for the wider community.
12. The Parkmerced Mixed-Use Development Program would create a social heart for the community, and would create a traditional pedestrian-oriented neighborhood commercial district within close walking distance of all Parkmerced residents. The proposed Parkmerced Mixed-Use Development Program would result in 1,500 permanent jobs.
13. The proposed Project includes a comprehensive program for environmental sustainability, seeking to minimize any growth in water or energy use, to accommodate new growth by constructing infrastructure in a manner that will allow connection to future recycled water supplies, and by committing to invest in renewable energy infrastructure and efficiency measures that are above and beyond existing requirements.
14. The Parkmerced Mixed-Use Development Program establishes a detailed design review process for buildings and community improvements.
15. The Planning Code Text Amendments, Zoning Reclassifications, and General Plan Map Amendment are necessary in order to approve the Parkmerced Mixed-Use Development Program.

1. **General Plan Compliance.** The proposed Ordinance is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT (2004 PER WRIT)

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.4

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

San Francisco is expected to provide 68,000 new by 2035, in order to meet the Association of Bay Area Governments' (ABAG) projections for San Francisco's projected population growth¹. The Parkmerced Mixed-Use Development Project will help provide approximately 8% of the City's total housing goals, with a total of 5,679 new units at full Project build-out, over the next 20-30 years.

Parkmerced is currently accessible by public transit and located within an established residential neighborhood. One of the shortcomings of the existing residential neighborhood is that it does not have convenient non-vehicular access to neighborhood-serving amenities. As a result of this Project, neighborhood-serving amenities will be built, and there will be improved pedestrian and bicycle access to those amenities.

The Project will create transit infrastructure improvements, in addition to the bicycle and pedestrian improvements. Two new light rail transit stops will be added, and one light rail stop relocated to a more convenient and safer location, within the Parkmerced Site. Since proximity to transit does influence rates of auto ownership and the need for parking, locating 5,679 net new units at Parkmerced supports the City's transit first policy, which discourages car dependency.

OBJECTIVE 2:

RETAIN THE EXISTING SUPPLY OF HOUSING

Policy 2.3

Restrict the conversion of rental housing to other forms of tenure or occupancy.

¹ This number represents a recent update ABAG made to recognize the recession of 2008. Although these updated numbers have not yet been formally adopted and thus are not the "official" ABAG Projections, they are found to be more accurate based on the City and ABAG's analyses, and their use is consistent with ABAG's current regional planning work and development of the Sustainable Communities Strategy.

Existing housing stock is the City's major source of relatively affordable housing. Although it is typically difficult to replace given the cost of new construction, the Parkmerced Mixed-Use Development Program will include replacement housing for all demolished units and will provide such replacement housing to existing tenants at their current rent. Furthermore, the Parkmerced Mixed-Use Development Program will retain the existing quantity of rental units at the Site within the newly constructed buildings, so that at no time will there be less than the existing 3,221 rental units at Parkmerced. This will be memorialized through the execution of the Development Agreement.

OBJECTIVE 3:

ENHANCE THE PHYSICAL CONDITION AND SAFETY OF HOUSING WITHOUT JEOPARDIZING USE OR AFFORDABILITY.

Policy 3.5

Improve the seismic stability of existing housing without reducing the supply of affordable housing.

The Parkmerced Mixed-Use Development Program, at full build-out, will result in increased seismic stability for residents occupying the Site, while not reducing the supply of affordable housing.

The existing garden apartments that will be demolished as part of this Project cannot feasibly be rehabilitated; Parkmerced was originally constructed during the material shortages of World War II and the buildings are reaching the end of their useful life.

OBJECTIVE 4:

SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY

Policy 4.1

Actively identify and pursue opportunity sites for permanently affordable housing.

Policy 4.2

Include affordable units in larger housing projects.

Policy 4.3

Encourage the construction of affordable units for single households in residential hotels and "efficiency" units.

Policy 4.6

Support a greater range of housing types and building techniques to promote more economical housing construction and potentially achieve greater affordable housing production.

One of the Policies in the General Plan states that "large and privately held land parcels should also be identified and actively promoted for affordable housing". The Parkmerced Site is consistent with this Policy in that the Parkmerced Mixed-Use Development Program will meet the requirements of the City's Inclusionary Affordable Housing Program with respect to net new units, with a minimum of 1/3 of such

requirement satisfied through the construction of Below-Market Rate ("BMR") units on or within 1,000 feet of the Project Site.

In addition to providing new BMR units, the Project will also include a diversity of housing typologies, including studio or "efficiency" units.

OBJECTIVE 6:**PROTECT THE AFFORDABILITY OF EXISTING HOUSING.****Policy 6.2**

Ensure that housing developed to be affordable is kept affordable.

Policy 6.3

Safeguard tenants from excessive rent increases.

Under the terms of the Development Agreement, existing tenants who occupy rent-controlled units would be allowed to relocate to a replacement unit located in a newly constructed building with the same rent and same rent-control protections as their to-be-demolished unit, to ensure that those tenants who currently occupy rent control units who choose to relocate to new units are guaranteed protections from excessive rent increases and arbitrary eviction. Furthermore, under the proposed Development Agreement, all existing rent-controlled units – the physical units themselves – would be replaced with new rent-controlled, replacement units, for the life of the building. As a result, at no time will there be less than 3,221 units subject to the terms of the Rent Stabilization Ordinance.

OBJECTIVE 8:**ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.****Policy 8.1**

Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable rental units wherever possible.

Policy 8.4

Encourage greater economic integration within housing projects and throughout San Francisco.

Policy 8.7

Eliminate discrimination against households with children.

Policy 8.8

Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.

Policy 8.9

Encourage the provision of new home ownership opportunities through new construction so that increased owner occupancy does not diminish the supply of rental housing.

This Objective of the Housing Element states that population diversity and integration is one of the City's most important assets, and in order to retain that diversity, there needs to be a variety of housing

opportunities available. The Parkmerced Mixed-Use Development Program includes a variety of integrated housing opportunities within the Project Site, including both rental and for-sale units, from efficiency studio units to family-sized three-bedroom units, as well as BMR units as required by the City's Affordable Inclusionary Housing Program and the retention of an additional 3,221 units subject to the terms of the Rent Stabilization Ordinance. Some of the units will be located closer to transit and farther from car storage, whereas other units will be located closer to car storage and farther from transit. This provides great diversity in the type of units available, which should result in population diversity at Parkmerced.

Currently, much of the existing housing at Parkmerced is reaching the end of its useful life and is not ADA accessible. The Parkmerced Mixed-Use Development Program will result in 1,538 of the existing rental units being replaced by new, well-constructed, ADA accessible rental-units. In addition, there will be 5,679 net new units added to Parkmerced, all of which will be well-constructed and ADA accessible.

OBJECTIVE 9:**AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT.****Policy 9.1**

Minimize the hardships of displacement by providing essential relocation services.

Policy 9.2

Offer displacement households the right of first refusal to occupy replacement housing units that are comparable in size, location, cost, and rent control protection.

The Parkmerced Mixed-Use Development Program, through the Development Agreement, will mitigate hardships imposed by displacement, by providing substantial notice to tenants in advance of their unit's demolition, and guarantees them a new unit of approximately equal size in a newly constructed building, at the same rent-controlled price and with the same protections afforded to rent-controlled units. The Parkmerced Mixed-Use Development Program further mitigates hardships imposed by displacement by relocating any tenant of a to-be-demolished building to a newly constructed replacement unit at the Project Sponsor's sole cost, and by paying relocation benefits to any tenant in of a to-be-demolished building who elects not to relocate to a replacement unit at Parkmerced.

Policy 11.2

Ensure housing is provided with adequate public improvements, services, and amenities.

Policy 11.3

Encourage appropriate neighborhood-serving commercial activities in residential areas, without causing affordable housing displacement.

Policy 11.4

Avoid or minimize disruption cause by expansion of institutions, large-scale uses and auto-oriented development into residential areas.

Policy 11.10

Include energy efficient features in new residential development and encourage weatherization in existing housing to reduce the overall housing costs and the long-range cost of maintenance.

Parkmerced is currently an auto-oriented development that lacks sufficient pedestrian-oriented, neighborhood-serving commercial activities to satisfy the daily needs of its residents. At the core of the Parkmerced Mixed-Use Development Program are many new neighborhood-serving amenities and usable open spaces, such as a neighborhood-commercial commons, new restaurants, a new preschool/elementary school and daycare facility site, fitness center, new athletic fields, walking and biking paths, a new farm, and community gardens.

As part of the Parkmerced Mixed-Use Development Program, all new dwelling-units will be energy efficient. The Project's energy-efficiency features include maximizing daylight exposure in new construction, installing Tier 1 or better appliances in residential units, and designing residential and non-residential building envelopes to perform a minimum of 15% and 10%, respectively, more efficiently than current Title 24 standard.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.1

Recognize and protect major views in the city, with particular attention to those of open space and water.

Policy 1.2

Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

Policy 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.4

Protect and promote large-scale landscaping and open space that define districts and topography.

Policy 1.6

Make centers of activity more prominent through design of street features and by other means.

Policy 1.7

Recognize the natural boundaries of districts, and promote connections between districts.

Policy 1.9

Increase the clarity of routes for travelers.

The siting of new structures within the Parkmerced Mixed-Use Development Program has been designed in such a way so to cluster new towers within existing towers' sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean from the adjacent neighborhoods. While maintaining Juan Bautista Circle and the major radial streets that currently characterize Parkmerced, the street grid of Parkmerced would be redesigned to increase clarity for travelers by creating a more legible hierarchy of street types, and by providing a grid that is easier to navigate due its smaller blocks and more orthogonal orientation. With a prevailing neighborhood fabric of 4-to-6 stories, taller structures of 8-10 stories will be located at key intersections and adjacent to notable locations and spaces to define centers of activity, provide landmarks and clarity for movement, and activate public spaces. Further, denser and taller development is generally concentrated on the east half of the site, closer to 19th Avenue to emphasize connection to public transit and this major transportation corridor, while tapering down in intensity toward the west. The open space system will include major district-scale open spaces, connecting Juan Bautista Circle with the stream corridor to the athletic fields, farm, and Belvedere Garden connecting to Lake Merced; together this system will better define the edge of the neighborhood and create clear connections between adjacent districts, linking major local and regional open spaces with large-scale landscape features and providing clarity for residents and visitors.

OBJECTIVE 3:

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 3.1

Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.2

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Policy 3.3

Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Policy 3.4

Promote building forms that will respect and improve the integrity of open spaces and other public areas.

Policy 3.5

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 3.6

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

Policy 3.7

Recognize the special urban design problems posed in development of large properties.

The Parkmerced Mixed-Use Development Program includes the retention of the 11 existing tower buildings, and the construction of approximately 5,679 net new units. The new units will be constructed in new buildings that will be compatible with the existing structures, and will vary in height and design. The siting of new structures has been designed in such a way so to cluster new towers within existing towers' sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean from the adjacent neighborhoods. The street grid of Parkmerced would be redesigned to increase clarity for travelers by creating a more legible hierarchy of street types, and by providing a grid that is easier to navigate due its smaller blocks and more orthogonal orientation. With a prevailing neighborhood fabric of 4-to-6 stories, taller structures of 8-10 stories will be located at key intersections and adjacent to notable locations and spaces to define centers of activity, provide landmarks and clarity for movement, and activate public spaces. Further, denser and taller development is generally concentrated on the east half of the site, closer to 19th Avenue to emphasize connection to public transit and this major transportation corridor, while tapering down in intensity toward the west. The open space system will include major district-scale open spaces, to better define the edge of the neighborhood and create clear connections between adjacent districts and to link major local and regional open spaces with large-scale landscape features.

Each new building constructed as part of the Parkmerced Mixed-Use Development Program will be subject to a design review process conducted by the Planning Department and governed by the terms of the proposed Parkmerced Special Use District. The design review process is intended to ensure that all buildings within Parkmerced are designed to complement the aesthetic of the development, exhibit high quality architectural design and comply with the requirements of the Parkmerced Design Standards + Guidelines and the Parkmerced Sustainability Plan.

The Project Site is large - approximately 152 acres (including streets) – and as such, it has been given close consideration with regard to Project's urban design features, the need for neighborhood-serving amenities, and the need for improved transit. The five guiding Plan documents (including the above referenced Design Standards + Guidelines and the Sustainability Plan) together constitute a "master plan" for the Site, creating a framework and set of rules for the Site's future development. Through these guiding documents, the full build-out of this Site will be a better connected community with a fine-grain urban fabric containing small blocks and a variety of building heights and sizes; the Site's physical access to the surrounding established neighborhoods will be improved through the creation of new bicycle, pedestrian, and transit connections at the Site's periphery.

OBJECTIVE 4:

IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY.

Policy 4.3

Provide adequate lighting in public areas.

Policy 4.4

Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.5

Provide adequate maintenance for public areas.

Policy 4.6:

Emphasize the importance of local centers providing commercial and government services.

Policy 4.8:

Provide convenient access to a variety of recreation opportunities.

Policy 4.9:

Maximize the use of recreation areas for recreational purposes.

Policy 4.10:

Encourage or require the provision of recreation space in private development.

Policy 4.12:

Install, promote and maintain landscaping in public and private areas.

Policy 4.13:

Improve pedestrian areas by providing human scale and interest.

The Parkmerced Mixed-Use Development Program includes numerous guidelines that enhance the public realm, livability, and character of the neighborhood. These features include ground-floor walk-up units in all new buildings, required landscaping strips at the front of all properties, uniform plantings and street trees, pedestrian-oriented lighting, 2,945,000sf of new open spaces such as athletic fields, community gardens, and an farm that will give the neighborhood an identity and provide a center for activity. The Development Agreement outlines operational standards and maintenance procedures to be followed by the Project Sponsor (or homeowners' association, as applicable) for all privately-owned public spaces.

Parking garages, which typically lack visual interest, will be underground and located on the western side of the Site, which will increase pedestrian safety by not having automobile ingress and egress crossing sidewalks throughout the neighborhood. Utility wires will also be located underground to enhance the appearance of the streets and neighborhood.

Throughout the Site there will be approximately 230,000 square feet of new neighborhood-serving retail, including a full-service grocery store. There will neighborhood-serving amenities of small and moderate scale, in order to create both a commercial core and to provide services within close proximity of every dwelling-unit. There will also be 80,000sf of office space, 25,000sf dedicated to a preschool/elementary school or daycare facility, and 64,000sf dedicated to a fitness/community center.

RECREATION AND OPEN SPACE ELEMENT**Objectives and Policies**

OBJECTIVE 1:

PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

Policy 4.4:

Acquire and develop new public open space in existing residential neighborhoods, giving priority to areas which are most deficient in open space.

Policy 4.5:

Require private usable outdoor open space in new residential development.

Policy 4.6:

Assure the provision of adequate public open space to serve new residential development.

As part of the Parkmerced Mixed-Use Development Program, there will be a total of 2,964,000sf of open space, including 2.1 acres of open space provided through six Neighborhood Commons, 2.94 acres of open space provided through the creation of new athletic fields, and over one-acre of open space provided through the creation of community gardens. In addition to the publically-accessible usable open space, each residential building will contain usable semi-private or private open space in the following ratios: 36 square feet per unit if private open space (e.g. balconies), and 48 square feet per unit if semi-private open space (e.g. roof decks).

TRANSPORTATION ELEMENT**Objectives and Policies****OBJECTIVE 1:**

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.2

Ensure the safety and comfort of pedestrians throughout the city.

Policy 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

Policy 1.5

Coordinate regional and local transportation systems and provide for interline transit transfers.

Policy 1.6

Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

Policy 1.7

Assure expanded mobility for the disadvantaged.

As part of the Parkmerced Mixed-Use Development Program, there will be substantial investment in pedestrian, bicycle, and transit improvements throughout and adjacent to the Site. The Site will be redesigned to be consistent with the City's recently-adopted Better Streets Plan, including the use of smaller blocks and new connections outside of the Site, making it more pedestrian-friendly. There will be an enhanced network of dedicated bikeways, as well as enhanced access to the Site to improve vehicular circulation. The Project will include shuttle service to Daly City BART Station, to encourage the use of public transportation. Lastly, the Project includes re-routing the MUNI M-Oceanview light-rail line through the Site, creating two new transit stops and relocating the existing Parkmerced/SFSU transit within the Site. By re-routing the MUNI M-Oceanview light-rail line and relocating the Parkmerced/SFSU stop, use of transit will be safer and more accessible, by eliminating the need to cross the busy 19th Avenue intersection to board the train. To further encourage the use of public transit, the Project Sponsor will be providing transit pass subsidies, and bike and car share opportunities.

OBJECTIVE 2:

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1

Uses rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

Policy 2.2

Reduce pollution, noise and energy consumption.

Policy 2.4

Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

Policy 2.5

Provide incentives for use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The Parkmerced Mixed-Use Development Program will improve public transit connections throughout the City and region by re-routing the MUNI M-Oceanview light-rail line through Parkmerced. Such re-routing will make transit stops more accessible, allow SFMTA to run "short-lines" that do not continue all the way through the low-ridership areas to Balboa Park, and provide opportunities for future connections to Daly City BART. It will also incentivize the use of public transit by providing transit subsidies to all tenants, and providing free shuttles to the Daly City BART station. There will also be improved bus service through the Site and free shuttles to local shopping centers, in addition to making bicycle and pedestrian improvements, which together, improve transit connections and accessibility.

OBJECTIVE 4:

MAINTAIN AND ENHANCE SAN FRANCISCO'S POSITION AS THE HUB OF A REGIONAL, CITY-CENTERED TRANSIT SYSTEM.

Policy 4.2

Increase transit ridership capacity in all congested regional corridors.

Policy 4.5

Provide convenient transit service that connects the regional transit network to major employment centers outside the downtown area.

The Parkmerced Mixed-Use Development Program will increase transit ridership capacity by providing funding to SFMTA to purchase an additional light-rail vehicle, which in turn will help SFMTA maintain headways. Through improved service on the MUNI M-Oceanview light-rail line and the provision of a free shuttle service to BART, residents and visitors will have more convenient access to regional transit networks including BART, regional bus lines and the Golden Gate Transit ferry service.

OBJECTIVE 18:

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

Policy 18.2

Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, nor eliminate the efficient and safe movement of transit vehicles and bicycles.

As a result of the Parkmerced Mixed-Use Development Program, the entire site will be redesigned to be consistent with the City's Better Streets Plan.

OBJECTIVE 20:

DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN AND ALL MAJOR ACTIVITY CENTERS WITHIN THE REGION.

Policy 21.2

Where a high level of transit ridership or potential ridership exists along a corridor, existing transit service or technology should be upgraded to attract and accommodate riders.

Policy 21.7

Make convenient transfers between transit lines, systems and modes possible by establishing common or closely located terminals for local and regional transit systems by coordinating fares and schedules and by providing bicycle access and secure bicycle parking.

Policy 21.9

Improve pedestrian and bicycle access to transit facilities.

Policy 21.10

Ensure passenger and operator safety in the design and operation of transit vehicles and station facilities.

The Parkmerced Mixed-Use Development Program will result in the re-routing the MUNI M-Oceanview light-rail line from the middle of the busy 19th Avenue to within the Project Site, making pedestrian and bicycle access to the station safer and more accessible by eliminating the need to cross the busy 19th Avenue intersection to board the train. The Site will continue to be served by several MUNI bus lines, which will also stop in the vicinity of the new station, making transfers relatively easy.

2. The proposed long-range mixed-use development project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

- A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

The proposed Project would enhance the neighborhood-serving retail uses by creating a neighborhood-serving retail core with approximately 230,000 square feet of new retail space, thereby providing the community with services such as a grocery store and banking. The existing Parkmerced development currently has only a very small amount of neighborhood-serving retail, which is located adjacent to the Project Site. In combination with the proposed approximately 69,000 square feet of new office space, the new retail uses would provide opportunities for resident employment and business ownership. Furthermore, the proposed addition of 5,679 net new households would strengthen business at existing establishments in the vicinity of the Project Site and bolster demand for additional retail uses.

- B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

The proposed Project would preserve the existing diversity and character of Parkmerced by maintaining the same number of rent controlled units (3,221 rent controlled units) that currently exist at Parkmerced. The Project would accomplish this by conserving 1,683 existing rent controlled apartments, which would remain subject to the Rent Stabilization Ordinance, and replacing all 1,538 existing rent controlled apartments that would be demolished by the Project with a new unit that would be subject to the same protections as contained in the Rent Stabilization Ordinance for the life of the building. In addition, under the proposed Project, residents of buildings proposed for demolition would be given the opportunity to relocate to such replacement units in a new building and would be assessed the same rent as their previous unit. The Project would also enhance the diversity of Parkmerced by constructing a large number of new BMR affordable units. Currently, Parkmerced has no BMR units. Further, the proposed Project would enhance the character of the Parkmerced neighborhood by establishing a social and commercial core, improving pedestrian accessibility, and creating open space and recreational opportunities.

- C) The City's supply of affordable housing will be preserved and enhanced:

The proposed Project will result in the construction of a significant number of BMR housing units in accordance with the Development Agreement to be executed by the Project Sponsor and the City. Such BMR units will significantly increase the City's supply of affordable housing. Moreover, the affordability of the existing rent-controlled units would be maintained for all existing residents, who, under the terms of the proposed Development Agreement, would continue to benefit from the protections of the Rent Stabilization Ordinance, including residents of units proposed for replacement who elect to relocate to a new unit. For such relocated residents, the Project proposes that the new unit be rented at the same rent controlled rate as the resident's existing unit, thereby preserving affordability of the Project for existing residents. Under the terms of the proposed Development Agreement, the replacement unit would be subject to the same rent increase restrictions as contained in the Rent Stabilization Ordinance for the life of the building, regardless of whether an existing tenant elects to relocate to the unit or the unit is occupied by a new tenant.

- D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

The proposed Project would enhance MUNI transit service by re-routing the MUNI M-Oceanview light-rail line through the Project Site, creating two new stations and relocating the existing Parkmerced/SFSU station. These improvements would alleviate the overcrowding issues at the existing Parkmerced/SFSU station and improve the connection to SFSU by requiring riders to cross Holloway Avenue as opposed to Nineteenth Avenue. The realignment would also reduce the walking distance to transit for residents of Parkmerced, thereby encouraging the use of public transportation. In addition, the proposed roadway re-alignments would ease the burden on City streets in the Parkmerced area by improving traffic flow. Finally, the proposed Project would add approximately 90 on-street and 6,252 off-street parking spaces, ensuring that residents of the proposed Project do not rely on parking in the adjoining neighborhoods.

- E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

The proposed Project would not displace any industrial or service sector uses because of new commercial office development since the existing buildings slated for demolition do not contain any industrial or service sector uses. The Project Site is currently occupied by residential apartment buildings.

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

The proposed Project would help the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake because the new buildings would be constructed in accordance with all applicable building codes and regulations with regard to seismic safety.

- G) That landmark and historic buildings will be preserved:

The proposed Project would not adversely impact any City landmarks because there are no City-designated landmarks on the Project Site. Although none of the buildings on the Project Site are designated City landmarks, as mitigation for the Proposed Project's impacts to historic resources under the California Environmental Quality Act, the Project Sponsor will prepare documentation of the site based on the National Park Service's Historic American Building Survey/Historic American Engineering Record Historical Report Guidelines and provide a permanent display of interpretative materials concerning the history of the original Parkmerced complex.

- H) Parks and open space and their access to sunlight and vistas will be protected from development:

The proposed Project would provide 68 acres of open space in a network of publically accessible neighborhood parks, athletic fields, public plazas, greenways and an farm. The Project would provide significant additional open space in the form of private or semi-private open space areas such as centralized outdoor courtyards, roof decks, and balconies. These private and semi-private open spaces would be required within the development of each residential building within Parkmerced. The parks and open space would be more accessible and usable than the current open spaces. Parks and open space within, and in the vicinity of, the proposed Project would continue to receive a substantial amount of sunlight during the day when use is at its highest rate. Existing coastal views from parks located to the east and north of the Project Site would be maintained with implementation of the proposed Project.

3. The proposed long-range mixed-use development project is consistent with the requirements set forth in Planning Code Section 302, in that:

- a. The Project is necessary and desirable because it would enhance the lives of existing and future residents, and the City as a whole, by converting a single-use residential complex into a high-quality, mixed-use development that includes neighborhood-serving retail and numerous open space and recreational activities. The Project would also construct a significant amount of new housing units at an in-fill location within an existing urban environment and replace existing housing units that were constructed during the material shortages experienced during World War II and that are reaching the end of their useful life with new residential buildings that would be more energy efficient and meet current ADA requirements. The residential density that would result from the proposed in-fill housing is permitted by, and consistent with, the existing zoning of the Parkmerced site. With only 8,900 total housing units proposed, the Project would be smaller than the 10,302 units principally permitted by the existing zoning or the 11,750 housing units permitted through a Planned Unit Development. Additionally, the proposed Project would enhance alternatives to automobile use by making certain improvement to public transportation and by providing services to residents such as a shuttle to the Daly City BART station and carpool/vanpool services. Because a Special Use District is necessary in order to implement the proposed Project, and for the reasons set forth above, the Commission finds the requested amendments to the Planning Code, Zoning Maps, and General Plan to be required by public necessity, convenience and general welfare.

4. Findings under the California Environmental Quality Act (CEQA):

- a. On February 10, 2011, the Planning Commission, by Motion No. XXXX, certified a Final Environmental Impact Report ("FEIR") for the Parkmerced Mixed-Use Development Program in compliance with CEQA, the CEQA Guidelines and Chapter 31, finding that the FEIR was completed in compliance with CEQA and was adequate, accurate and objective and reflected the independent judgment of the Planning Commission; a copy of the motion is on file with the Clerk of the Commission.
- b. Also on February 10, 2011, the Commission reviewed and considered the information contained in the FEIR and by Motion No. XXXXX adopted CEQA Findings for the proposed Parkmerced Mixed-Use Development Program Project under CEQA, the CEQA Guidelines and Chapter 31, including the adoption of a mitigation monitoring and reporting program (MMRP) and a statement of overriding considerations, ("CEQA Findings"). The CEQA Findings for the proposed Project are on file with the Clerk of the Commission and are incorporated into this Motion by reference.

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on February 10, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input checked="" type="checkbox"/> Development Agreement |

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Planning Commission Draft Motion Local Coastal Zone Permit Application

HEARING DATE: FEBRUARY 10, 2011

Project Name: **Parkmerced Mixed-Use Development Program**
P Case: Coastal Zone Permit

Case Number: 2008.0021EPMTZW

Initiated by: Seth Mallen, Parkmerced Investors, LLC
3711 – 19th Avenue
San Francisco, CA 94132

Staff Contact: Elizabeth Watty, Planner
Elizabeth.Watty@sfgov.org, 415-558-6620

Reviewed By: David Alumbaugh, Acting Director Citywide Planning
David.Alumbaugh@sfgov.org, 415-558-6601

ADOPTING FINDINGS RELATING TO APPROVAL OF A COASTAL ZONE PERMIT, PURSUANT TO PLANNING CODE SECTION 330, TO ALLOW THE FULL IMPLEMENTATION OF THE PARKMERCED MIXED-USE DEVELOPMENT PROGRAM, AS ADOPTED BY THE PLANNING COMMISSION AND INCORPORATED HEREIN BY REFERENCE AS THOUGH FULLY SET FORTH IN MOTION NO. XXX AND RESOLUTION NO.S XXX AND XXX. A PORTION OF THE PARKMERCED SITE, SPECIFICALLY LOTS 7309, 7309-A, 7334, 7337, and 7333, ARE LOCATED WITHIN THE LOCAL COASTAL ZONE; AND MAKING AND ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITY POLICIES OF PLANNING CODE SECITON 101.1.

PREAMBLE

On January 8, 2008, Seth Mallen of Steller Management (hereinafter "Project Sponsor"), submitted an Environmental Evaluation Application with the Planning Department (hereinafter "Department"), Case No. 2008.0021E; and

On May 12, 2010, the Draft Environmental Impact Report (DEIR) for the Project was prepared and published for public review; and

The Draft EIR was available for public comment until July 12, 2010; and

On February 10, 2011, the San Francisco Planning Commission (hereinafter "Commission") reviewed and considered the Final Environmental EIR (FEIR) and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"); and

On February 10, 2011, the Commission: certified the FEIR by Motion No. XXXXX, adopted approval findings pursuant to CEQA by Motion No. XXXXX (Exhibit A); and adopted the Mitigation, Monitoring, and Reporting Program (MMRP) (Exhibit B to Motion No. XXXXX). The CEQA approval findings and the MMRP (Exhibits A and B, respectively, to Motion No. XXXXX) are incorporated herein by this reference thereto as if fully set forth in this Motion; and

On August 12, 2010, the Project Sponsor applied to the Planning Department for a Planning Code Text Amendment, a Zoning Reclassification and a General Plan Amendment (hereinafter Map Amendments) to allow for the creation and implementation of the Parkmerced Special Use District under Case No. 2008.0021MTZ; and

The proposed General Plan Amendments would make conforming amendments to the to the Urban Design Element's Map 4 to reflect the proposed rezoning; and

The proposed Zoning Reclassification would amend Zoning Map Sheets ZN13, HT13, and SU13 to rezone Parkmerced, being all of Assessor's blocks 7303-001, 7303-A-001, 7308-001, 7309-001, 7309-A-001, 7310-001, 7311-001, 7315-001, 7316-001, 7317-001, 7318-001, 7319-001, 7320-003, 7321-001, 7322-001, 7323-001, 7325-001, 7326-001, 7330-001, 7331-004, 7332-004, 7333-001, 7333-003, 7333-A-001, 7333-B-001, 7333-C-001, 7333-D-001, 7333-E-001, 7334-001, 7335-001, 7336-001, 7337-001, 7338-001, 7339-001, 7340-001, 7341-001, 7342-001, 7343-001, 7344-001, 7345-001, 7345-A-001, 7345-B-001, 7345-C-001, 7356-001, 7357-001, 7358-001, 7359-001, 7360-001, 7361-001, 7362-001, 7363-001, 7364-001, 7365-001, 7366-001, 7367-001, 7368-001, 7369-001, and 7370-001 from RM-1 (Residential Mixed, Low Density), RM-4 (Residential Mixed, High Density), & RH-1(D) (Residential House, One-Family, Detached) Districts, to PM [Parkmerced Residential (PM-R), Parkmerced Mixed Use – Social Heart (PM-MU1), Parkmerced Mixed Use – Neighborhood Commons (PM-MU2), Parkmerced School (PM-S), Parkmerced Community/Fitness (PM-CF), and Parkmerced Open Space (PM-OS) (hereinafter "Parkmerced Zoning Districts")]; and

The proposed Planning Code Text Amendments would create Planning Code Section 249.64, the "Parkmerced Special Use District" (hereinafter "PMSUD"), amend Planning Code Section 270 to create a new Bulk District (PM) for the proposed Parkmerced Special Use District, and amend Planning Code Section 102.5 and 201 to include the Parkmerced Zoning Districts; and

On October 27, 2010 the Project Sponsor filed a Development Agreement Application after months of negotiations with the Mayor's Office of Workforce and Economic Development; and

The Commission conducted informational hearings on the Parkmerced Project and considered public comment on November 4, November 18, December 9, December 16, 2010, and on January 13, 2011; and

On January 10, 2011, the Project Sponsor filed a Coastal Zone Permit Application, to authorize the rezoning and development of Assessor's Blocks 7309, 7309-A, 7334, 7333 and 7337, portions of which are located within the Local Coastal Zone Permit Area; and

On January 13, 2011, the Commission passed Resolution No. 18255, initiating amendments to the Planning Code, Zoning Maps, and General Plan related to the proposed Project; and

On February 10, 2011, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Motion; and

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 by Department staff, and other interested parties; and

All pertinent documents associated with Case No. 2008.0021EPMTZW may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Fourth Floor, San Francisco, California; and

Whereas, the Commission has reviewed the proposed Motion; and

MOVED, that the Commission hereby authorizes the Local Coastal Zone Permit requested in Application No. 2008.0021EPMTZW, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. The Commission finds the Parkmerced Mixed-Use Development Program to be a beneficial development to the City that could not be accommodated without the actions requested.
3. The Parkmerced Development Project necessitates approval by the Planning Commission of a Local Coastal Zone Permit, since a portion of the Site (Assessor's Blocks 7309, 7309-A, 7334, 7337, and 7333) is included in the boundaries of the Local Coastal Zone. Specifically, the portion of the Site located within the Local Coastal Zone Area consists of the southern half of development block 02W (portion of APN 7309/7309-A), development block 03W (portion of APN 7334), the western edge of development block 04 (portion of APN 7337) and the western edge of development block 23 (portion of APN

7333). The project proposes to demolish existing two-and three-story residential buildings on development block 02W and 03W and to replace such buildings with three- and four-story residential buildings. The portions of development blocks 04 and 23 within the Local Coastal Zone Permit Area would be designated as open space under the proposed Project.

4. **Site Description and Present Use.** Parkmerced is bounded by Lake Merced Boulevard to the west, Brotherhood Way to the south, Junipero Serra Boulevard, Felix Avenue, Cambon Drive, and 19th Avenue to the east, and Holloway Avenue, Varela Avenue, Serrano Drive, Font Boulevard, Pinto Avenue, and Vidal Drive to the north; it is within the RM-1 (Residential Mixed, Low-Density), RM-4 (Residential Mixed, High-Density), and RH-1(D) (Residential House, One-Family, Detached) Districts and 40-X and 130-D Height and Bulk Districts.

The Site measures 152-acres in total (including streets), and is defined by an axial street grid with a large open space in the center and a series of “pie-shaped” residential blocks. The residential units on each of these blocks surround a central courtyard open to the sky. The development is also articulated by landscaped boulevards and secondary streets that weave around buildings, open spaces, and larger open spaces in the vicinity of the tower buildings. The Site contains 3,221 existing rental apartments in 170 two-story residential buildings (townhouses) and 11 residential tower buildings that are 13 stories tall, as well as associated parking, buildings services, a leasing/operations office and a private pre-school/day care facility. There are also about 75 acres of existing open space throughout the Project Site in a network of lawns, courtyard areas, private open space, and playgrounds.

Parking for the residential apartments in the towers is currently provided in three above-grade centralized parking garages, which accommodate a total of 1,540 parking stalls. Parking for the townhouses is provided in attached carports, which provide a total of 1,507 parking spaces. An additional 151 parking spaces used for maintenance and office parking are provided in a surface parking lot. In addition to the 3,198 total private off-street parking spaces, there are 1,591 existing public on-street parking spaces.

As noted in the submitted Historic Resource Evaluation (HRE), the Parkmerced rental complex was constructed between 1941 and 1951 as the first all-rental community in San Francisco, as a response to the continued demand for housing the United States during and after World War II.¹ The buildings and site plan at Parkmerced were designed by Leonard Schultze & Associates for the Metropolitan Life Insurance Company (MetLife), while the landscaping of the open space and interior garden courtyards were designed by Thomas Church and other landscape architects from his office.

¹ “Historic Resource Evaluation & Cultural Landscape Assessment: Parkmerced” (April 29, 2009), prepared for Turnstone Consulting by Page & Turnbull, Inc. Available by request at the San Francisco Planning Department (1650 Mission Street, Suite 400, San Francisco, CA 94103) in the Case Docket for Case No. 2008.0021E. The document is referred to as the “Parkmerced HRE.”

5. **Surrounding Properties and Neighborhood.** The 152-acre Site is located in the Lakeshore Neighborhood, in the southwest corner of San Francisco. The surrounding neighborhood includes Stonestown Galleria and San Francisco State University to the north; the Lakeside and Ingleside Terrace neighborhoods to the east; the Brotherhood Way religious and scholastic institutions, San Francisco Golf Club, and a residential neighborhood to the south; and Lake Merced and the Fleming and Harding Park Golf Courses to the west.

6. **Project Description**

Overview

The proposed Project is a long-term (approximately 20-30 years) mixed-use development program to comprehensively re-plan and re-design the approximately 116-acre Site (152-acres including streets). The Project proposes to increase the residential density, provide new commercial and retail services, provide new transit facilities, and improve existing utilities within the development Site. Of the existing 3,221 residential units on the Site, approximately 1,683 units located within the 11 existing towers would remain and approximately 1,538 existing apartments would be demolished and replaced in phases over the approximately 20 to 30-year development period. As provided by the proposed Development Agreement, these replacement units would be subject to the San Francisco Rent Stabilization Ordinance and existing tenants in the to-be-replaced buildings would have rights to relocate into the new units at their existing rents. An additional 5,679 net new units would also be added to the Site for a Project total of 8,900 units. New buildings on the Site would range in height from 35 feet to 145 feet, and would not be taller than the existing towers, which will remain. Neighborhood-serving retail and office space would also be constructed as part of the proposed Project and concentrated on Crespi Drive, near the northeast part of the Site and the light-rail line. The proposed new neighborhood core would be located within walking distance of all the residences within Parkmerced. In addition, small neighborhood-serving retail establishments would be constructed outside of the neighborhood core, in proximity to residential units throughout the Site. A new preschool/elementary school and daycare facility site, fitness center, and new open space uses including athletic fields, walking and biking paths, a new farm, and community gardens would also be provided on the Project Site. Infrastructure improvements would include the installation of a bioswale system to process stormwater on-site and renewable energy sources, such as wind turbines and photovoltaic cells, which are detailed in the *Sustainability Plan*. Transportation improvements would include the realignment of the MUNI light rail-line through the Project Site, traffic improvements to intersections adjacent to the Project Site, provision of a free shuttle service to Daly City BART and other items detailed in the *Transportation Plan*.

The Plan Documents

There are five guiding documents that combine to create a comprehensive and detailed blueprint for guiding all future land use, building, and community infrastructure improvements and programs at Parkmerced. These documents provide technical

specifications, development are incorporated by reference into both the Development Agreement and the Planning Code.

The Vision Plan lays out a conceptual framework for transforming the existing Parkmerced housing development into a “21st century model of a healthy neighborhood”.

The Design Standards and Guidelines prescribe urban design controls for land use, open spaces, streets, blocks and individual buildings. It contains the Regulating Plan which establishes the physical boundaries and measurements for all streets, blocks, parcels, open spaces, buildable areas, and easements. It also outlines a process for project implementation, establishing a design review process for buildings that limits the modifications from the standards, and specifies the Planning Commission and public review processes for the design of large projects and community improvements.

The Sustainability Plan contains specific strategies and metrics which together address the management and conservation of energy, water and other natural resources, and also establishes goals for green building standards.

The Transportation Plan provides a framework and management plan for addressing transit and vehicular travel to and from the neighborhood.

The Infrastructure Report establishes an outline for anticipated site-wide improvements to all street and public rights-of-way, underground utilities, and grading, and includes detailed engineering plans for those improvements.

Land Use, Urban Design, and Building Form

The Parkmerced Mixed-Use Development Program includes the retention of the 11 existing tower buildings, and the construction of approximately 5,679 net new units. The new units will be constructed in new buildings that will be compatible with the existing structures, and will vary in height and design. The siting of new structures has been designed in such a way so to cluster new towers within existing towers’ sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean from the adjacent neighborhoods. Parkmerced would be redesigned to increase clarity for travelers by creating a more legible hierarchy of street types, and by providing a grid that is easier to navigate. With a prevailing neighborhood fabric of 4-to-6 stories, taller structures of 8-10 stories will be located at key intersections and adjacent to notable locations and spaces to define centers of activity, provide landmarks and clarity for movement, and activate public spaces. Denser and taller development would be generally concentrated on the east half of the site, closer to 19th Avenue and the MUNI light-rail to emphasize connection to public transit and this major transportation corridor, while tapering down in intensity toward the west. The design includes the following features:

- Street grid adjusted to reduce scale of blocks and improve circulation – introduction of new streets, alleys, and pedestrian paseos, realignment of some existing streets. Key elements of the original street grid design are preserved,

including Juan Bautista Circle at the center with streets radiating outward, and Font Blvd as a major ceremonial connector. Gonzalez Drive is realigned as a major Boulevard on the south to improve circulation, organize major open spaces, and make room for creation of major public open space.

- Existing towers will remain. Low-rise 2-3 story buildings will all be replaced by street-facing buildings ranging in height from 35 to 145 feet. New towers will be clustered near the existing towers, in order to maintain existing view-sheds.
- In general, higher density and taller buildings will be located on the eastern half of the Site, closer to 19th Avenue and public transit (streetcar). The predominant neighborhood scale on the eastern half is a 65-foot (6-story) base, and 45 feet (4 stories) on the western half. These bases are punctuated by taller structures at key intersections and locations to provide wayfinding and highlight key public places, as well as provide diversity and texture in the urban fabric. Smaller streets on the west side would be lined by 3-story buildings.
- Except in the neighborhood commercial core, all buildings will have mandated landscaped setbacks and be lined on the ground floor with walk-up townhouse units that have individual front doors directly accessing the sidewalks.
- A new pedestrian-oriented neighborhood commercial area typical of San Francisco neighborhoods (with housing above ground floor retail), which will include a full-service supermarket, will be created at the northeast quadrant of the neighborhood, focused on a re-aligned Crespi Drive. Additional small, neighborhood retail (e.g. café, dry cleaners) would be sited adjacent to the neighborhood commons parks scattered around the Site. All residents would be within a short (5 minute) walk of supporting services.
- The overall neighborhood density proposed is approximately 59 units per acre, as compared to 40 units per acre in the Mission District and 86 units per acre in the Chinatown and North Beach Districts. This density is necessary to provide support for neighborhood shops and services within walking distance, as well as facilitate the use of transit, bicycling, and walking for daily activities.

Open Space

The proposed Project would provide 68 acres of open space in a network of publically accessible neighborhood parks, athletic fields, public plazas, greenways and a farm, and in the form of private or semi-private open space areas such as centralized outdoor courtyards, roof decks, and balconies. These private and semi-private open spaces would be required with the development of each residential building within Parkmerced. The parks and open space would be more accessible and usable than the current public open spaces, which are predominantly characterized by wide street medians and undefined and un-programmed lawn areas surrounding towers. Most open space is currently provided in the form of semi-private interior-block shared courtyards. Parks and open space within, and in the vicinity of, the proposed Project would continue to receive a substantial amount of sunlight during the day when use is at its highest rate. Existing coastal views from parks located to the east and north of the Project Site would be maintained with implementation of the proposed Project. The main public open space would include:

- *Neighborhood Commons:* Six of these 0.35-acre neighborhood-scale parks (2.1-acres total) would be evenly distributed around the neighborhood to provide social gathering spaces and opportunity for passive and active recreation within a 2-minute walk of almost every resident. These spaces would be activated by small retail or community uses, like cafes, in adjacent buildings.
- *Transit Plaza:* A new 0.88 –acre public plaza with ancillary small retail at the northeast corner of the Site at Holloway/19th Avenue would feature a relocated City College/Parkmerced station for the MUNI light-rail, providing a better and safer waiting environment for passengers than the existing station in the middle of 19th Avenue.
- *Diaz Plaza:* This small street in the neighborhood commercial heart would be pedestrianized into an active 0.34-acre plaza, with restaurants and shops opening out onto the plaza and activating the space.
- *Juan Bautista Circle:* The historic 2.44-acre circle would be renovated with new landscaping and amenities, including a pond (and underground cistern) to collect stormwater and serve as a major ecological feature to feed water into the stream system that leads through the Site to Lake Merced.
- *Stream Corridor:* Leading from the Circle toward Lake Merced, the stream corridor is the backbone of the open space system, connecting the major open spaces and providing a greenway through the heart of the neighborhood. Walking paths and passive recreational open spaces are proposed along the corridor, which would also provide important wildlife habitat. Including the Farm and the Belvedere Garden (see below), the Stream Corridor would be 12.06-acres.
- *Farm and Orchard:* The over 2-acre farm, which may be managed by a professional farmer, is intended to be a productive landscape to supply local farmers' markets and restaurants with organic, locally-grown produce, and would utilize local on-site compost to reduce resource consumption of trucking food waste from the neighborhood. The farm would also provide educational and hands-on opportunities for residents.
- *Belvedere Garden:* A new garden overlook and terraced steps with water feature would provide a new direct pedestrian link from the neighborhood through the southwest corner of the Site to the major open spaces at Lake Merced.
- *Athletic Fields:* The 2.94-acre athletic fields would provide an opportunity for active recreation (e.g. soccer) in the neighborhood, as well as for adjacent off-site neighbors along Brotherhood Way, such as school and church groups (a new pedestrian connection is proposed to connect to Brotherhood Way).
- *Community Garden:* The existing small community garden located near the towers to the west of Juan Bautista Circle would be significantly expanded to 1.1-

acres, offering many more residents, particularly those in towers and other units without private open space, the opportunity to garden.

In addition to these public open spaces, all new units would be required to provide either 36 square feet of private open space (e.g. balconies, private patios, stoops) or 48 square feet of shared common open space (e.g. courtyards, roof decks). Almost every block would include a shared semi-private courtyard, as delineated in the Regulating Plans.

Most open spaces would be, as currently, owned by the developer or future Master Homeowners' Association. Through the Development Agreement, these spaces would be required to be maintained in good condition in perpetuity, and would guarantee the rights of the public to use the spaces as they would any City park and establish minimum hours of operation.

Transportation

The comprehensive transportation program proposes to improve conditions for all modes of movement, and supports the objective of growing the neighborhood as a transit- and pedestrian-oriented district. The proposed improvements are as follows:

Pedestrian: A revised street grid providing smaller blocks, new streets, and mid-block paths for more direct and shorter connections for those on foot. All interior streets would be redesigned to exceed the minimum specifications of the Better Streets Plan for sidewalk width, amenities, and traffic calming. On the periphery of the neighborhood, several additional and safer crossings of the major streets are proposed on Lake Merced Boulevard, Brotherhood Way, and 19th Avenue. Finally, the land use program, with both increased residential density and a retail program, will provide and support services within walking distance.

Bicycle: New dedicated bicycle lanes and paths would be provided on Gonzalez Drive, Tapia Drive, Font Boulevard, Chumasero Drive, and Juan Bautista Circle to provide safe and direct connections for cyclists to important destinations and to link up with existing and planned bicycle routes outside of the neighborhood and at SFSU. Additionally, a new direct connection toward the Daly City BART station would be made possible by the reconfiguration of the interchange of Junipero Serra and Brotherhood Way.

Transit: The Project proposes to re-route the MUNI light-rail line, which currently runs in the middle of 19th Avenue, through Parkmerced, to relocate one station from the middle of 19th Avenue to within the Site and to create two new stations. This alignment has been coordinated with SFMTA and offers several operational advantages for transit service (such as being able to run short-lines that do not continue all the way through low-ridership areas to Balboa Park), in addition to better serving in a safer, more pleasant, and more convenient environment the majority of the riders in this area, who come from the west side of 19th Avenue at Parkmerced and SFSU. SFMTA would have the option of running trains all the way through to Balboa Park or terminating at Parkmerced. The Project proposes to dedicate necessary right-of-way easements and to build the infrastructure for this realignment. The Project also dedicates easements for a future extension of the light-rail line toward the Daly City BART station. Finally, the Project

proposes to fund the purchase by the SFMTA of one light-rail vehicle in order to maintain headways.

Vehicular: The current limited and circuitous access to the neighborhood would be enhanced by providing new access points with new or reconfigured intersections along Lake Merced (at Gonzalez, Acevedo, and Vidal), on Brotherhood Way (at Chumasero), on Junipero Serra (at Chumasero), and on 19th Avenue (at Crespi Drive). Other improvements are proposed at nearby intersections and sections of road to improve circulation, including but not limited to the addition of turn lanes and signalization changes.

Many of these improvements would require approval of the San Francisco Municipal Transit Authority (SFMTA), the California Public Utilities Commission (CPUC), and Caltrans; the Development Agreement includes provisions for seeking these approvals, and for proposing and implementing alternative projects that achieve equivalent public benefits should the proposals not garner necessary approvals from outside agencies. Per the Development Agreement, the developer must get necessary approvals and permits for the rail project within 7 years after the approval of the Agreement and must begin construction on the rail project by the time 2,500 new dwelling units have been constructed. Note that the first two years of the time period are reserved for the City to consider further modifications to the alignment based on ongoing studies of the 19th Avenue corridor ("Tier 5") (within funding provide in part by the Project Sponsor), and that construction of the rail project must be phased to allow later modification per Tier 5.

The Transportation Plan also includes a comprehensive Transportation Demand Management (TDM) program that obligates the Developer to undertake certain programs and services, including free shuttles to Daly City BART and nearby shopping centers, transit pass subsidies of \$20 per unit per month, a Transportation Coordinator to assist residents and employees of the Site, and implementation of a bicycle-share program.

Off-street parking for the residential units will primarily, but not exclusively be in underground garages, and will be concentrated on the west side of the Site (while units are concentrated toward the eastern half) to discourage casual usage. As parking would be unbundled and market-priced, occupants who wish to have parking space would have the option to pay less to park further away from their residence. Per the proposed SUD, parking could be provided up to one space per dwelling unit and non-residential parking would be capped generally at one space per 750 square feet (with some variation for specific uses). (Note that off-street parking would not strictly be required for any use per the SUD).

The *Transportation Plan* fully details goals and implementation actions for the Project.

Housing and Tenant Relocation

There are 3,221 dwelling units currently on-site. The housing stock is limited to two types: 2-3-story garden apartments (48% of total – 1,538 units) and 13-story tower

apartments (52% of total – 1683 units). Of the existing units, 35% are one-bedroom units, 58% are two-bedroom units, and 7% are three-bedroom units.

The proposed Project would demolish all of the existing garden apartments and replace them with a much broader mixture and variety of housing and building types, including units of various types in 3- to 6-story low rise buildings, 8- to 10-story mid-rise buildings, and 11- to 14-story towers. The Project would replace the existing units and add a net addition of approximately 5,679 units for a total of 8,900 units on-site. The percentage of one-bedroom units would remain at 35%, but there would be a larger percentage (15%) of three-bedroom units. Overall, the proportion of units in towers would decrease from 52.2% today to 34.4% as proposed. As the base of almost all new buildings will be lined with residential units, approximately 800 of the new units will be in the form of ground-level, walk-up units with direct, individual private access to sidewalks, front stoops, and/or courtyards.

The existing apartments slated for demolition are primarily wood-framed and stucco structures. To the extent practical, the existing structures will be “deconstructed”, allowing for maximum re-use or recycling of materials. The feasibility of materials reused or recycled may be limited by the requirements for abatement of hazardous materials and the potential value of the recycled material. The proposed demolition and deconstruction will occur in conjunction with the construction phases over the 20- to 30-year development period.

Under the proposed Development Agreement, the Project would replace, on a one-for-one basis, the 1,538 existing units subject to the Rent Stabilization Ordinance that would be demolished as part of the proposed Project. All existing tenants in these units would be offered a newly-constructed unit of comparable size (all with new appliances, including washers, dryers, and dishwashers) at their existing rents, and all relocation expenses would be paid for by the Project Sponsor. Prior to the submittal of a permit for a Replacement Building, the Developer is required to submit a Tenant Relocation Plan to the City, outlining the existing to-be-demolished units, the number of existing tenants and estimated schedule for the relocation. The Development Agreement outlines a detailed notification and new-unit selection process.

Sustainability

A key objective of the Project is to create a neighborhood that substantially improves the resource efficiency of both the existing development and future growth. The moderate-density housing, mixed-use land use, fine-grained urban design, and transit-oriented transportation program, described above, aim to substantially reduce the per capita amount of vehicular travel, which currently makes up the largest share (40%) of Bay Area greenhouse gas emissions. Besides these measures that are the basis for the Project, the Project would reduce environmental impacts of the existing Site and its growth through the following measures, amongst others:

Energy: The project has a goal of “Net Zero” energy usage for new development. To help strive toward this goal, the Project is committed to numerous renewable energy

production and efficiency measures. In accordance with the Development Agreement, the project would install renewable energy sources (e.g. photovoltaic cells or wind turbines) capable of providing 10% of the total estimated annual energy consumed by the Site, and cogeneration facilities capable of providing an additional 10% of the total estimated annual energy consumed. The project has also committed to construct all new buildings to improve on current Title 24 energy standards for residential building envelopes by at least 15% and all other Title 24 energy standards by at least 10%.

Water: The Project proposes to reduce stormwater runoff into the combined sewer system (thereby reducing demand on the sewer and treatment infrastructure, as well as reducing frequency of discharge of untreated runoff into the ocean) by collecting and slowing the runoff of stormwater in an extensive system of in-street bio-swales, the Juan Bautista Circle pond and cistern, and the stream corridor. This system would partially restore historical stream flows from the Site into Lake Merced, replenishing the aquifer and improving water quality and water levels in Lake Merced. The Project is also located in the City's Recycled Water Ordinance area, requiring that all new buildings be dual-plumbed for delivery of non-potable water for toilet flushing, building mechanical systems, irrigation and other non-potable water uses. The Project proposes to install recycled water distribution infrastructure (i.e. piping) throughout the project's right-of-ways and connecting to new buildings, so that in the future the Project can connect to planned SFPUC recycled water supply systems (e.g. potentially running up Lake Merced Boulevard). This would substantially reduce demand from the Site for potable water from the City's Hetch Hetchy system. The Project will reduce water consumption by up to 60% on a per capita basis.

The *Sustainability Plan* fully details goals and implementation actions for the Project.

7. **Elements of Project Located Within the Local Coastal Zone.** The elements on the Project, as described above, to be located within the Local Coastal Zone area subject to the City's jurisdiction include:
- Demolition of existing two- and three-story "garden apartments" and replacement with three- and four-story residential buildings to be constructed in accordance with the sustainability measures applicable to the entire Project;
 - Protections for existing tenants, including the tenant relocation and rent control provisions described above, shall apply to all residential construction in the Local Coastal Zone;
 - Construction of bioswales associated with each building to treat stormwater run-off on-site;
 - Enhancement of existing open space, including the creation of Belvedere Gardens and a portion of the Stream Corridor; and

- Establishing an additional access point and pedestrian crossing location to the Project Site from Lake Merced Boulevard at Gonzalez Drive, and making traffic improvements to the intersection of Lake Merced Boulevard and Higuera Avenue.

Although the Project contemplates the installation of wind turbines along the western edge of the Project Site to meet the energy generation requirements contained in the Development Agreement, the wind turbines are not included in the current Coastal Zone Permit application. The Project Sponsor will seek a separate Coastal Zone Permit for the wine turbines when required for their construction.

8. **Public Comment.** The Department has received a substantial amount of public testimony regarding the Project, both in support and opposition. Many of these comments were received during the public informational hearings held for this project (October 21, 2010, November 4, 18, 2010, December 9, 16, 2010, and January 13, 2011) and as part of the EIR process.

9. **Planning Code Section 330 – Local Coastal Zone Permit Review**

The Parkmerced Mixed-Use Development Project necessitates approval by the Planning Commission of a Local Coastal Zone Permit, including findings of consistency with the Western Shoreline Area Plan of the General Plan (San Francisco's Local Coastal Program), pursuant to Planning Code Section 330, since a portion of the Site (Assessor's Blocks 7309, 7309-A, 7334, 7337, and 7333) is included in the boundaries of the Local Coastal Zone. Specifically, the portion of the Site located within the Local Coastal Zone Area consists of the southern half of development block 02W (portion of APN 7309/7309-A), development block 03W (portion of APN 7334), the western edge of development block 04 (portion of APN 7337) and the western edge of development block 23 (portion of APN 7333). The project proposes to demolish existing two-and three-story residential buildings on development block 02W and 03W and to replace such buildings with three-and four-story residential buildings. The portions of development blocks 04 and 23 within the Local Coastal Zone Permit Area would be designated as open space under the proposed Project.

A small portion of the southwest corner of the Project Site at the intersection of Lake Merced Boulevard and Brotherhood Way is located within the Coastal Zone area that is under the jurisdiction of the California Coastal Commission; because the later portion is not under the City and County of San Francisco's jurisdiction with regard to Coastal Zone review, the Project Sponsor will seek approvals separately to the Coastal Commission prior to any improvements to that land.

10. **Planning Code Section 302.** Pursuant to Planning Code Section 330.5(d), the Local Coastal Zone Permit Application shall be reviewed by the Commission subject to the procedures for reviewing Planning Code Amendments, as outlined in Planning Code Section 302. On balance, the Project is found to be consistent with said criteria in that:

- a. The Commission finds the Parkmerced Mixed-Use Development Program to be a beneficial development to the City that could not be accommodated without the actions requested.
- b. Parkmerced was constructed in the 1940s and early 1950s based on a model of separation of land uses, extensive reliance on the automobile for all purposes, and an insular circulation system featuring few connections to the wider city context. These patterns of development have proven to be unsustainable and exacerbate local and regional problems of transportation, air quality, and energy consumption and embody characteristics that do not meet the needs of today and the future to support sustainable growth.
- c. Assembly Bill 32 set statewide goals for greenhouse gas reductions and Senate Bill 375 further requires local regions and municipalities to coordinate land use and transportation plans to reduce greenhouse gas emissions. In the Bay Area, according to the Bay Area Air Quality Management District, 40% of greenhouse gas emissions come from transportation, primarily private vehicle travel. The average Bay Area household drives 18,000 miles per year. Low residential density and lack of mixed uses that prevent trips from being effectively served by public transit or made by walking or bicycling are the primary reasons for high Vehicle Miles Travelled (VMT) for Bay Area households. Regional growth will occur, and it is the duty of every Bay Area city to direct growth to infill areas that are supported by necessary services and well-served by public transportation and that do not expand the footprint of existing urbanized areas.
- d. The proposed infill Project density of 59 units per acre, incorporation of neighborhood-serving retail into a neighborhood center, and retrofitting of the block pattern to reduce block size, is more typical of San Francisco neighborhoods with low VMT. Based on consistent data from similar neighborhoods locally and throughout the country, the VMT of households in such a neighborhood is expected to be less than 10,000 miles per year.
- e. Parkmerced is already well situated with regard to public transit infrastructure, as it sits adjacent to MUNI light rail service on 19th Avenue, is served by several MUNI bus lines, and is close to the Daly City BART station. It is currently substantially underbuilt based on existing zoning. It is one of the best situated areas on the west side of the City to absorb growth in a transit-oriented and sustainable fashion, and its ownership under a single entity provides a rare opportunity to consider a long-term master plan for reconfiguration and improvement to meet the needs of the 21st-century and beyond.
- f. The proposed transportation investments as part of the Project, including MUNI rail re-alignment through the Project Site, would further improve service to the area and provide more operational options to the San Francisco Metropolitan Transit Authority (hereinafter, "MTA"). The proposal has been well-coordinated with MTA, paves the way and provides a down-payment for more long-term "Tier 5" options, and the Development Agreement paves the way for evaluating

and incorporating additional Tier 5 options by the City. Without this Project, the City may not be able to achieve the necessary transportation improvements in the 19th Avenue corridor.

- g. The existing Parkmerced landscape is resource consumptive in its expansive use of manicured mono-cultural lawns, and the original neighborhood and landscape design directly disrupted and degraded ecological functions, particularly by diverting rainwater flow away from the underground aquifer and Lake Merced. The proposed Parkmerced Mixed-Use Development Program will result in a landscape that is both environmentally and financially sustainable and restores degraded systems. Improvements include creation of a system of bioswales and cisterns to direct stormwater into a restored creek corridor feeding into Lake Merced and/or the underlying groundwater basin. In addition, the proposed Parkmerced Mixed-Use Development Program will result in the generation of 20% of the total annual energy consumed by the Project, through the installation of renewable energy sources (such as photovoltaic cells and wind turbines) and cogeneration facilities.
- h. The existing neighborhood, while giving the impression of expansive open space, has little usable public open space. Its publicly-accessible green spaces are primarily comprised of snippets and in-between spaces such as roadway medians, building setbacks and undefined planted areas separating towers. The proposed Project would re-design the open space system to create distinct public open spaces in the form of both a larger connected network of major public open spaces, including a creek corridor, athletic fields, and farm, as well as smaller dispersed neighborhood parks activated by adjacent community uses and small-scale retail.
- i. The Parkmerced Mixed-Use Development Program would result in increased rental and for-sale housing of various sizes and income levels, and would provide a great diversity of housing types to meet the needs of a broad spectrum of household types. The proposal would provide a broader range of building and unit types than exist today. Whereas 7% of current units have three bedrooms, the proposed project would include 15% 3-bedroom units. While today over 52% of existing units are in the 13-story towers, upon full build-out, fewer than 35% of all units will be in towers of 11-14 stories.
- j. Under the terms of the proposed Development Agreement, the Project would replace, on a one-for-one basis, the 1,538 existing units subject to the City's Residential Rent Stabilization and Arbitration Ordinance (hereinafter, "Rent Stabilization Ordinance") that would be demolished as part of the proposed Project with 1,538 "replacement units" of comparable size in newly constructed buildings. All existing tenants in these to-be-demolished units would be offered a replacement unit of comparable size at their existing rents, all relocation expenses would be paid for by the Project Sponsor, and, as set forth in the proposed Development Agreement, the replacement unit would be subject to the provisions of the Rent Stabilization Ordinance for the life of the building.

Replacement units in the new buildings would be chosen by existing tenants on a seniority basis. Under the proposed Development Agreement, to the extent that any of the 1,538 replacement units are not occupied by an existing tenant who has elected to relocate, the replacement unit will be made available to a new tenant and will also be subject to the provisions of the Rent Stabilization Ordinance for the life of the building. The project sponsor will pay relocation expenses to existing tenants who choose not to relocate into a replacement unit.

- k. The Parkmerced Mixed-Use Development Program would result in an entire neighborhood completely built in conformity with the City's recently-adopted Better Streets Plan, providing an excellent pedestrian environment.
 - l. The Parkmerced Mixed-Use Development Program would result in numerous public improvements to the intersections adjacent to and surrounding Parkmerced, providing circulation benefits not just for Parkmerced but for the wider community.
 - m. The Parkmerced Mixed-Use Development Program would create a social heart for the community, and would create a traditional pedestrian-oriented neighborhood commercial district within close walking distance of all Parkmerced residents. The proposed Parkmerced Mixed-Use Development Program would result in 1,500 permanent jobs.
 - n. The proposed Project includes a comprehensive program for environmental sustainability, seeking to minimize any growth in water or energy use, to accommodate new growth by constructing infrastructure in a manner that will allow connection to future recycled water supplies, and by committing to invest in renewable energy infrastructure and efficiency measures that are above and beyond existing requirements.
 - o. The Parkmerced Mixed-Use Development Program establishes a detailed design review process for buildings and community improvements.
 - p. The Local Coastal Permit is necessary in order to approve the Parkmerced Mixed-Use Development Program.
11. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

WESTERN SHORELINE AREA PLAN

Lake Merced

Objectives and Policies

OBJECTIVE 5:

PRESERVE THE RECREATIONAL AND NATURAL HABITAT OF LAKE MERCED.

Policy 5.1

Preserve in a safe, attractive and usable condition the recreational facilities, passive activities, playgrounds and vistas of Lake Merced area for the enjoyment of citizens and visitors to the city.

Policy 5.2

Maintain a recreational pathway around the lake designed for multiple use.

Policy 5.3

Allow only those activities in Lake Merced area which will not threaten the quality of the water as a standby reservoir for emergency use.

The Parkmerced Mixed-Use Development Program includes the retention of the 11 existing tower buildings, and the construction of approximately 5,679 net new units. The siting of new structures has been designed in such a way so to cluster new towers within existing towers' sight-lines from the residential neighborhoods to the east, in order to preserve views of Lake Merced and the Pacific Ocean.

On the periphery of the neighborhood, a new garden overlook and terraced steps with water feature (Belvedere Garden) would provide a new direct pedestrian link from the neighborhood through the southwest corner of the Site to the major open spaces at Lake Merced, making Lake Merced's pathway more usable and accessible to residents living to the east of the Lake.

The Project proposes to reduce stormwater runoff into the combined sewer system (thereby reducing demand on the sewer and treatment infrastructure, as well as reducing frequency of discharge of untreated runoff into the ocean) by collecting and slowing the runoff of stormwater in an extensive system of in-street bio-swales, the Juan Bautista Circle pond and cistern, and the stream corridor. This system would partially restore historical stream flows from the Site into Lake Merced, replenishing the aquifer and improving water quality and water levels in Lake Merced. Any and all construction activities in the Local Coastal Zone (and elsewhere on the Project Site) will comply with mitigation measures set forth in the FEIR, protecting against construction-site run-off to Lake Merced.

12. **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 in that:

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

The proposed Project would enhance the neighborhood-serving retail uses by creating a neighborhood-serving retail core with approximately 230,000 square feet of new retail space, thereby providing the community with services such as a grocery store and banking. The existing Parkmerced development currently has only a very small amount of neighborhood-

serving retail, which is located adjacent to the Project Site. In combination with the proposed approximately 69,000 square feet of new office space, the new retail uses would provide opportunities for resident employment and business ownership. Furthermore, the proposed addition of 5,679 net new households would strengthen business at existing establishments in the vicinity of the Project Site and bolster demand for additional retail uses.

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

The proposed Project would preserve the existing diversity and character of Parkmerced by maintaining the same number of rent controlled units (3,221 rent controlled units) that currently exist at Parkmerced. The Project would accomplish this by conserving 1,683 existing rent controlled apartments, which would remain subject to the Rent Stabilization Ordinance, and replacing all 1,538 existing rent controlled apartments that would be demolished by the Project with a new unit that would be subject to the same protections as contained in the Rent Stabilization Ordinance for the life of the building. In addition, under the proposed Project, residents of buildings proposed for demolition would be given the opportunity to relocate to such replacement units in a new building and would be assessed the same rent as their previous unit. The Project would also enhance the diversity of Parkmerced by constructing a large number of new BMR affordable units. Currently, Parkmerced has no BMR units. Further, the proposed Project would enhance the character of the Parkmerced neighborhood by establishing a social and commercial core, improving pedestrian accessibility, and creating open space and recreational opportunities.

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

The proposed Project will result in the construction of a significant number of BMR housing units in accordance with the Development Agreement to be executed by the Project Sponsor and the City. Such BMR units will significantly increase the City's supply of affordable housing. Moreover, the affordability of the existing rent-controlled units would be maintained for all existing residents, who, under the terms of the proposed Development Agreement, would continue to benefit from the protections of the Rent Stabilization Ordinance, including residents of units proposed for replacement who elect to relocate to a new unit. For such relocated residents, the Project proposes that the new unit be rented at the same rent controlled rate as the resident's existing unit, thereby preserving affordability of the Project for existing residents. Under the proposed Development Agreement, the replacement unit would be subject to the same rent increase restrictions as contained in the Rent Stabilization Ordinance for the life of the building, regardless of whether an existing tenant elects to relocate to the unit or the unit is occupied by a new tenant.

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

The proposed Project would enhance MUNI transit service by re-routing the MUNI M-Oceanview light-rail line through the Project Site, creating two new stations and relocating

the existing Parkmerced/SFSU station. These improvements would alleviate the overcrowding issues at the existing Parkmerced/SFSU station and improve the connection to SFSU by requiring riders to cross Holloway Avenue as opposed to Nineteenth Avenue. The realignment would also reduce the walking distance to transit for residents of Parkmerced, thereby encouraging the use of public transportation. In addition, the proposed roadway re-alignments would ease the burden on City streets in the Parkmerced area by improving traffic flow. Finally, the proposed Project would add approximately 90 on-street and 6,252 off-street parking spaces, ensuring that residents of the proposed Project do not rely on parking in the adjoining neighborhoods.

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

The proposed Project would not displace any industrial or service sector uses because of new commercial office development since the existing buildings slated for demolition do not contain any industrial or service sector uses. The Project Site is currently occupied by residential apartment buildings.

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

The proposed Project would help the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake because the new buildings would be constructed in accordance with all applicable building codes and regulations with regard to seismic safety.

- G. That landmarks and historic buildings be preserved.

The proposed Project would not adversely impact any City landmarks because there are no registered landmarks on the Project Site. Although none of the buildings on the Project Site are designated City landmarks, as mitigation for the Proposed Project's impacts to historic resources under the California Environmental Quality Act, the Project Sponsor will prepare documentation of the site based on the National Park Service's Historic American Building Survey/Historic American Engineering Record Historical Report Guidelines and provide a permanent display of interpretative materials concerning the history of the original Parkmerced complex.

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

The proposed Project would provide 68 acres of open space in a network of publically accessible neighborhood parks, athletic fields, public plazas, greenways and a farm. The Project would provide significant additional open space in the form of private or semi-private

open space areas such as outdoor courtyards, roof decks, and balconies. These private and semi-private open spaces would be required within the development of each residential building within Parkmerced. The parks and open space would be more accessible and usable than the current open spaces. Parks and open space within, and in the vicinity of, the proposed Project would continue to receive a substantial amount of sunlight during the day when use is at its highest rate. Existing coastal views from parks located to the east and north of the Project Site would be maintained with implementation of the proposed Project.

13. The Commission hereby finds that approval of the Local Coastal Zone Permit Application would promote the health, safety and welfare of the City.
14. Findings under the California Environmental Quality Act (CEQA): On February 10, 2011, the Commission reviewed and considered the information contained in the FEIR and by Motion No. XXXXX adopted CEQA Findings for the proposed Parkmerced Mixed-Use Development Program Project under CEQA, the CEQA Guidelines and Chapter 31, including the adoption of a mitigation monitoring and reporting program (MMRP) and a statement of overriding considerations, ("CEQA Findings"). The CEQA Findings and MMRP for the proposed Project are on file with the Clerk of the Commission and are hereby incorporated into this Motion by reference and adopted.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES the Local Coastal Zone Permit No. 2008.0021EPMTZW** in general conformance with the Application as received on January 10, 2011 and stamped "EXHIBIT A", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Local Coastal Zone Permit to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals in person at 1650 Mission Street, 3rd Floor (Room 304) or call 575-6880.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on February 10, 2011.

Linda D. Avery
Commission Secretary

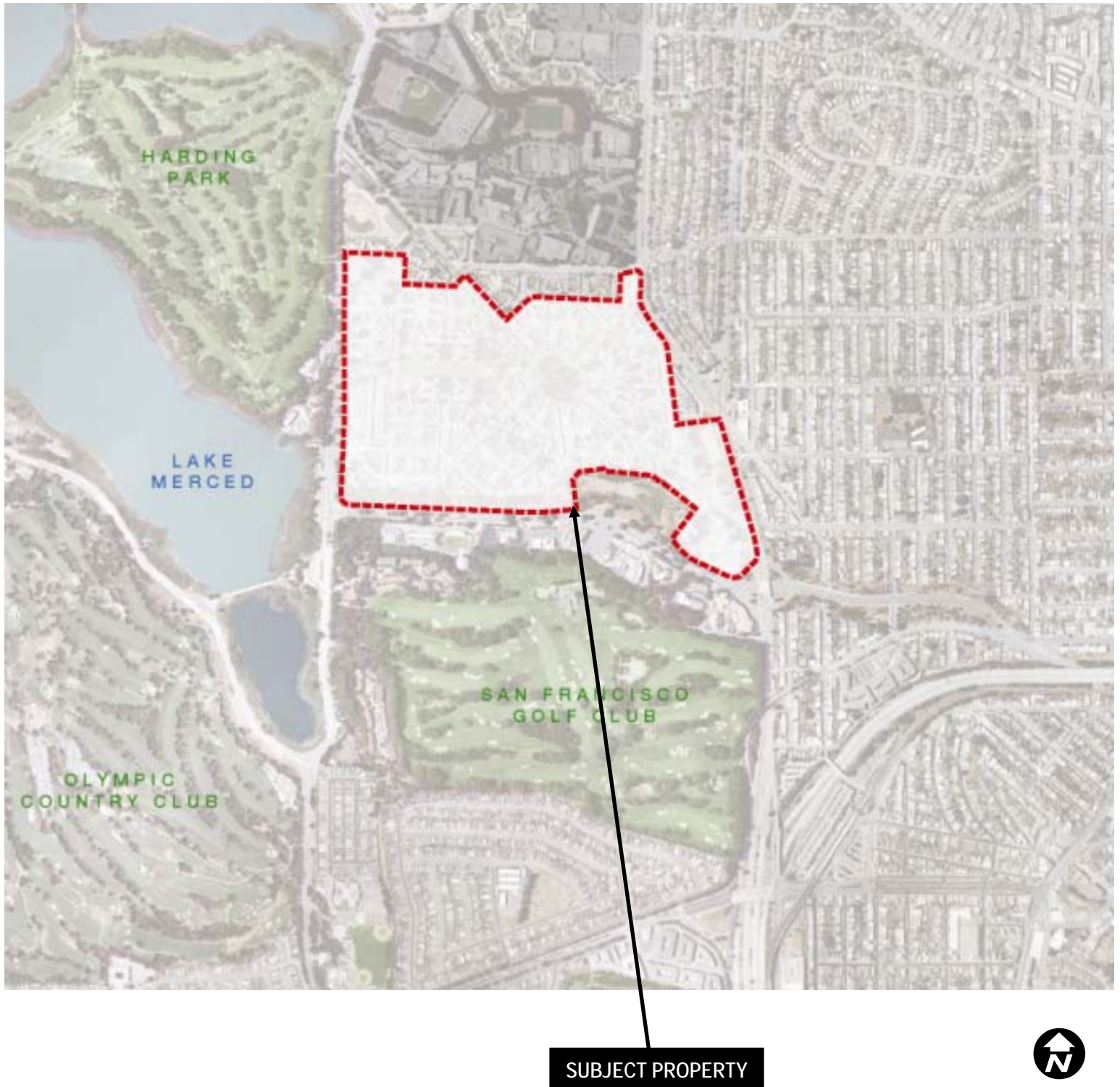
AYES:

NAYS:

ABSENT:

ADOPTED: February 10, 2011

Project Location Map



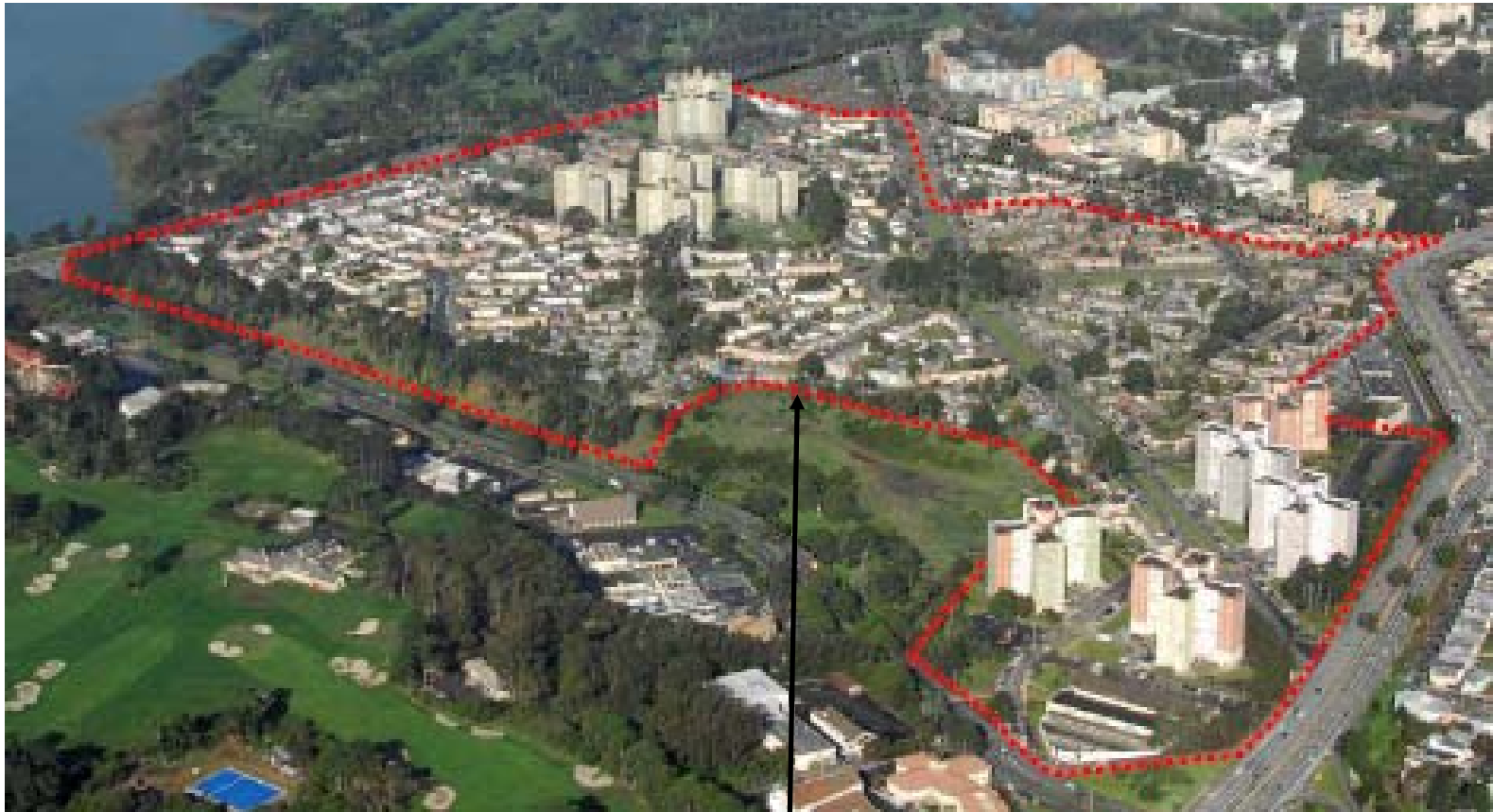
Aerial Photo



SUBJECT PROPERTY



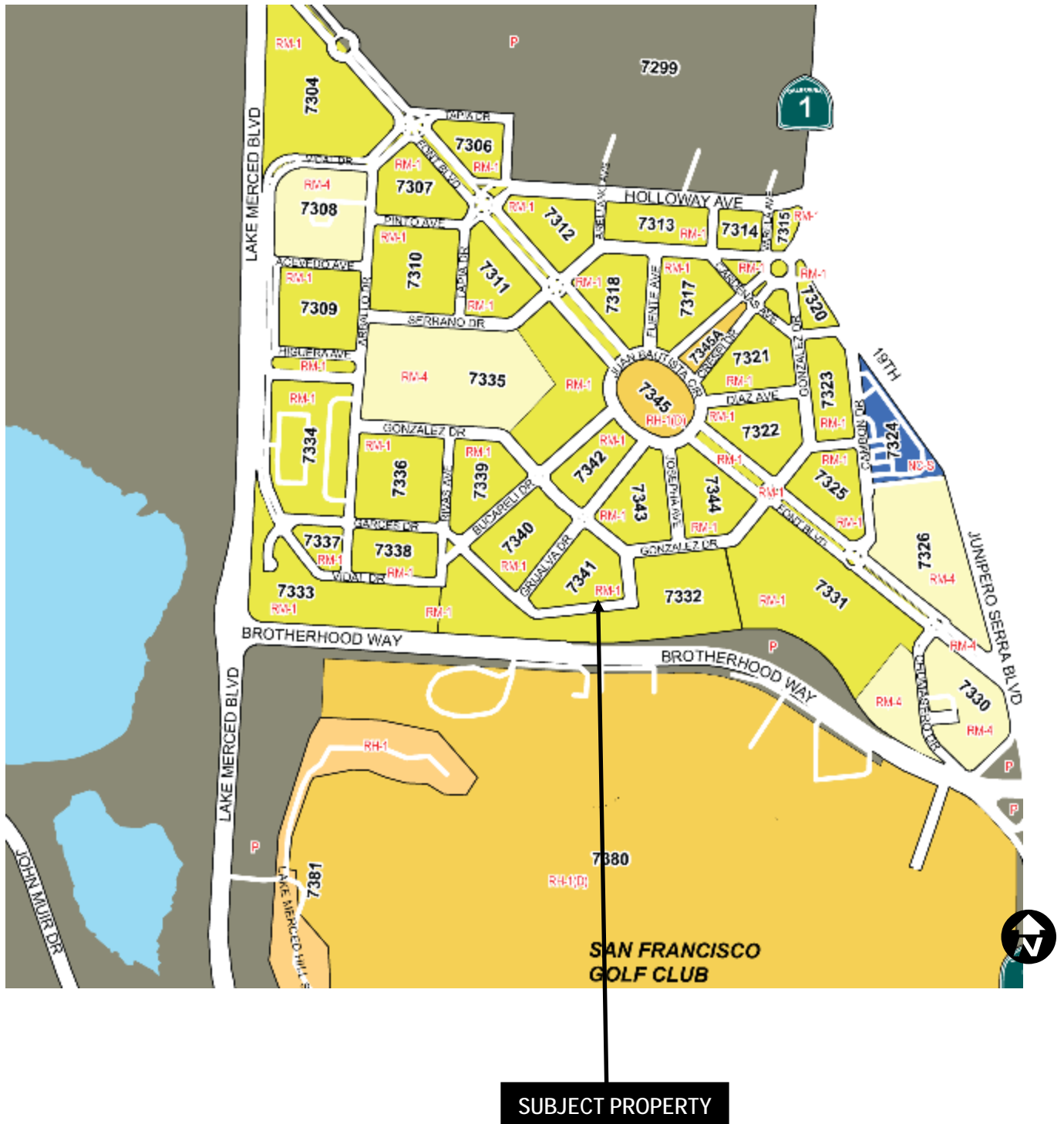
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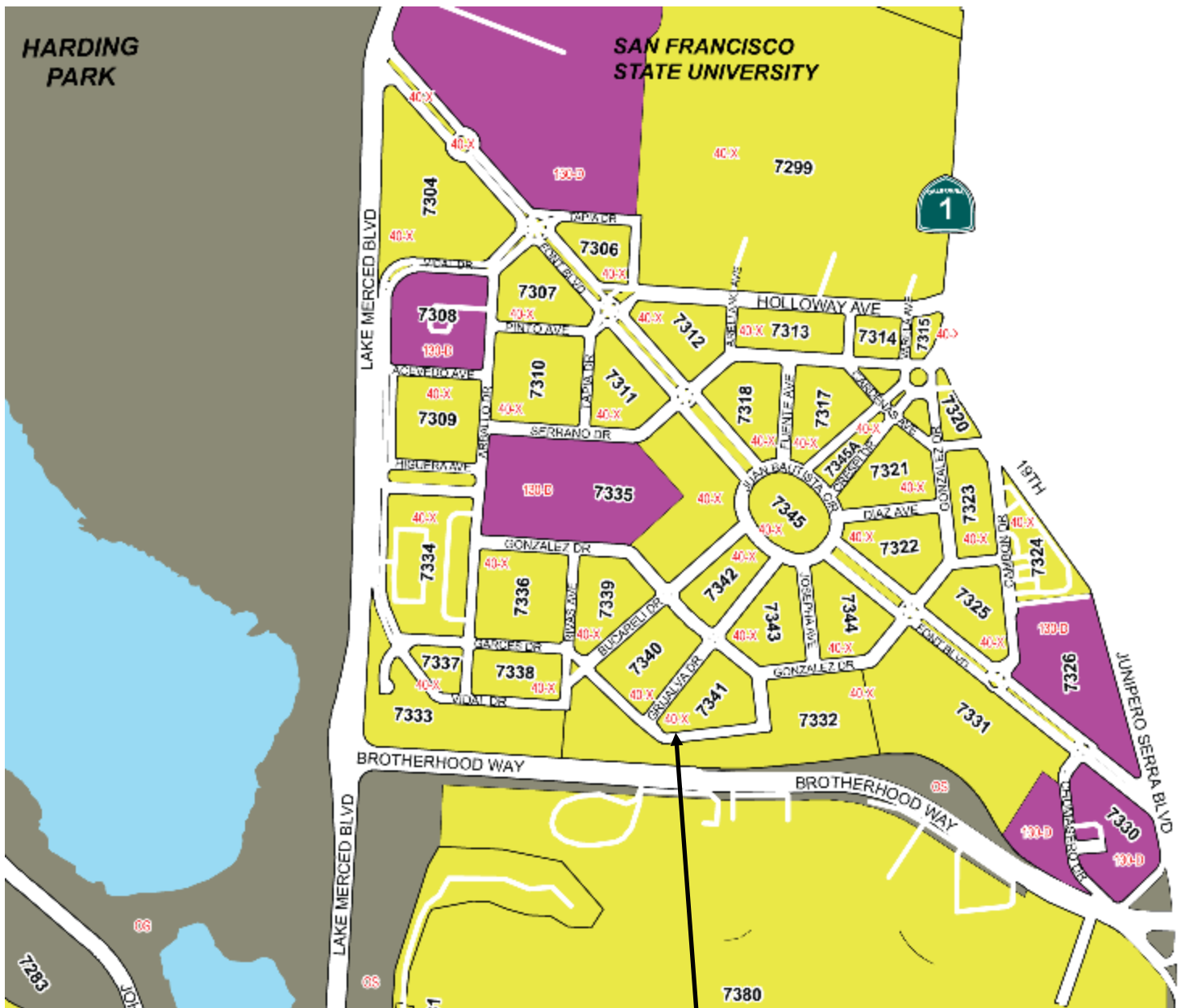
SUBJECT PROPERTY



Zoning Map – Sheet ZN13



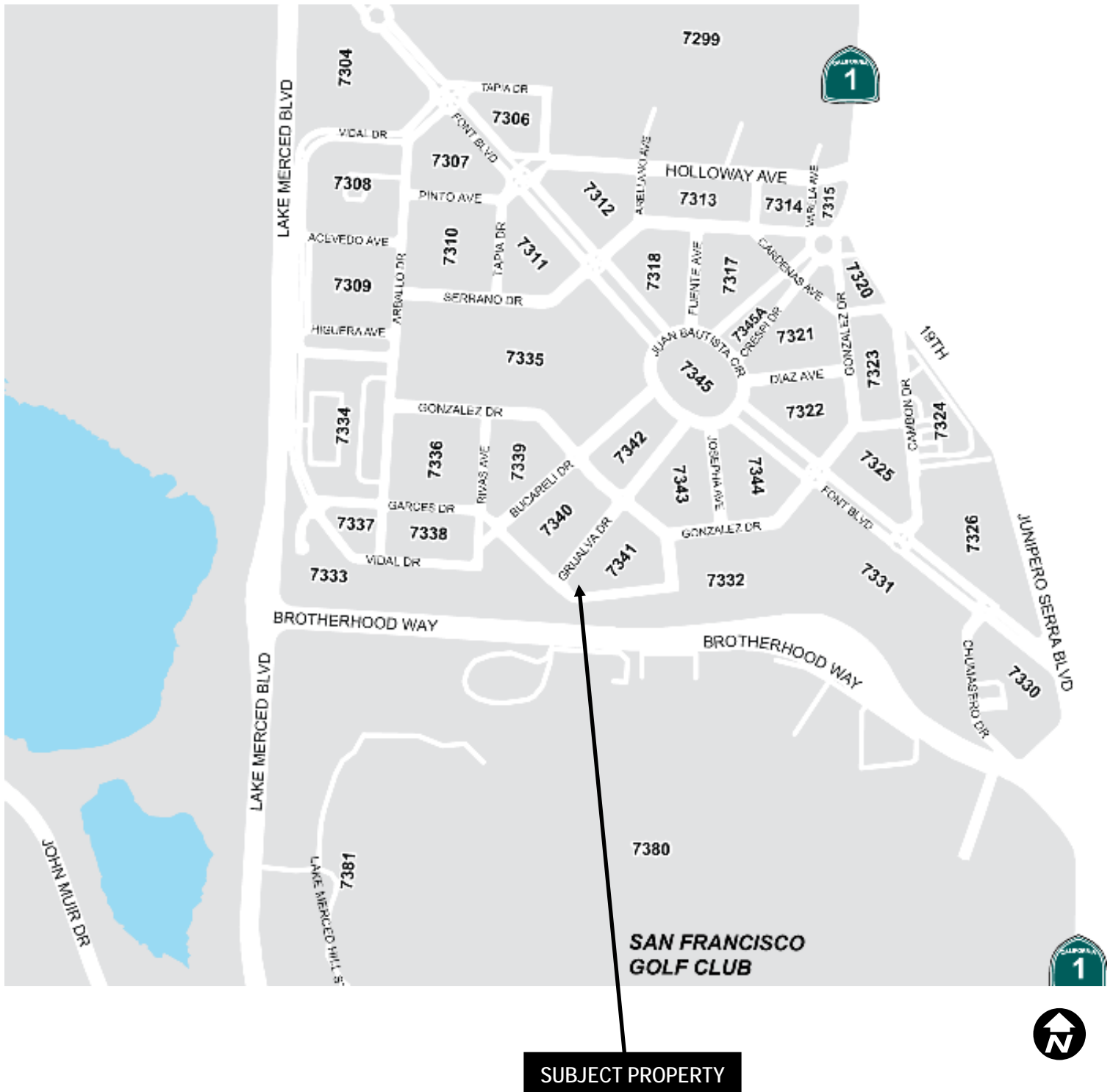
Height Map - Sheet HT13



SUBJECT PROPERTY

Parkmerced Mixed-Use Development Program
Case Number 2008.0021EPMTZW

Special Use District Map – Sheet SU13



Parkmerced Mixed-Use Development Program
Case Number 2008.0021EPMTZW

Coastal Zone Map – Sheet CZ13

