

SFMTA - TASC SUMMARY SHEET

<p>Pre-Staff Date: 8/15/2023 Requested By: SFPW-BSM Handled: Westley Myles <i>W</i> for Section Head: BW</p>	<p><input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational/Other</p>	<p>Approved: _____ Disapproved: _____ Item Held: _____</p>
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Location: Wisconsin Street, Connecticut Street, 25th and 26th Streets (Hope Potrero Phase 2)

Subject: Red Zone, Stop Sign, Tow-Away No Stopping Anytime, Perpendicular Parking

PROPOSAL/REQUEST:
ESTABLISH – RED ZONE
Wisconsin Street, east side, from 25th Street to 36 feet northerly
Wisconsin Street, east side, from 25th Street to 82 feet southerly
25th Street, north side, from Wisconsin Street to 25 feet easterly
25th Street, north side, from 34 feet east of Arkansas Street to 161 feet west of Arkansas Street
Arkansas Street (new street), west side, from 25th Street to 33 feet southerly
Arkansas Street (new street), east side, from 25th Street to 50 feet southerly
25th Street, south side, from Arkansas Street (new street) to 32 feet westerly
25th Street, south side, from Arkansas Street (new street) to 34 feet easterly
25th Street, south side, from Connecticut Street to 62 feet westerly
Wisconsin Street, east side, from 26th Street to 33 feet northerly
Arkansas Street (new street), west side, from 26th Street to 32 feet northerly
Arkansas Street (new street), east side, from 26th Street to 40 feet northerly
26th Street, north side, from Connecticut Street to 34 feet westerly
Connecticut Street, east side, from 84 feet north of 26th Street to 15 feet south of 26th Street
Connecticut Street, west side, from 26th Street to 30 feet northerly
Connecticut Street, west side, from 26th Street to 40 feet southerly

ESTABLISH – STOP SIGN
25th Street (eastbound and westbound) at Arkansas Street (northbound), making this new intersection an all-way stop
26th Street (eastbound and westbound) at Wisconsin Street (southbound), making this intersection an all-way stop
26th Street (eastbound and westbound) at Arkansas Street (southbound), making this new intersection an all-way stop

Connecticut Street (northbound and southbound), at 26th Street, making this intersection an all-way stop

ESTABLISH – TOW-AWAY NO STOPPING ANYTIME

26th Street, south side, between Wisconsin Street and Connecticut Street

ESTABLISH – PERPENDICULAR PARKING

Arkansas Street (new street), east side, from 50 feet south 25th Street to 40 feet north of 26th Street

(Supervisor District 10)

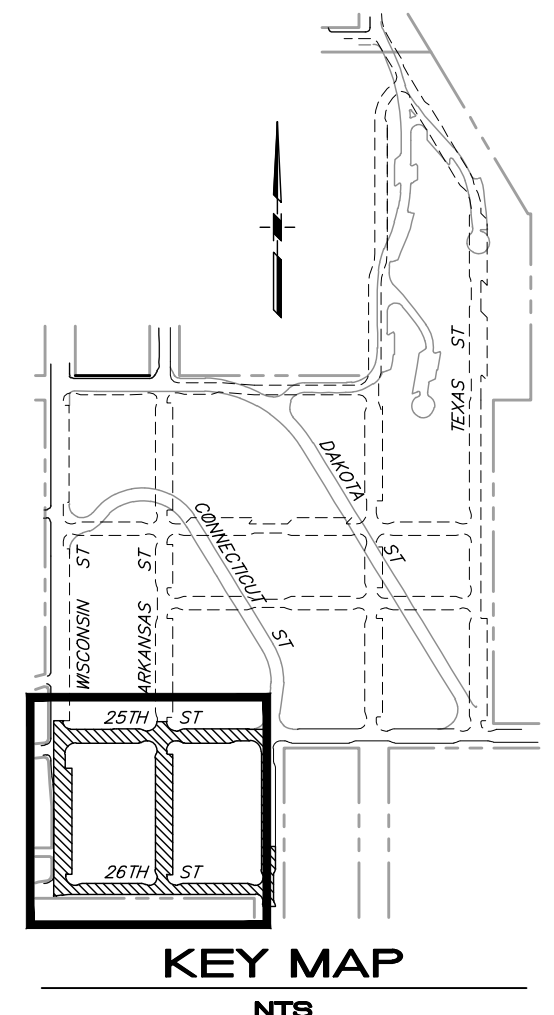
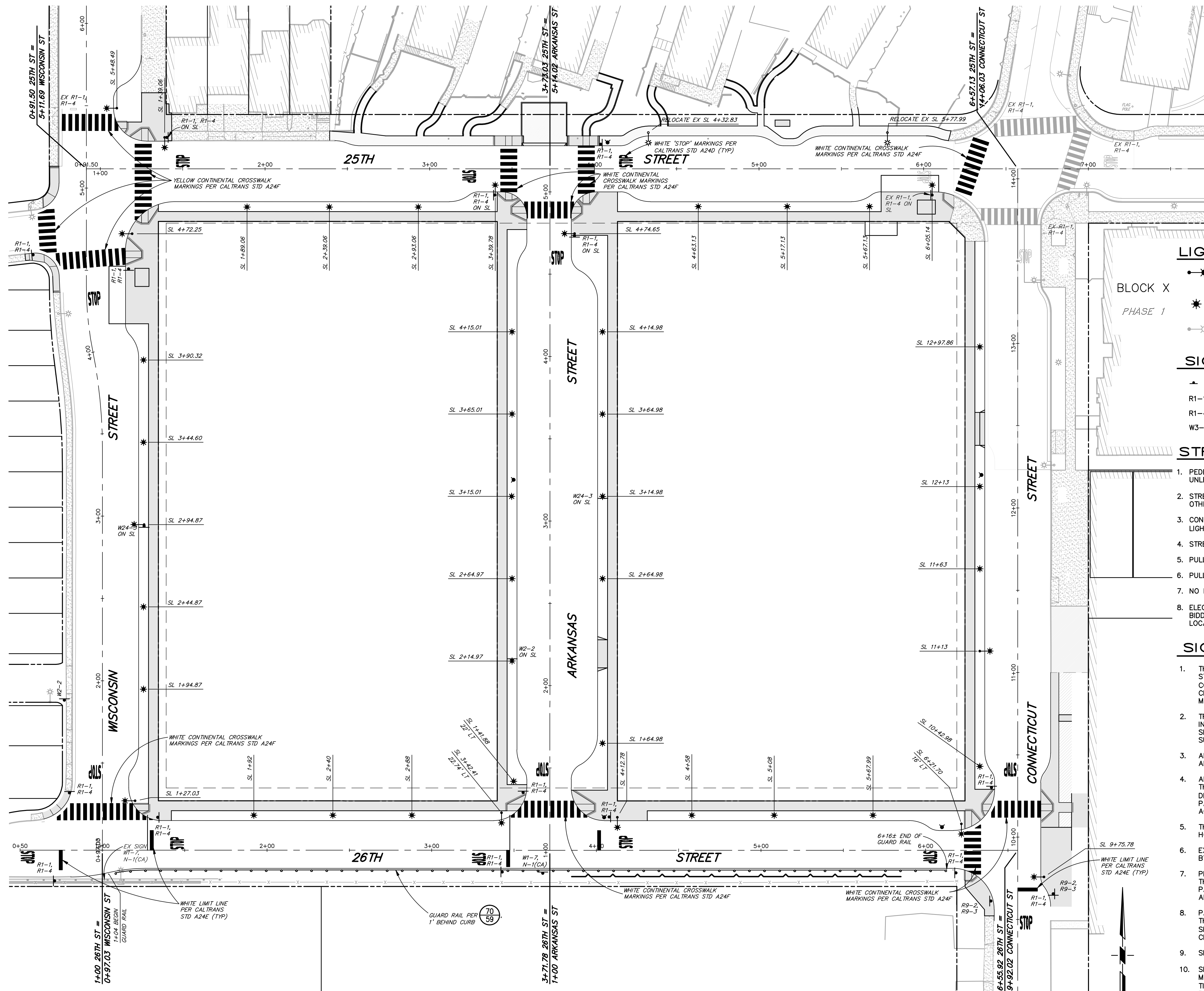
Westley Myles, Westley.Myles@sfmta.com

BACKGROUND INFORMATION:

These changes are due to the new roadway improvements required for the Hope Potrero Phase 2 development site.

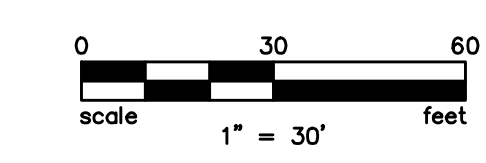
HEARING NOTIFICATION AND PROCESSING NOTES:

2/7/2021 2:47:46 PM Mark_Hall C:\3200\2009013.B0\Drawings\PHASE 2\INFRASTRUCTURE\2009013.B0\2009013.B0-STRIPING-2021.dwg
 User: Mark_Hall Plot Date: 2/7/2021 2:47:46 PM Plot Scale: 1"=30' Plot Size: 24" x 36" Plot Orientation: Landscape
 Plot Path: C:\3200\2009013.B0\Drawings\PHASE 2\INFRASTRUCTURE\2009013.B0\2009013.B0-STRIPING-2021.dwg



- ### LIGHTING LEGEND
- ☉ STREET LIGHT WITH PULL BOX: PHILIPS LUMEC GPLS-48L530WW-G2-R2M, MOUNTED ON 28.5' POLE, VALMONT DB00945 WITH 4' ARM UNLESS NOTED OTHERWISE
 - ☉ PEDESTRIAN LIGHT WITH PULL BOX: PHILIPS LUMEC MPTC-16W16LED3K-T-LE2, MOUNTED ON 16' POLE, LUMEC SM6N-16
 - ☉ EXISTING STREET LIGHT
- ### SIGNING & STRIPING LEGEND
- | | | | |
|------|--------------|---------|----------------------------|
| ▲ | STREET SIGN | R9-2 | "CROSS ONLY AT CROSSWALKS" |
| R1-1 | "STOP" | R9-3 | NO PED GRAPHIC |
| R1-4 | "ALL WAY" | W1-7 | DOUBLE ARROW (SYMBOL) |
| W3-1 | "STOP AHEAD" | N-1(CA) | YELLOW OBJECT MARKER |

- ### STREET LIGHT NOTES
- PEDESTRIAN STREET LIGHT POLES SHALL BE CENTERED 3.25' FROM FACE OF CURB UNLESS OTHERWISE SHOWN.
 - STREET LIGHT POLES SHALL BE CENTERED 2.0' FROM FACE OF CURB UNLESS OTHERWISE SHOWN.
 - CONTACT AUERBACH GLASOW CONSULTANTS FOR ANY INFORMATION REGARDING STREET LIGHTS. (415) 392-7528.
 - STREET LIGHT BASE PER BOE DPW STANDARD PLAN 87,212.
 - PULL BOXES ARE REQUIRED ON BOTH SIDES OF EACH STREET CROSSING.
 - PULL BOXES SHALL BE PRECAST PER BOE DPW STANDARD PLAN 87,201
 - NO MORE THAN ONE STREET LIGHT CONDUIT IN ANY PG&E SERVICE POINT.
 - ELECTRICAL INFO SHOWN ON THIS PLAN (OTHER THAN ST. LIGHT LOCATIONS) IS FOR BIDDING ONLY. REFERENCE THE JOINT TRENCH COMPOSITE PLANS FOR CONDUIT LOCATION AND CONDUCTOR SCHEDULE.
- ### SIGNING & STRIPING NOTES:
- THE CCSF-SFMTA SHALL FURNISH AND INSTALL THE PERMANENT TRAFFIC SIGNS, STREET NAME SIGNS, PAVEMENT MARKING AND TRAFFIC STRIPING AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL REQUEST AN ESTIMATE FROM THE CITY TRAFFIC ENGINEER TO FURNISH AND INSTALL TRAFFIC SIGNS AND PAVEMENT MARKINGS PRIOR TO THE START OF CONSTRUCTION.
 - TRAFFIC AND STREET NAME SIGNS SHALL BE IN ACCORDANCE WITH CCSF STANDARD, INCLUDING THE STREET NAME SIGN MOUNTING HARDWARE. TRAFFIC AND STREET NAME SIGNS SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO INSTALLATION. SUBMIT DETAIL SPECIFICATIONS OF TRAFFIC AND STREET NAME SIGNS FOR APPROVAL.
 - ALL SIGNING SHALL BE REFLECTORIZED HIGH INTENSITY SHEETING AND SHALL BE OF ALUMINUM ALLOY MATERIAL PER CITY OF SAN FRANCISCO STANDARD.
 - ALL STRIPING AND PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE CALTRANS TRAFFIC MANUAL, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY OF SAN FRANCISCO STREET TRAFFIC STANDARDS. PAVEMENT MARKINGS SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO ACTUAL IMPLEMENTATION IN THE FIELD.
 - THE CONTRACTOR SHALL NOTIFY THE CITY TRAFFIC ENGINEER A MINIMUM OF 48 HOURS PRIOR TO THE DAY OF LAYOUT OF THE PROPOSED SIGNING AND STRIPING.
 - EXISTING STRIPING AND MARKING TO BE REMOVED SHALL BE REMOVED BY GRINDING BY THE CONTRACTOR.
 - PROPOSED STRIPING AND PAVEMENT MARKING SHALL BE INSTALLED THE SAME DAY AS THE REMOVAL OF THE EXISTING STRIPING AND MARKINGS. IF NOT, TEMPORARY PAVEMENT MARKERS SHALL BE PROVIDED UNTIL PROPOSED STRIPING AND MARKING ARE INSTALLED.
 - PAVEMENT LEGENDS, CROSSWALKS AND STOP BARS SHALL BE INSTALLED BY USING THERMOPLASTIC PER MUTCD AND CALTRANS STANDARD SUPPLEMENTAL SPECIFICATIONS. BIKE LANE LINES TO BE INSTALLED IN 6" TAPE OR PAINT, CROSSWALKS SHALL BE YELLOW, TRANSVERSE TYPE.
 - SIGNING AND STRIPING ARE TO BE WORKED ON CONCURRENTLY.
 - SIGN R37 IS A 'TOW AWAY/NO PARKING-(TIME/DAY), STREET CLEANING' SIGN MODIFIED TO INCLUDE THE TIME AND DAY OF SCHEDULED STREET CLEANING. THE TIME/DAY SPECIFICS SHALL BE AS DIRECTED BY THE PUBLIC WORKS DEPARTMENT, BUREAU OF STREET ENVIRONMENTAL SERVICES.
 - CONTRACTOR SHALL CONTACT SFMTA SERVICE PLANNING TO COORDINATE THE REROUTING OF MUNI ROUTES DURING DEMOLITION AND CONSTRUCTION.



PRELIMINARY
 FOR STUDY PURPOSES ONLY
 DATE: 2/2/2021
 3rd 100% SUBMITTAL

NO.	DATE	DESCRIPTION	APPR.

CARLILE • MACY
 CIVIL ENGINEERS • URBAN PLANNERS
 LAND SURVEYORS • LANDSCAPE ARCHITECTS
 15 THIRD STREET, SANTA ROSA, CA 95401
 TEL (707) 542-6451 FAX (707) 542-5212

POTRERO HOPE SF
 PHASE 2 INFRASTRUCTURE
 SAN FRANCISCO, CALIFORNIA

STREET LIGHT, SIGNING & STRIPING

Designed by:	RRS
Drawn by:	JML
Checked by:	MRH
Date:	JANUARY 2021
Job No.	2009013.B0
SHEET No.	58 OF 93

Chun, Amy

From: Wong, Norman
Sent: Wednesday, August 23, 2023 9:17 AM
To: Stanis, Paul; Chun, Amy
Cc: Myles, Westley
Subject: FW: Potrero Hope Phase 2 Legislation: Fire Approval
Attachments: SFDPW Subdivision Tracking System.pdf

Hi Paul – I understand you had questions about the parking/traffic legislation for the Potrero Hop site that Westley has on tomorrow's TASC agenda. He will likely be out so I plan to attend in case questions come up. As a reminder this is associated with new roadway construction for neighborhood development. All city depts, including Fire, provided review comments and approval before SFPW permits were issued for the roadway construction. See below email/attachment confirming that Fire reviewed/approved. The Fire contact, Kamal Andrawes, is the contact overseeing these types of projects so it isn't normally reviewed by the designed TASC fire rep. As a reminder, this work is already completed and all signage/stripping implemented. Perhaps a copy of this email/attachment can be added to staff report.

Thanks,
Norman

From: Kwong, John (DPW) <John.Kwong@sfdpw.org>
Sent: Wednesday, August 23, 2023 8:57 AM
To: Gates, Shawna (DPW) <shawna.gates@sfdpw.org>; Myles, Westley <Westley.Myles@sfmta.com>; Wong, Norman <Norman.Wong@sfmta.com>
Cc: Limbo, Lea (DPW) <Lea.Limbo@sfdpw.org>
Subject: RE: Potrero Hope Phase 2 Legislation: Fire Approval

EXT

Hey Wesley and Norman,

The Fire turning templates, etc. were previously addressed during the Tentative Map of this Phase. SFFD has provided approval for the Tentative Map and, later, the corresponding Final Map for this portion of the subdivision. Within their approval, SFFD did evaluate the turning templates around the boundaries of this block and has found it to be acceptable.

Here's an excerpt from the Mapping Database showing SFFD approval of the Map.

Hope this helps.



John Kwong
Engineer

San Francisco Public Works | City and County of San Francisco
Current desk (628) 271-2637
sfpublicworks.org · twitter.com/sfpublicworks

From: Gates, Shawna (DPW) <shawna.gates@sfdpw.org>
Sent: Tuesday, August 22, 2023 2:12 PM
To: Kwong, John (DPW) <John.Kwong@sfdpw.org>
Cc: Limbo, Lea (DPW) <Lea.Limbo@sfdpw.org>
Subject: FW: Potrero Hope Phase 2 Legislation: Fire Approval

Hi John,
Do you have correspondence to this effect? Looking in the project folder, SFFD had comments on the [100% SIP 3rd Submittal](#) (attached) and I don't see a record of their resolution or confirmation of SFFD's approval of the final permit set. Hoping you can help and cc'ing Lea in case she can assist.

Thank you,

Shawna Gates, P.E.
Project Manager

Infrastructure Task Force | San Francisco Public Works | City and County of San Francisco
49 South Van Ness Ave, 9th Floor | San Francisco, CA 94103 | Mobile # (415) 919-8095 |
sfpublicworks.org · twitter.com/sfpublicworks

From: Myles, Westley <Westley.Myles@sfmta.com>
Sent: Tuesday, August 22, 2023 1:34 PM
To: Gates, Shawna (DPW) <shawna.gates@sfdpw.org>
Cc: Wong, Norman (MTA) <Norman.Wong@sfmta.com>
Subject: Potrero Hope Phase 2 Legislation: Fire Approval



Hi Shawna,

Do you have any correspondence/documentation that shows SFFD signing off on the project? We need that information prior to TASC, which occurs this Thursday, 8/24/23.

Westley Myles
Associate Engineer, PE
Streets Division



Office 415.646.2438

San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th floor
San Francisco, CA 94103

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Comment	9/21/2018 2:45:53 PM	Under review. tn	Pending Checker Review	Tsegereda Naizghi	
Comment	9/21/2018 11:44:51 PM		Pending Checker Review	Tsegereda Naizghi	Email to DCP re approval date need correction. tn/eb
Comment	9/24/2018 3:43:08 PM	tn	Pending Checker Review	Tsegereda Naizghi	Email from DCP with DCP approval letter explanation. tn/eb
Comment	9/25/2018 6:24:53 PM	To lead. tn	Pending Checker Review	Tsegereda Naizghi	Draft COA sent to JMR with question and for his review. tn
Comment	11/13/2018 10:52:44 AM	Under Review JMR.	Pending City Agencies	James Ryan	Task Force Approved SFMTA comments to be added as conditions. Draft comments to CAT as requested. JMR
Comment	11/13/2018 10:54:39 AM	Under Review. JMR	Pending Checker Review	James Ryan	Reviewing Concurrently with CATs. JMR
Comment	11/19/2018 12:56:14 PM	Draft conditions under review CAO.EB	Pending Checker Review	Ernie Banks	
Comment	1/31/2019 10:35:51 AM		Pending Checker Review	Tsegereda Naizghi	****When sending TMA to surveyor make sure to attach SFFD comment in the email. tn/JMR
Comment	2/21/2019 9:35:44 AM	Received additional comments from SFMTA. JM	Pending Checker Review	Jessica Dehghani	Email saved with conditions under SFMTA email folder.
Comment	2/25/2019 11:55:46 AM	Comment for Conditions of Approval received from CAT dated DEC 13, 2018. Correction to logging error per JMR Senior Tentative Map Approval Granted 2/12/2019 2:41:20 PM JMR/EB Pending Checker Review Ernie Banks	Pending Lead Review	Tsegereda Naizghi	Deleted Senior Tentative Map Approval. JMR
Comment	3/26/2019 7:00:04 AM	JMR sent email regarding findings to Bridge Housing, consistency with project approvals with comprehensive examples to use. EB	Pending Lead Review	Ernie Banks	
Comment	4/9/2019 9:23:28 AM	Received phase application approval (development agreement development phase approval) & draft findings from Bridge Housing project manager. eb	Pending Lead Review	Ernie Banks	
Comment	5/2/2019 9:32:18 AM	JMR sent email w/draft COA's to Task Force , Hawk and CAO, will leave the rest up to partner agencies re developer. CAO weighed in re public hearing depending on deferments. EB	Pending City Agencies	Ernie Banks	
Comment	5/23/2019 2:17:58 PM	J Rivera sent email to Claudia containing ParkMerced DRE Letter, Draft SUR submittal and proposed Street lay out. EB	Pending City Agencies	Ernie Banks	
Comment	5/29/2019 1:10:41 PM	DRE requested total sq ft of vacation areas. eb	Pending City Agencies	Ernie Banks	
Comment	5/31/2019 6:34:48 PM	Received revised Tentative map in two files, one clean & one clouded to show changes. eb	Pending City Agencies	Ernie Banks	Short circulation to Permits, DCP,SFFD,PUC and MTA. eb
Returned to City Agencies	6/8/2019 4:19:22 PM	To DCP, St-Use, PUC, SFMTA, SFFD	Pending City Agencies	Tsegereda Naizghi	
Comment	6/12/2019 11:40:00 AM	Received comments from SFFD.	Pending City Agencies	Jessica Garcia	Fire access road and Field operations test has been accepted and approved by SFFD. tn
Conditional Approval by DCP	6/12/2019 2:41:37 PM	Project pending continued process and review.	Pending Checker Review	Jessica Dehghani	
Comment	6/13/2019 10:00:13 AM	J Rivera sent email to C Gorham, proposed st layout, proposed dedications and SUR map. eb	Pending Checker Review	Ernie Banks	
Comment	6/14/2019 9:51:42 AM	Received conditions of approval from SFMTA.	Pending Checker Review	Jessica Garcia	
Comment	6/14/2019 9:58:02 AM	Received SFPUC comments.	Pending Checker Review	Jessica Garcia	
Comment	6/14/2019 12:45:05 PM	Project pending continued process and review.	Pending Checker Review	Tsegereda Naizghi	Updated DRAFT COA emailed to JMR



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion NO. M-19529

HEARING DATE: December 10, 2015

Hearing Date: December 10, 2015
Case No.: **2010.0515E**
Project Address: **1095 Connecticut Street and various parcels**
Zoning: RM-2 (Residential – Mixed, Moderate Density), P - Public
40-X Height and Bulk Districts
Showplace Square/Potrero Area Plan
Block/Lot: Assessor's Block/Lots: 4167/004, 004A, 4220A/001, 4223/001, 4285B/001,
and 4287/001A
Project Sponsor: BRIDGE Housing Corporation
600 California Street, Suite 900
San Francisco, CA 94108
Staff Contact: Rachel A. Schuett – (415) 575-9030
Rachel.Schuett@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT FOR A PROPOSED PROJECT WHICH INCLUDES DEMOLITION OF THE EXISTING 620 PUBLIC HOUSING UNITS ON SITE AND DEVELOPMENT OF UP TO 1,700 RESIDENTIAL UNITS FOR A RANGE OF INCOME LEVELS, INCLUDING REPLACEMENT PUBLIC HOUSING, NEW VEHICLE AND PEDESTRIAN CONNECTIONS, A NEW STREET AND BLOCK LAYOUT, NEW TRANSIT STOPS, AND NEW WATER, WASTEWATER, AND STORM WATER INFRASTRUCTURE, AS WELL AS RETAIL USES, COMMUNITY FACILITIES, AND OPEN SPACE.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the final Environmental Impact Report/Environmental Impact Statement (hereinafter "FEIR/EIS"), identified as Case No. 2010.0515E, the "Potrero HOPE SF Master Plan Project" at 1095 Connecticut Street and various other parcels, above (hereinafter 'Project'), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on November 10, 2010.

- B. The Department held a public scoping meeting on November 22, 2010 in order to solicit public comment on the scope of the Potrero HOPE SF Master Plan Project's environmental review.
 - C. The Department, in consultation with the Mayor's Office of Housing, determined that an Environmental Impact Statement (hereinafter "EIS") was also required under the National Environmental Policy Act (hereinafter "NEPA"), thus a combined Environmental Impact Report/Environmental Impact Statement (hereinafter "EIR/EIS") would be prepared, and provided public notice of that determination by publication in the Federal Register, the United States government's official daily newspaper on May 2, 2012.
 - D. The Department and the Mayor's Office of Housing held a public scoping meeting on May 17, 2012 in order to solicit public comment on the scope of the Potrero HOPE SF Master Plan Project's environmental review, consistent with the requirements of NEPA.
 - E. On November 5, 2014, the Department published the Draft Environmental Impact Report/Environmental Impact Statement (hereinafter "DEIR/EIS") and provided public notice in a newspaper of general circulation of the availability of the DEIR/EIS for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR/EIS; this notice was mailed to the Department's list of persons requesting such notice.
 - F. Notices of availability of the DEIR/EIS and of the date and time of the public hearing were posted near the project site by Department staff on November 5, 2014.
 - G. On November 5, 2014 copies of the DEIR/EIS were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR/EIS, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
 - H. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on November 5, 2014.
2. The Commission held a duly advertised public hearing on said DEIR/EIS on December 11, 2014 at which opportunity for public comment was given, and public comment was received on the DEIR/EIS. The period for acceptance of written comments ended on January 7, 2015.
 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 62-day public review period for the DEIR/EIS, prepared revisions to the text of the DEIR/EIS in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR/EIS. This material was presented in a Comments and Responses document, published on October 8, 2015, distributed to the Commission and all parties who commented on the DEIR/EIS, and made available to others upon request at the Department.
 4. A Final Environmental Impact Report/Environmental Impact Statement (hereinafter "FEIR/EIS") has been prepared by the Department, consisting of the DEIR/EIS, 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 EIR/EIS 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, Suite 400, and are part of the record before the Commission.
6. A public hearing was held before the Planning Commission on October 22, 2015. At that hearing the certification of the FEIR/FEIS was continued to December 10, 2015.
7. On December 10, 2015, the Commission reviewed and considered the information contained in the FEIR/EIS and hereby does find that the contents of said report and the procedures through which the FEIR/EIS was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
8. The Planning Commission hereby does find that the FEIR/EIS concerning File No. 2010.0515E 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/EIS, and hereby does CERTIFY THE COMPLETION of said FEIR/EIS in compliance with CEQA and the CEQA Guidelines.
9. The Commission, in certifying the completion of said FEIR/EIS, hereby does find that the project described in the EIR/EIS:
 - A. Will have significant cumulative effects on the environment by contributing to substantial delays at four study intersections (i.e., Pennsylvania Avenue/SB-280 Off-Ramp; 25th Street/Indiana Street/NB I-280 On-Ramp; Cesar Chavez Street/Vermont Street; and Cesar Chavez Street/US 101 Off-Ramp);
 - B. Will have significant, project-specific impacts to transit capacity on the Muni 10 Townsend line;
 - C. Will have significant, cumulative impacts to transit capacity on the Muni 10 Townsend and 48th-Quintara-24th Street lines;
 - D. Will have significant, cumulative impacts to transit capacity on the Muni Southeast screenline;
 - E. Will have significant, project-specific impacts to exterior noise levels by causing a substantial permanent increase in ambient noise levels;
 - F. Will have significant, project-specific construction-period air quality impacts; and
 - G. Will have significant cumulative construction-period air quality impacts.
10. The Planning Commission reviewed and considered the information contained in the FEIR/EIS prior to approving the Project.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of December 10, 2015.

Jonas Ionin
Commission Secretary

AYES: Commissioners Moore, Richards, Antonini, Johnson, Fong, Wu

NOES: None

ABSENT: Hillis

ADOPTED: December 10, 2015

Proposed Project would also be provided as part of Alternative 1. No additional parks and open space would be provided as part of this alternative.

1.3.2 Alternative 2

Under Alternative 2, all existing housing units at the project site would be demolished and rebuilt using the same building pattern currently in place. For Alternative 2, the existing project site plan and street pattern would remain the same as under existing conditions. Therefore, this alternative would reconstruct 620 affordable housing units, a 1,300 square feet preschool center, a 2,200 square feet child day care center, and associated residential parking facilities. As such, no additional housing units would be developed as part of Alternative 2. Other amenities such as additional parks, retail facilities, and community center would also not be provided as part of Alternative 2.

1.4 Project Transportation Characteristics

1.4.1 Pedestrian Access

Proposed Project and Alternative 1 – As part of the Proposed Project and Alternative 1, sidewalks with a width of 5 feet to 14 feet would be provided along all blocks of the project site for pedestrian safety, walking comfort, and convenience. New sidewalks would be constructed along with a five-foot-wide minimum planting or permeable paving strip. Along blocks with retail facilities, such as along 24th Street (Blocks K and L), wider sidewalks in the range of 9.5 feet to 14 feet would be provided. Planned cross-sections of streets within the project site for the Proposed Project are included in **Appendix B**. These cross-sections are the same for the Proposed Project and Alternative 1. To ensure the visibility of pedestrians and stop signs, the placement of street trees would be prohibited on the last 25 feet on the approach to an intersection. Design of all streets within the project site would be consistent with the Planning Department’s Better Streets Plan.

In addition, pedestrian bulb-outs and at least six-foot-wide crosswalks would be provided at intersections to improve the walking experience. Six-foot wide crosswalks would be provided throughout the project site; however, pedestrian bulb-outs would be provided at most intersections, but not all, depending on San Francisco Municipal Transportation Authority (SFMTA) and San Francisco Department of Public Works (SFPDW) recommendations when final intersection configurations are designed. At intersections where transit operations are proposed to occur, such as Arkansas Street/25th Street, Missouri Street/25th Street, Wisconsin Street/24th Street, Arkansas Street/24th Street, and Missouri Street/Texas Street, bus bulb-outs that accommodate a 40-foot coach could be installed, pending SFMTA review and approval, to provide adequate loading and passenger shelter space for transit access. Pedestrian and transit bulb-out designs have not been developed; as such, their dimensions and curb radii cannot be provided in this report. However, bulb-out designs would be consistent with guidelines recommended by the Planning Department’s Better Streets Plan, and would be subject to review and approval by the interagency Transportation Advisory Staff Committee (TASC), which includes city representatives from the SFMTA, SFPDW, San Francisco Police Department (SFPD), and San Francisco Fire Department (SFFD). Bulb-outs would similarly be designed such that large vehicles would be able to make right turns where needed. These pedestrian and transit amenities would be an improvement over existing conditions at the project site, as many portions of the project site currently do not have any sidewalk facilities, continuous pedestrian sidewalks, or transit amenities. Other small parks and open spaces, plazas, and pedestrian-only stairs would be provided around the project site to improve neighborhood connections and establish several public gathering areas.

1.4.2 Vehicular Access

Roadway Network

Proposed Project and Alternative 1 – As part of the Proposed Project and Alternative 1, the existing street layout would also be modified to closely match the neighboring street layout, resulting in substantial changes to on-site traffic circulation. The planned grid street pattern would improve local access and assist pedestrian movement within the project site. Additionally, the modified street network would improve connections with the surrounding neighborhood and provide a continuous route for through traffic, especially in the north-south direction. Changes to the roadway layout, as shown in **Figure 1-4 – Project Site Plan over Existing Site**, include the following:

- Arkansas Street would be extended between 23rd Street and 26th Street;
- Missouri Street would be extended between 23rd Street and 26th Street;
- A continuous Texas Street would be constructed between Missouri Street and 25th Street;
- 24th Street would be constructed between Wisconsin Street and Texas Street;
- A new roadway, 24½th Street would be constructed between Arkansas Street and Texas Street;
- Connecticut Street located north of 25th Street would be reconfigured to extend until 24½th Street. This segment would also be converted from a one-way street to a two-way street; and
- Dakota Street, Watchman Way, and Turner Terrace would be eliminated.

Even though Texas Street would be converted into north-south connected roadway, the curb bulb-out extensions and crosswalks provided at each intersection within the project site, and possible pavement material changes provided at the 23rd Street Stairway should act as traffic calming devices and help slow down speeding traffic.

All new streets constructed within the project site would be owned and maintained by the City of San Francisco. In general, all north-south and east-west streets within the project site would, subject to City approval, be designed with a right-of-way of 69 feet and 56 feet, respectively. Exceptions include 25th Street between Wisconsin and Connecticut Streets where a 60-foot right-of-way would be provided, Connecticut Street between 25th and 24½th Streets where a 75-foot right-of-way would be provided, 24th Street between Arkansas and Missouri Streets where a 84-foot right-of-way would be provided, 24th Street from Texas Street to Missouri Street and from Arkansas Street to Wisconsin Street where a 61.5-foot right-of-way would be provided, 23rd Street between Arkansas and Missouri Street where a 41.5-foot right-of-way would be provided, Missouri Street from 23rd Street to one block north of it where a 41.5-foot right-of-way would be provided, Texas Street between 23rd Street and 24th Street where a 48-foot right-of-way would be provided, and Texas Street from 23rd Street to one and a half blocks north of it where a 69-foot right-of-way would be provided. Planned cross-sections of streets within the project site for the Proposed Project are shown in Roadway Cross-Sections, included in **Appendix B**. These cross-sections would be the same for Alternative 1 as well.

Modification of the roadway layout would result in two new T-intersections along Texas Street (with 24th Street, and 24½th Street) and three new intersections along Arkansas Street (four-way intersections with 24th Street and 25th Street, and a T-intersection with 24½th Street). All new intersections would have one mixed-flow lane in each direction and all of them are proposed to be stop-controlled intersections, either one-way, two-way, or four-way stop-controlled intersections. Final design of the new