Resolutions urging the Planning Department and Municipal Transportation Authority to conduct, and continually update, a comprehensive cumulative transportation impact study encompassing all the reasonably foreseeable developments along the 19th Avenue corridor from 19th Avenue and Vicente south to the county line, and expressing the Board of Supervisors' intent that individual environmental reviews of any projects along this corridor must incorporate this ongoing and comprehensive cumulative impacts analysis to be considered adequate.

WHEREAS, The California State University Board of Trustees, on November 14, 2007, certified an Environmental Impact Report for San Francisco State University, centrally located in the southern 19th Avenue corridor between Buckingham and Holloway, that authorizes SFSU to proceed with its 2007-2020 Campus Master Plan, which calls for increasing its student body from 20,000 full time students to 25,000 full time students and calls for the creation of 657 new housing units; and,

WHEREAS, The San Francisco Planning Department, on October 13, 2007, published a notice of preparation/initial study for a project at 77-111 Cambon Drive, abutting 19th Avenue just to the south of 19th Avenue and Crespi, of 192 new condominium units and 14,000 square feet of replacement retail space; and,

WHEREAS, The owners of 800 Brotherhood Way, just west of the 19th Avenue and Brotherhood Way interchange, received environmental approval for a 182-unit project approximately three years ago; however, these owners have yet to begin construction or acquire site plans or a building permit, and have placed the land on the market for sale; and,

WHEREAS, Development representatives of Ardenwood, a privately owned open space parcel along 19th Avenue just north of the 19th Avenue and Sloat Boulevard.
intersection, are currently soliciting neighborhood input on a low rise development of approximately 162 housing units, but have not filed an actual plan with the Planning Department; and,

WHEREAS, Development Representatives of General Growth Properties, owners of Stonestown Mall, have begun discussing a major commercial expansion of their property, including a new six screen movie theater, a new anchor tenant, and other new commercial opportunities; and,

WHEREAS, The San Francisco Unified School District has entered into a development agreement with representatives of a private developer for the old School of the Arts site, just west of the 19th Avenue and Holloway intersection, along Font Boulevard, for an undefined multi-unit residential project; and,

WHEREAS, Parkmerced, a neighborhood along 19th Avenue with approximately 3,200 housing units, recently filed a proposal with the City’s Planning Department that would, if approved, result in over 5,677 new housing units built in stages of 200 to 300 units a year over the next fifteen (15) to twenty (20) years; and,

WHEREAS, The Balboa Park Better Neighborhoods Plan, which has been moving through the Better Neighborhoods process for nearly 10 years, if approved, would allow for the development of a 175 unit residential over retail building approximately 1.5 miles to the east of 19th Avenue, at the current Kragen Auto Center location next to Phelan Loop; and,

WHEREAS, 19th Avenue, California Highway 1, is the main traffic artery connecting the North Bay counties to the Peninsula, and population growth in those areas of the Bay Area has significantly impacted traffic congestion on 19th Avenue; and,

WHEREAS, According to the 2003 Stonestown Village Draft Environmental Impact Report, there are a number of “F” Level of Service intersections (19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, 20th Avenue and Buckingham Way) and “D” Level
of Service intersections (19\textsuperscript{th} Avenue and Holloway, Junipero Serra Boulevard and Winston, Buckingham Way and Winston Drive), along and near the southern 19\textsuperscript{th} Avenue corridor; and

WHEREAS, Pedestrian safety and traffic congestion throughout the southern 19\textsuperscript{th} Avenue neighborhoods are a major concern of the residents in the area, as well as to all users of California Highway 1, regardless of their residence; and,

WHEREAS, Individual environmental review of each of these projects that do not incorporate a cumulative transportation analysis could prevent both residents and neighbors in the area, and policy makers from truly understanding the cumulative environmental impacts of all of these projects taken as a whole; and,

WHEREAS, In order for residents, neighbors, and policy makers to truly understand the cumulative impacts of all of these proposals on the southern 19\textsuperscript{th} Avenue corridor, a detailed, consistent and comprehensive cumulative impact study encompassing all of these projects should be performed prior to, or in conjunction with the environmental reviews of each of the individual projects; now, therefore, be it

RESOLVED, That the Board of Supervisors urges the Planning Department to require that the transportation consultants engaged for any of the individual projects listed above \textit{that are located along the 19\textsuperscript{th} Avenue corridor} prepare, under the supervision of the Planning Department and MTA staff and in consultation with concerned members of the public and with the individual projects \textit{sponsors}, a comprehensive cumulative impact study encompassing all the reasonably foreseeable developments \textit{located} along the 19\textsuperscript{th} Avenue corridor from 19\textsuperscript{th} Avenue and Vicente south to the county line; and, be it

FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department and MTA staff to continually update this cumulative impact study as \textit{these} projects continue to move forward, \textit{or new projects are introduced}; and, be it
FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department to require that all the proposed projects contribute funds or in-kind services to support the publication of the first cumulative impact study and its subsequent updates; and, be it

FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department to require that the cumulative impact study considers the cumulative impacts of traffic, public transit, transportation and circulation, public services and utilities, and recreational resources, as would otherwise be analyzed in each California Environmental Quality Act document; and, be it

FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department and MTA to ensure that the cumulative impact study considers the following five tiers of alternatives when analyzing traffic impact along 19th Avenue:

(1) Future cumulative impacts with no land use changes within the study area and no infrastructure improvements;

(2) Future cumulative impacts with reasonably foreseeable land use changes in the study area and no infrastructure improvements;

(3) Future cumulative impacts with reasonably foreseeable land use changes in the study area and only planned publicly funded improvements;

(4) Future cumulative impacts with reasonably foreseeable land use changes in the study area and planned publicly funded improvements and reasonably foreseeable privately funded improvements; and,

(5) Future cumulative impacts with reasonably foreseeable land use changes in the study area, planned publicly funded improvements, reasonably foreseeable privately funded improvements, and prospective, but un-funded, public and privately funded improvements;

and, be it

Supervisors Elsbernd, Chu
BOARD OF SUPERVISORS
FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department to ensure that the cumulative parking, traffic, and public transit analysis is not limited to said impacts only on 19th Avenue, but also includes overall said impacts throughout the project neighborhood, at least north to Taraval Street and west to Skyline Boulevard and the Great Highway; and, be it

FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department to circulate a draft of the study to interested members of the public and allow for a public comment and review period prior to completion of the first draft of the study; and, be it

FURTHER RESOLVED, That the Board of Supervisors expresses its intent that individual environmental reviews of any project along this southern 19th Avenue corridor must incorporate the latest version of the study to be considered adequate; and, be it

FURTHER RESOLVED, That the Board of Supervisors urges the Planning Department and MTA to update the cumulative impact study prior to the issuance of any individual project-level CEQA document.
Resolution urging the Planning Department and Municipal Transportation Authority to conduct, and continually update, a comprehensive cumulative transportation impact study encompassing all the reasonably foreseeable developments along the 19th Avenue corridor from 19th Avenue and Vicente south to the county line, and expressing the Board of Supervisors' intent that individual environmental reviews of any projects along this corridor must incorporate this on-going and comprehensive cumulative impacts analysis to be considered adequate.

September 9, 2008 Board of Supervisors — SUBSTITUTED

October 28, 2008 Board of Supervisors — ADOPTED
Ayes: 11 - Alioto-Pier, Ammiano, Chu, Daly, Dufty, Elsbernd, Maxwell, McGoldrick, Mirkarimi, Peskin, Sandoval
I hereby certify that the foregoing Resolution was ADOPTED on October 28, 2008 by the Board of Supervisors of the City and County of San Francisco.

Date Approved

11/7/2008

Angela Calvillo
Clerk of the Board

Mayor Gavin Newsom