

File No. 210251

Committee Item No. _____

Board Item No. 24

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: _____

Date: _____

Board of Supervisors Meeting

Date: March 16, 2021

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- Planning Dept. Subdivision Findings - 3/11/20
- TIDA Letter - 1/19/21
- Tax Certificates - 3/1/21
- Final Map
- _____

Prepared by: Lisa Lew

Date: March 12, 2021

Prepared by: _____

Date: _____

1 [Final Map 10297 - Treasure Island]

2

3 **Motion approving Final Map 10297 relating to portions of Treasure Island, the merger of**
4 **Lots 3 and 4 of Final Map 9235 and the resubdivision of Lots 5 and 9 of Final Map 9235,**
5 **resulting in up to 464 residential condominium units, 18 commercial condominium**
6 **units, and 464 parking space condominium units, subject to specified conditions; and**
7 **acknowledging findings pursuant to the General Plan, and the eight priority policies of**
8 **Planning Code, Section 101.1.**

9

10 WHEREAS, The Board of Supervisors acknowledges the findings made by the
11 Planning Department, by its letter dated March 11, 2020, that the proposed subdivision, on
12 balance, is consistent with the objectives and policies of the General Plan, and the eight
13 priority policies of Planning Code, Section 101.1; and

14 WHEREAS, A copy of the Planning Department letter is on file with the Clerk of the
15 Board of Supervisors in File No. 210251 and incorporated herein by reference; and

16 WHEREAS, The Board of Supervisors acknowledges the findings made by the
17 Treasure Island Development Authority (“TIDA”), by its letter dated January 19, 2021, has
18 determined that the proposed subdivision is in consistent with the Project Documents, as
19 defined Subdivision Code, Section 1707(z), the City Regulations, as defined in Subdivision
20 Code, Section 1707(e), and all TIDA approvals related to the Project, as defined by
21 Subdivision Code, Section 1707(y); and

22 WHEREAS, A copy of the TIDA letter is on file with the Clerk of the Board of
23 Supervisors in File No. 210251 and incorporated herein by reference; and

24 WHEREAS, The Board of Supervisors approved Final Map 9235 pursuant to Motion
25 No. M18-115 on September 4, 2018, and authorized the Director of Public Works to enter into

1 that certain Public Improvement Agreement (Treasure Island - Sub-Phase 1B, 1C, & 1E
2 Improvements, hereafter "PIA"), dated for reference purposes as of September 4, 2018, and
3 recorded as Document No. 2018-K672370 of Official Records (the "Public Improvement
4 Agreement"); and

5 WHEREAS, A copy of said motion is on file with the Clerk of the Board of Supervisors
6 in File No. 180835 and incorporated herein by reference; and

7 WHEREAS, This Final Map is subject to the Public Improvement Agreement; and

8 WHEREAS, All improvements required to serve the proposed subdivision, as
9 contemplated by the Subdivision Map Act, the Subdivision Code, and the Subdivision
10 Regulations are addressed in the PIA, pursuant to which Subdivider is committed to
11 completing said improvements and its performance is secured through surety bonds held by
12 the City; and

13 WHEREAS, A copy of Public Works Order No. 204429 is on file with the Clerk of the
14 Board of Supervisors and incorporated herein by reference; and

15 WHEREAS, Public Works recommends that the approval of this Final Map also be
16 conditioned upon compliance by subdivider with all applicable provisions of the Subdivision
17 Map Act, California Government Code, Sections 66410 et seq., and the San Francisco
18 Subdivision Code and amendments thereto; and

19 WHEREAS, Public Works, in accordance with Public Works Order No. 204429,
20 recommends that the Board of Supervisors approve that certain final map relating to the
21 project known as Treasure Island / Yerba Buena Island and entitled "FINAL MAP NO. 10297",
22 as described herein and subject to the conditions specified in this Motion, and adopt said map
23 as Official Final Map No. 10297; now, therefore, be it

24 MOVED, That the Board of Supervisors hereby approves that certain final map relating
25 to the project known as Treasure Island / Yerba Buena Island and entitled "FINAL MAP NO.

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10297," a merger and resubdivision of portions of Treasure Island into a three-lot subdivision intended for residential and commercial use, as described on Sheet 3 of said map, including up to 464 residential condominium units, 18 commercial condominium units, and 464 parking condominium units, comprising 5 sheets, subject to the Public Improvement Agreement and the conditions specified in this motion, and adopts said map as Official Final Map No. 10297; and, be it


FURTHER MOVED, That the Board of Supervisors hereby authorizes the Director of Public Works to enter all necessary recording information on the Final Map and authorizes the Clerk of the Board of Supervisors to execute the Clerk's statement as set forth herein.

DESCRIPTION APPROVED:



James Ryan
Acting City and County Surveyor

RECOMMENDED:



Alaric Degraffried
Acting Director of Public Works



San Francisco Public Works
General – Director’s Office
49 South Van Ness Ave., Suite 1600
San Francisco, CA 94103
(628) 271-3160 www.SFPublicWorks.org

Public Works Order No: 204429

**CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS**

RECOMMENDING APPROVAL OF FINAL MAP NO. 10297, PORTIONS OF TREASURE ISLAND, THE MERGER OF LOTS 3, 4 AND THE RESUBDIVISION OF LOTS 5 AND 9 ALL OF FINAL MAP NO. 9235 RESULTING IN THREE LOTS INTENDED FOR 464 RESIDENTIAL CONDOMINIUM UNITS, 18 COMMERCIAL CONDOMINIUM UNITS AND 464 PARKING UNITS AND SUBJECT TO CERTAIN CONDITIONS.

FINDINGS

1. On December 7, 2015, the City and County of San Francisco (“City”) recorded Final Transfer Map No. 8674 in the Official Records of the City creating a series of parcels on Treasure Island eligible for financing and conveyance under San Francisco Subdivision Code Section 1712.1.
2. On December 15, 2016, Subdivider submitted an application requesting approval to merge and re-subdivide thirty-four (34) existing parcels being Lots A-R and 1-16 of Final Transfer Map No. 8674, being all of those portions remaining in two or more phases resulting in up to sixteen (16) development parcels, and twenty-five (25) street, utility, open space, and historic district parcels, and authorize up to 1,950 condominium units, including 1,884 residential condominium units (including 220 units on properties owned by the Treasure Island Development Authority “TIDA”), which map is referred to hereafter “Tentative Map No. 9235.”
3. On September 13, 2018, Final Map No. 9235 was recorded in the Official Records of the City subject to a public improvement agreement (“PIA”) between Treasure Island Community Development, LLC (“TICD”), TIDA and the City pursuant to Government Code Section 66462(A)(1) and the Treasure Island and Yerba Buena Island Subdivision Code.
4. On January 7, 2020, Treasure Island Development Group, LLC (“Subdivider”) submitted an application, being Tentative Map No. 10297, requesting the approval to merge and re-subdivide Lots 3, 4, 5 and 9 of Final Map No. 9235. The Tentative Map was conditionally approved pursuant to Department of Public Works (“Public Works” or “PW”) Order No. 203,556 on September 3, 2020.
5. In PW Order No. 203,556 the Acting PW Director determined that the Tentative Map was subject to the mitigation measures adopted by TIDA and the City Planning Commission pursuant to Motion No. 18325 and Resolution No. 11-34-04/21 respectively, which certified the Final Environmental Impact Report (“FEIR”) for the Treasure Island and Yerba Buena

Island Project, prepared pursuant to the California Environmental Quality Act (California Public Resources Code § 21000 et seq.). Since the City certified the FEIR and approved the Project (as defined by San Francisco Subdivision Code Section 1707(y)) on April 21, 2011, there have been: i) no substantial changes to the Project; ii) no substantial changes with respect to the surrounding circumstances; and iii) no new information of substantial importance that would result in new or more severe significant impacts than were addressed in the FEIR. Accordingly, no supplemental or subsequent environmental impact report or other environmental review is required.

6. On September 22, 2020, Subdivider filed an application for a final map including lots depicted on Tentative Map No. 10297, to merge and re-subdivide Lots 3, 4, 5 and 9 of Final Map 9235 for 464 residential condominium units, 18 commercial units, and 464 parking units ("Final Map No. 10297").
7. The PIA remains in effect, and the City continues to hold security to ensure the subdivider completes its obligations pursuant to that agreement. Final Map No. 10297 does not require changes to the previously-approved infrastructure that was evaluated by City agencies and is secured through the PIA.
8. The City Planning Department, in its letter dated March 11, 2020, found that the subdivision, on balance, is consistent with the General Plan and the Priority Policies of Planning Code Section 101.1. TIDA submitted a letter dated January 19, 2021 from Robert P. Beck, Treasure Island Director, that determined Final Map No. 10297 is consistent with the Project Documents, as defined in San Francisco Subdivision Code Section 1707(z), the City Regulations, as defined in San Francisco Subdivision Code Section 1707(e), and all TIDA approvals related to the Project.
9. Final Map No. 10297 includes an easement for underground communication lines in favor of American Telephone and Telegraph ("AT&T") on Lot 3 ("Easement"). Government Code Section 66436 permits a Final Map to be recorded without an easement holder's signature provided that the procedures described in Government Code Section 66436 are implemented. Pursuant to Government Code Section 66436, Subdivider notified AT&T, in a letter dated September 23, 2020, that the subdivision boundary for Final Map No. 10297 encompasses the Easement, and that Subdivider was seeking City's approval of Final Map No. 10297. AT&T responded by e-mail on October 23, 2020, stating: "AT&T does not object to the Final Map recording without its signature or to the potential determination that the Final Map will not interfere with the Easement."
10. As contemplated by Government Code Section 66436(a)(3)(A)(i), the Acting Director finds that the proposed development and subdivision will not unreasonably interfere with the free and complete exercise of the Easement because it will remain on title after the recordation of the phased Final Map and is clearly delineated on the Final Map including by reference to its recording information. This determination is further informed by the easement holder's own written statement, after having received a copy of the Final Map and Government Code Section 66436, that the Final Map will not interfere with its easement.
11. The Acting PW Director and County Surveyor find that Final Map No. 10297 is consistent with the requirements and conditions imposed by the Subdivision Map Act, California Government Code Sections 66410 et seq., the San Francisco Subdivision Code, the

Subdivision Regulations and Tentative Map No. 10297, and substantially conforms to Tentative Map No. 10297.

12. The Acting Director and City Engineer recommend that the Board of Supervisors approve Final Map No. 10297 subject to the conditions specified herein.

Attachments & Transmittals

1. ATTACHMENT 1, Enlarged Copy of Map Notes Included on Final Map 10297.
2. Transmitted herewith are the following:
 - i. Four (4) paper copies of the Motion approving said map – one (1) copy in electronic format.
 - ii. One (1) mylar signature sheet and one (1) paper set of the “Final Map No. 10297”, each comprising 5 sheets.
 - iii. One (1) copy of the surety bond provided Subdivider on a form approved by the Office of the Treasurer and Tax Collector to secure the payment of taxes pursuant to Government Code Section 66493 in an amount approved by the Office of the Treasurer and Tax Collector.
 - iv. One (1) copy of the letter from the City Planning Department, dated March 11, 2020, verifying conformity of the subdivision with the General Plan and the Priority Policies set forth in City Planning Code Section 101.1.
 - v. One (1) copy of the letter from TIDA determining the consistency of the Final Map with the Project Documents, City Regulations, and TIDA Project approvals dated January 19, 2021.
 - vi. One (1) copy of the Public Improvement Agreement.

It is recommended that the Board of Supervisors adopt this legislation.

RECOMMENDED:

APPROVED:

X

DocuSigned by:

Ryan, James

Ryan, James - 368042466DEB4E8...

Acting City & County Surveyor

X

DocuSigned by:

Alan Degrafinried

Degrafinried, Alan - 18178336C84404A5...

Acting Director of Public Works



TENTATIVE MAP DECISION

Date: February 14, 2020

Department of City Planning
 1650 Mission Street, Suite 400
 San Francisco, CA 94103

Project ID: 10297			
Project Type: A Merger and subdivision and 464 Residential and 18 Commercial New Condominium			
Address#	StreetName	Block	Lot
0	TREASURE ISLAND	8906	005
0	TREASURE ISLAND	8906	006
0	TREASURE ISLAND	8906	007
0	TREASURE ISLAND	8904	004
Tentative Map Referral			

Attention: Mr. Corey Teague.

Please review* and respond to this referral within 30 days in accordance with the Subdivision Map Act.

(*In the course of review by City agencies, any discovered items of concern should be brought to the attention of Public Works for consideration.)

Sincerely,

 for, Bruce R. Storrs, P.L.S.
 City and County Surveyor

The subject Tentative Map has been reviewed by the Planning Department and does comply with applicable provisions of the Planning Code. On balance, the Tentative Map is consistent with the General Plan and the Priority Policies of Planning Code Section 101.1 based on the attached findings. The subject referral is exempt from California Environmental Quality Act (CEQA) environmental review as categorically exempt Class _____, CEQA Determination Date _____, based on the attached checklist.

The subject Tentative Map has been reviewed by the Planning Department and does comply with applicable provisions of the Planning Code subject to the attached conditions.

The subject Tentative Map has been reviewed by the Planning Department and does not comply with applicable provisions of the Planning Code due to the following reason(s):

PLANNING DEPARTMENT

Signed _____

Date _____

Planner's Name _____
 for, Corey Teague, Zoning Administrator



Attention: Mr. Corey Teague.

Please review* and respond to this referral within 30 days in accordance with the Subdivision Map Act.

(*In the course of review by City agencies, any discovered items of concern should be brought to the attention of Public Works for consideration.)

Sincerely,

James Ryan Digitally signed by James Ryan
 Date: 2020.02.14 15:13:09
 -08'00'

for, Bruce R. Storrs, P.L.S.
 City and County Surveyor

The subject Tentative Map has been reviewed by the Planning Department and does comply with applicable provisions of the Planning Code. On balance, the Tentative Map is consistent with the General Plan and the Priority Policies of Planning Code Section 101.1 based on the attached findings. The subject referral is exempt from California Environmental Quality Act (CEQA) environmental review as categorically exempt Class , CEQA Determination Date , based on the attached checklist.

The subject Tentative Map has been reviewed by the Planning Department and does comply with applicable provisions of the Planning Code subject to the attached conditions.

The subject Tentative Map has been reviewed by the Planning Department and does not comply with applicable provisions of the Planning Code due to the following reason(s):

PLANNING DEPARTMENT

Signed **Kate Conner** Digitally signed by Kate Conner
 Date: 2020.03.11 09:47:01 -07'00'

Date

Planner's Name
 for, Corey Teague, Zoning Administrator

**EXHIBIT C:
MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT
(Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>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 previously undiscovered 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 sponsors, 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>(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, in which case interpretive reuse shall be required.</p> <p>Archaeological Monitoring Program (AMP)</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 sponsors, 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; 	<p>archaeological testing program</p> <p>Archaeological consultant to submit results of testing, and in consultation with ERO, determine whether redesign or a data recovery program is warranted</p> <p>Project sponsors and their archaeologist(s), in consultation with ERO</p> <p>and</p>	<p>prior to testing, which is to be prior to any excavation for each phase of site preparation or construction</p> <p>At the completion of the archaeological testing program</p> <p>Prior to any demolition or removal activities, and during construction at any location</p>	<p>Consultant to submit report of findings from testing program to Planning Department with a copy to TIDA</p> <p>Consultant to prepare Archaeological Monitoring Program (AMP) in consultation with the ERO.</p>	

Note: For purposes of this MMRP, unless otherwise indicated the term “project sponsors” shall mean the project sponsor or other persons assuming responsibility for implementation of the mitigation measure under the DDA, Vertical DDAs, or other transfer documents.

EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>The ERO shall review the draft ARDP to ensure adherence to this mitigation measure and the standards and requirements set forth in the ARDTP. 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 resource 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. • 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>Human Remains and Associated or Unassociated Funerary Objects</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</p>		<p>Prior to any demolition or removal activities, approval of interpretative materials to occur.</p> <p>Considered complete once verification of donation of occurs.</p>	<p>Consultant to prepare Archaeological Data Recovery Program in consultation with ERO. Final ADRP to be submitted to ERO with a copy to TIDA</p>	
	<p>Project sponsors and their archaeologist(s), in consultation with ERO</p>	<p>Ongoing throughout soils-disturbing activities</p>	<p>If applicable, upon discovery of human remains and/or associated or unassociated funerary objects, the consultant shall</p>	

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**EXHIBIT C:
MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT
(Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>remains are Native American remains, notification of the California State NAHC who shall appoint a MLD (Pub. Res. Code Sec. 5097.98). The archaeological consultant, project sponsors, 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>Final Archaeological Resources Report</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) of the FARR, and one unlocked, searchable PDF copy on a compact disk. MEA shall receive a copy of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.</p>	<p>Project sponsors and their archaeologist, in consultation with ERO</p>	<p>Upon completion of construction at a given site</p> <p>Upon approval of Final Archaeological Resources Report by ERO</p>	<p>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>Consultant to transmit final, approved documentation to NWIC, the Planning Department., and TIDA</p>	

Note: For purposes of this MMRP, unless otherwise indicated the term “project sponsors” shall mean the project sponsor or other persons assuming responsibility for implementation of the mitigation measure under the DDA, Vertical DDAs, or other transfer documents.

**EXHIBIT C:
MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT
(Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program. 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. 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 results of the monitoring program.</p> <p>The PRMMP shall be consistent with the Society for Vertebrate Paleontology 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. This, by definition, would exclude all of Treasure Island; accordingly, this mitigation measure would apply only to work on Yerba Buena Island.</p> <p>The consultant’s work shall be conducted in accordance with this measure and at the direction of the City’s 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 as short a duration as reasonably possible and in no event for more than 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>	<p>Project sponsors to retain appropriately qualified consultant to prepare PRMMP, carry out monitoring, and reporting for each excavation site on Yerba Buena Island</p>	<p>Prior to and during construction on each site involving excavation on Yerba Buena Island.</p> <p>The project paleontological consultant to consult with the ERO as indicated; completed when ERO accepts final report</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, with copies to TIDA, and notify the 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>	
<p><i>Cultural and Paleontological Resources (Historical Resources) Mitigation Measures</i></p>				
<p>Mitigation Measure M-CP-6: Review of Alterations to the Contributing Landscape of Building 1. During the design review process, TIDA is required, according to draft <i>Design for Development</i> Standard T5.10.1, to find that Building 1’s rehabilitation is consistent with the Secretary’s Standards. In making that finding, TIDA shall also consider any proposed alterations to and within the contributing</p>	<p>TIDA in consultation with qualified professional preservation architect,</p>	<p>During the design review process, prior to TIDA’s approval of design for Building 1</p>	<p>TIDA</p>	

Note: For purposes of this MMRP, unless otherwise indicated the term “project sponsors” shall mean the project sponsor or other persons assuming responsibility for implementation of the mitigation measure under the DDA, Vertical DDAs, or other transfer documents.

**EXHIBIT C:
MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT
(Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>landscape areas identified by the HRE as contributing to the CRHR eligibility of Building 1. TIDA shall not approve a design proposal for Building 1 unless it makes a finding that any such alterations, when taken together with the alterations and additions to Building 1 itself, comply with the Secretary’s Standards.</p>	<p>architectural historian, and/or planner experienced with applying Secretary’s Standards to adaptive reuse projects</p>			
<p>Mitigation Measure M-CP-7: Review of New Construction within the Contributing Landscape West of Building 1. During the design review process, TIDA is required, according to the draft <i>Design for Development</i> (Standard T5.10.1), to find that Building 1’s rehabilitation is consistent with the Secretary’s Standards. In making that finding, TIDA shall also consider proposed new construction west of Building 1 within its associated contributing landscape areas. TIDA shall not approve a design proposal for Building 1 unless it makes a finding that any such new construction, when taken together with the alterations and additions to Building 1 itself, comply with the Secretary’s Standards.</p>	<p>TIDA in consultation with qualified preservation specialist</p>	<p>During the design review process, prior to TIDA’s approval of design for Building 1</p>	<p>TIDA</p>	
<p>Mitigation Measure M-CP-9: Documentation and Interpretation <u>Documentation</u> The project sponsors 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 historical resource. The documentation for the property shall be prepared based on the National Park Service’s Historic American Building Survey (“HABS”) / Historic American Engineering Record (“HAER”) Historical Report Guidelines. This type of documentation is based on a combination of both HABS/HAER standards (Levels II and III) and the National Park Service’s policy for photographic documentation as outlined in the National Register of Historic Places and National Historic Landmarks (“NHL”) Survey Photo Policy Expansion. 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. Either HABS/HAER standard large format or digital photography shall be used. If</p>	<p>Project sponsors to retain qualified professional consultant. Consultant to prepare documentation TIDA shall review, request revisions if appropriate, and ultimately approve documentation</p>	<p>Prior to any action to demolish or remove the Damage Control Trainer, Consultant to submit HABS/HAER/HALS Guidelines documentation for review by TIDA.</p>	<p>Consultant to submit draft and final documentation prepared pursuant to HABS/HAER/HALS Guidelines to TIDA for review and approval. Following approval of documentation, consultant to transmit documentation to the SF History Center in SF Library, TIDA, Planning Department, and NWIC.</p>	

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<p>digital photography is used, the ink and paper combinations for printing photographs must be in compliance with NRHP-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 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 (1) contextual views; (2) views of each side of each building and interior views, where possible; (3) oblique views of buildings; and (4) detail views of character-defining features, including features of the interiors of some buildings. All views shall be referenced on a photographic key. This photographic key shall be on a map of the property and shall show the photograph number with an arrow to indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the dataset.</p> <p>All written and photographic documentation of the historical resource shall be approved by TIDA prior to any demolition and removal activities. The project sponsors shall transmit such documentation to the San Francisco History Center of the San Francisco Public Library, and to the Northwest Information Center of the California Historical Information Resource System.</p> <p><u>Interpretation</u></p> <p>The project sponsors shall provide a permanent display of interpretive materials concerning the history and architectural features of the historical resource within public spaces of Treasure Island. The specific location, media, and other characteristics of such interpretive display shall be approved by TIDA prior to any demolition or removal activities.</p>	<p>TIDA to establish location(s), media, and characteristics of the display.</p> <p>Project sponsors and their architectural historian to prepare the display</p>	<p>Prior to demolition or removal activities</p>	<p>TIDA</p>	

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<i>Transportation Mitigation Measures</i>				
<p>Mitigation Measure M-TR-1: Construction Traffic Management Program. The project sponsors shall develop and implement a Construction Traffic Management Plan (“CTMP”), consistent with the standards and objectives stated below and approved by TIDA, designed to anticipate and minimize transportation impacts of various construction activities associated with the Proposed Project.</p> <p>The Plan shall disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruptions and ensure that overall circulation on the Islands is maintained to the extent possible, with particular focus on ensuring pedestrian, transit, and bicycle connectivity and access to the Bay and to recreational uses to the extent feasible. The CTMP shall supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by SFMTA, Department of Public Works (“DPW”), or other City departments and agencies.</p> <p>Specifically, the CTMP shall:</p> <ul style="list-style-type: none"> • Identify construction traffic management best practices in San Francisco, as well as other jurisdictions that, although not being implemented in the City, could provide valuable information for a project of the size and characteristics of Treasure Island and Yerba Buena Island. • As applicable, describe procedures required by different departments and/or agencies in the City for implementation of a Construction Traffic Management Plan, such as reviewing agencies, approval processes, and estimated timelines. For example: <ul style="list-style-type: none"> – The construction contractor will need to coordinate temporary and permanent changes to the transportation network on Treasure Island and Yerba Buena Island with TIDA. Once Treasure Island streets are accepted as City streets, temporary traffic and transportation changes must be coordinated through the SFMTA’s Interdepartmental Staff Committee on Traffic and Transportation (“ISCOTT”) and will require a public meeting. As part of this process, the CTMP may be reviewed by SFMTA’s Transportation Advisory Committee (“TASC”) to resolve internal differences between different transportation modes. – For construction activities conducted within Caltrans right-of-way, Caltrans Deputy Directive 60 (DD-60) requires a separate Transportation Management 	<p>Project sponsors for each subphase, and their construction contractor(s) to prepare CTMP</p> <p>TIDA to coordinate with other City agencies and approve CTMP for each sub-development phase</p> <p>Construction contractors to disseminate appropriate information from the CTMP to employees and subcontractors.</p> <p>Project sponsors for each Sub-Phase and their construction contractor to implement approved CTMP, including each of the bulleted items</p>	<p>Prepare CTMP and submit for approval prior to construction of the first Sub-Phase of the first Major Phase, to be updated for each subsequent Sub-Phase</p> <p>In advance of construction activities in Caltrans</p>	<p>Construction contractors to report to TIDA, San Francisco Metropolitan Transportation Authority, and Department of Public Works, with copies to Planning Department, and TITMA</p> <p>Construction contractors and permit applicants to</p>	

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<p>Plan and contingency plans. These plans shall be part of the normal project development process and must be considered during the planning stage to allow for the proper cost, scope and scheduling of the TMP activities on Caltrans right-of-way. These plans should adhere to Caltrans standards and guidelines for stage construction, construction signage, traffic handling, lane and ramp closures and TMP documentation for all work within Caltrans right-of-way.</p> <ul style="list-style-type: none"> • Changes to transit lines would be coordinated and approved, as appropriate, by SFMTA, AC Transit, and TITMA. The CTMP would set forth the process by which transit route changes would be requested and approved. Require consultation with other Island users, including the Job Corps and Coast Guard, to assist coordination of construction traffic management strategies. The project sponsors shall proactively coordinate with these groups prior to developing their CTMP to ensure the needs of the other users on the Islands are addressed within the Construction Traffic Management Plan. • Identify construction traffic management strategies and other elements for the Proposed Project, and present a cohesive program of operational and demand management strategies designed to maintain acceptable levels of traffic flow during periods of construction activities. These include, but are not limited to, construction strategies, demand management activities, alternative route strategies, and public information strategies. For example, the project sponsors may develop a circulation plan for the Island during construction to ensure that existing users can clearly navigate through the construction zones without substantial disruption. • Require contractors to notify vendors that STAA trucks larger than 65 feet exiting from the eastbound direction of the Bay Bridge may only use the off-ramp on the east side of Yerba Buena Island. 	<p>Project sponsors and construction contractor(s)</p> <p>Project sponsors and construction contractor(s)</p> <p>Construction contractor(s)</p>	<p>right-of-way</p> <p>Prior to completion of CTMP and during construction</p> <p>Prior to completion of CTMP and during construction</p> <p>When contracting with vendors</p>	<p>coordinate with Caltrans and submit Certification Checklist forms to Caltrans when appropriate</p> <p>Project sponsors to report to SFMTA, AC-Transit, and TITMA</p> <p>Construction contractor(s) to report vendor notifications to TIDA</p>	

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<p>Mitigation Measure M-TR-24: Provide Transit Only Lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp. Implementation of Mitigation Measure M-TR-24 would only be triggered if the extent of actual vehicle queuing impacts the proposed Muni line 108-Treasure Island on Treasure Island Road and creates delays for Muni buses accessing the westbound transit-only on-ramp. As such, throughout the life of the project, the TITMA, in consultation with SFMTA and using SFMTA’s methodology, shall monitor the length and duration of potential queues on Treasure Island Road and the associated delays to Muni service. If the queues between First Street and the westbound on-ramp on the west side of Yerba Buena Island result in an operational delay to Muni service equal to or greater than the prevailing headway during the AM, PM or Saturday peak periods, SFMTA, in consultation with TITMA, shall implement a southbound transit-only lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp. The implementation of a transit-only lane would be triggered if impacts are observed over the course of six months at least 50 percent of the time during the AM, PM, or Saturday peak periods.</p> <p>Implementation of this mitigation measure would entail the following:</p> <ul style="list-style-type: none"> • Elimination or reduction of the proposed median on Treasure Island Road between First Street and just south of Macalla Road; and • Elimination of the proposed southbound Class II bicycle lane on Treasure Island Road and a small portion of Hillcrest Road south of the intersection with Macalla Road. The Class I facility on Treasure Island Road connecting Treasure Island and the proposed new lookout point, just south of the Macalla Road intersection, would remain. Bicyclists who use the Class I path to the lookout point and continue on Treasure Island Road toward Hillcrest Road would have to share the lane with traffic, similar to other roadways where bicycle lanes are not provided. Bicyclists would still be able to use Class I bicycle paths and Class II bicycle lanes proposed on Macalla Road to connect between the Islands and the bicycle path on the new east span of the Bay Bridge. 	<p>TITMA to carry out monitoring</p> <p>Project sponsors and sponsors’ construction contractor to carry out restriping pursuant to SFMTA requirements and standards if/when determined necessary</p>	<p>TITMA, in consultation with SFMTA shall monitor the length and duration of potential queues on Treasure Island Road and the associated delays to Muni service on a quarterly (every 3 months) basis on a Saturday and three consecutive weekdays (Tuesday, Wednesday, and Thursday).</p> <p>Monitoring shall be increased to a monthly basis once delay to Muni is equal to or greater than the prevailing headway during the AM, PM, or Saturday peak periods.</p> <p>The monitoring shall begin upon installation of the metering light on the westbound on-ramp on the east side of YBI, or upon completion of 1,000 dwelling units, whichever occurs first.</p> <p>The measure shall be implemented when the queues between First Street and the westbound on-ramp on the west side of Yerba Buena Island result in an operational delay to Muni service</p>	<p>TITMA to report to SFMTA</p>	

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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.	work with Coordinator and post construction schedule			
<p>Mitigation Measure M-NO-1b: Pile Driving Noise-Reducing Techniques and Muffling Devices. The project sponsors and developers of each structure (project applicant) shall require the construction contractor to use noise-reducing pile driving techniques if nearby structures 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) 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 Applicant 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 sponsors and developers of each structure to require construction contractor(s) to identify the selected noise-reducing pile driving techniques and noise shielding and muffling devices	<p>During construction of each phase, if pile driving is required.</p> <p>Notification of building owners and occupants within 500 feet of the project site of the dates, hours, and expected duration of such activities shall occur at least 48 hours prior to pile driving activities,.</p>	<p>Project sponsors shall report technique proposed to be used to DPW if construction is permitted under a street permit, or DBI if construction is under a site or building permit.</p> <p>Project sponsors shall report notifications to TIDA and Planning Department</p>	
<p>Mitigation Measure M-NO-2: Pre-Construction Assessment to Minimize Impact Activity and Vibro-compaction Vibration Levels. The project sponsors shall engage a qualified geotechnical engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby buildings subject to impact or vibrocompaction activity impacts before a building permit is issued. If recommended by the geotechnical engineer, for structures or facilities within 50 feet of impact or vibro-compaction activities, the Project Applicant shall require ground-borne vibration monitoring of nearby structures. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the pre-construction surveying of potentially affected structures and underpinning of foundations of potentially affected structures, as necessary.</p> <p>The pre-construction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of impact or vibro-compaction 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 and/or vibro-compaction work shall cease and corrective measures shall be implemented. The impact and vibro-compaction program and ground stabilization measures shall be reevaluated and approved by the Department of Building</p>	Project sponsors and qualified geotechnical engineer(s) engaged by project sponsors	<p>Pre-construction assessment shall occur prior to commencement of construction of each phase of site preparation or grading and prior to construction of each building, where use of impact or vibro-compaction methods are proposed.</p> <p>Monitoring shall occur, if recommended, during impact activities and vibro-compaction and during other ground stabilization measures as</p>	<p>Geotechnical engineer to submit pre-construction assessments to the Department of Building Inspection.</p> <p>Geotechnical engineer shall provide reports of results of monitoring programs to Department of Building Inspection for review and approval</p>	

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Inspection.		recommended by geotechnical engineer		
Mitigation Measure M-NO-5: Residential, School, and Transient Lodging Land Use Plan Review by Qualified Acoustical Consultant. To ensure that automobile and ferry traffic induced interior L_{max} noise levels at nearby uses do not exceed an interior noise level standard of 45 dBA (L_{dn}), the developer of each new residential, scholastic, or hotel land uses planned for the Development Plan Area shall be required to engage a qualified acoustical consultant to prepare plans for the applicable development project, and to follow their recommendations to provide acoustical insulation or other equivalent measures to ensure that interior peak noise events would not exceed 45 dBA (L_{dn}). Similar to requirements of Title 24, this Plan shall include post-construction monitoring to verify adequacy of noise attenuation measures.	Project sponsor(s) for each new residential, educational or hotel building to retain qualified acoustical consultants to prepare plans for acoustical insulation, and following construction and occupancy to monitor for adequacy of measures	Prior to completion of design and issuance of the first building permit allowing commencement of construction of each new residential or hotel building, or new or upgraded educational facility Monitoring to be carried out at least one time within one year following completion and occupancy of each residential, hotel, or educational building	Consultant(s) to submit reports to Department of Building Inspection. Building designers to follow the recommendations of the acoustical consultant. DBI to review plans to ensure recommendations are included in plans. Monitoring report to be filed with DBI by acoustical consultant	
Mitigation Measure M-NO-6: Stationary Operational Noise Sources. All utility and industrial stationary noise sources (e.g., pump stations, electric substation equipment, 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 acceptable regulatory noise standards for industrial uses as well as 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, noise levels shall be monitored to ensure compliance with local noise standards. If project stationary noise sources exceed the applicable noise standards, an acoustical engineer shall be retained by the applicant to install additional noise attenuation measures in order to meet the applicable noise standards.	TIDA, in consultation with SFPUC if appropriate, to establish appropriate locations for utility and industrial facilities that could produce noise and project sponsors to require appropriate noise attenuating features in design Project sponsors to retain qualified expert to monitor	Site and noise attenuation features to be established during design of each utility or industrial stationary noise source Monitoring to be carried out within three months of installation of stationary noise sources, at each structure with stationary noise sources	Reports of monitoring results to be submitted to TIDA with copies to Planning Department	

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	sound from each stationary noises source, and retain qualified acoustical engineer if noise standards are exceeded.			
<i>Air Quality Mitigation Measures</i>				
<p>Mitigation Measure M-AQ-1: Implementation of BAAQMD-Identified Basic Construction Mitigation Measures. The following eight BAAQMD-identified construction mitigation measures shall be incorporated into the required Construction Dust Control Plan for the Proposed Project:</p> <ol style="list-style-type: none"> 1. All exposed surfaces shall be watered two times daily. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet-power vacuum street sweepers at least once per day. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturers specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations. 	Project sponsors to prepare Construction Dust Control Plan, and project sponsors and their construction contractors to implement Construction Dust Control Plan Construction contractors to post contact person and telephone numbers	Department of Building Inspection (DBI) will not issue building permits until Department of Public Health (SFDPH) has approved Construction Dust Control Plan Dust Control Plans to be prepared and implemented during each phase of site preparation and building construction	SFDPH to review and approve Construction Dust Control Plan and notify DBI of the approval	
<p>Mitigation Measure M-AQ-2: Construction Exhaust Emissions. TIDA shall require project sponsors to implement combustion emission reduction measures, during construction activities, including the following measures:</p> <ul style="list-style-type: none"> • The contractor shall keep all off-road equipment well-tuned and regularly serviced to minimize exhaust emissions, and shall establish a regular and frequent check-up 	TIDA shall require, and project sponsors and their construction	Project sponsors, with assistance from construction contractors, shall submit quarterly	TIDA and DBI in Tidelands Trust Overlay Zone Planning Department and	

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<p>and service/maintenance program for equipment.</p> <ul style="list-style-type: none"> • 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. <p>TIDA shall require that project sponsors also engage in early implementation of the following combustion emission reduction measures, during construction activities:</p> <ul style="list-style-type: none"> • The project applicant shall utilize EPA Tier 3 engine standards or better at the start of construction 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). • The project applicant shall utilize EPA Tier 4 engine standards or better for 50 percent of the fleet at construction initiation, increasing to 75 percent by 2015, and 100 percent by 2018, to the extent that EPA Tier 4 equipment is commercially available. • The project applicant shall utilize 2010 or newer model year haul trucks, to the extent that they are commercially available. • Diesel-powered generators for construction activity shall be prohibited as a condition of construction contracts for each Major Phase, unless TIDA has made a finding in writing in connection with the Major Phase that there are no other commercially available alternatives to providing localized power. 	<p>contractors, shall implement</p>	<p>reports regarding compliance with measures and implementation of emission reduction strategies and use of Tier 3 or Tier 4 or equivalent equipment during construction through 2018 and annually thereafter until buildout.</p>	<p>DBI outside of Trust Overlay Zones</p>	
<p>Mitigation Measure M-AQ-3: At the submission of any Major Phase application, TIDA shall require that an Air Quality consultant review the proposed development in that Major Phase along with existing uses and uses approved in prior Major Phases to determine whether the actual project phasing deviates materially from the representative phasing plan. If the Air Quality consultant determines the possible impact of the actual phasing could result in a significant impact on any group of receptors, then TIDA shall require that the applicant implement in connection with that Major Phase best management practices to the extent that TIDA determines feasible to reduce construction emissions in accordance with Mitigation Measures M-AQ-1, M-AQ-2, and M-AQ-4. TIDA shall also determine whether Tier 3 or Tier 4 engines, non-diesel powered generators, or year 2010 or newer haul trucks are commercially available for that phase, and, if so, require the use of such engines or haul trucks.</p>	<p>TIDA for horizontal construction or Planning Department for vertical construction outside Tidelands Trust Overlay Zone, and an air quality consultant</p>	<p>Review of phasing by air quality consultant to occur prior to approval of each Major Phase Application. If required, BMPs to be included prior to commencement of construction for each Sub-Phase within each Major Phase</p>	<p>TIDA and DBI or Planning Department and DBI as applicable</p>	

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<p>Mitigation Measure M-AQ-4: Implement Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above Thresholds. TIDA shall require the project sponsors to implement all of the following mitigation measures identified by BAAQMD, to the extent feasible, for projects that exceed construction thresholds that would be applicable to reducing PM2.5 emissions. Although there may be some overlap, these mitigation measures are identified by BAAQMD as additional to those identified in Mitigation Measure AQ-1 which BAAQMD identifies as recommended for all projects regardless of whether thresholds are exceeded:</p> <ol style="list-style-type: none"> 1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. 2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. 3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. 4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. 5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. 6. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. 7. All trucks and equipment, including their tires, shall be washed off prior to leaving the site. 8. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. 9. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. 10. Minimizing the idling time of diesel-powered construction equipment to two minutes. 11. Same as Mitigation Measure AQ-2. 	<p>TIDA shall require, and project sponsors and their construction contractors, shall implement</p>	<p>Project sponsors, with assistance from construction contractors, shall submit quarterly reports regarding implementation</p>	<p>TIDA, Planning Department, and DBI</p>	

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<p>minimize risks and prevent injuries to workers and to members of the public from stacked materials, such as shingles and sheets of plywood, that can be picked up and carried by very strong winds, as well as from temporary signage, siding or roofing, or light structures that could be detached and carried by wind. As part of construction site safety planning, the project sponsors shall require, as a condition of the contract, that contractors shall consider all such wind-related risks to the public that could result from their construction activities and shall develop a safety plan to address and control all such risks related to their work.</p> <p>3. TIDA shall ensure, by conditions of approval for horizontal work activity, and the Planning Department shall ensure by conditions of approval for building permits and site permits, that the project sponsors and the subsequent building developer(s) cooperate to implement and maintain all structural measures and precautions identified by the wind consultant.</p> <p>4. TIDA shall document undertaking the actions described in this mitigation measure, including copies of all reports furnished for vertical development by the Planning Department. TIDA shall maintain records that include, among others: the technical memorandum from the EIR; all written recommendations and memoranda, including any reports of wind testing results, prepared by the wind consultant(s) in the conduct of the reviews and evaluations described in this mitigation measure; and memoranda or other written proof that all constructed buildings incorporate the requisite design mitigations that were specified by the wind consultant(s).</p>	<p>Project sponsors and their construction contractors</p> <p>TIDA and Planning Department</p> <p>TIDA</p>	<p>Prior to issuance of a building permit for each structure</p> <p>Prior to issuance of building permit for each structure and each site permit</p> <p>Throughout all phases of construction</p>	<p>TIDA and Department of Building Inspection</p> <p>TIDA</p> <p>Planning Department shall provide to TIDA all reports prepared for vertical development. TIDA shall document undertaking the action and maintain records for horizontal improvements and maintain records for vertical development.</p>	

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**EXHIBIT C:
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<p><u>Mitigation Measure M-WS-4: Ongoing Review and Mitigation of Hazardous Wind Impacts</u></p> <p>1. Prior to schematic design approval of the building(s) on any parcel within the Project, the Planning Department shall require that a qualified wind consultant shall review and compare the exposure, massing, and orientation of the proposed building(s) on the subject parcel to the building(s) on the same parcel in the representative massing model of the Proposed Project tested in the wind tunnel as part of this EIR and in any subsequent wind testing. The wind consultant shall identify and compare the potential impacts of the proposed building(s) relative to those described in this EIR.</p> <p>The wind consultant’s analysis and evaluation shall consider the proposed building(s) in the context of the “Current Project,” which, at any given time during construction of the Project, shall be defined as the building masses used in the representative massing model of the Proposed Project, as described in this EIR, except as modified to replace appropriate building massing models with the corresponding as-built designs of all previously-completed structures and the then-current designs of approved but yet unbuilt structures. Finally, the proposed building(s) shall be compared to its equivalent current setting (the Current Project scenario).</p> <p>a. If the qualified wind consultant concludes that the building design(s) would not create a new wind hazard and would not contribute to a wind hazard identified by prior wind testing, no further review would be required.</p> <p>b. If the qualified wind consultant concludes that the building design(s) could create a new wind hazard or could contribute to a wind hazard identified by prior wind testing, but in the consultant’s professional judgment can be modified to prevent it from doing so, the consultant shall propose changes or supplements to the design of the proposed building(s) to achieve this result. The consultant may consider measures that include, but are not limited to, changes in design, building orientation, and/or the addition of street furniture, as well as consideration of the proposed landscaping.</p> <p>The wind consultant shall work with the project sponsors and/or architect to identify specific feasible changes to be incorporated into the Project. To the extent the consultant’s findings depend on particular building or landscaping features, the consultant shall specifically identify those essential features. The project sponsors shall incorporate those features into the</p>	<p align="center">Planning Department, project sponsors’ wind consultant(s), and project sponsors’ architects and engineers</p>	<p>Prior to schematic design approval of the building(s) on any parcel within the Project Development Area</p>	<p align="center">Planning Department and DBI to review</p>	

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<p>building's/buildings' design and landscaping plans. If the wind consultant can then conclude that the modified building's/buildings' design and landscaping would not create a new wind hazard or contribute to a wind hazard identified in prior wind testing, no further review would be required.</p> <p>Although a goal of this effort is to limit the wind effects of the building(s) to (1) cause the same or fewer number of hours of wind hazard in the immediate vicinity compared to the building(s) on that parcel as identified by prior wind testing, and (2) subject no more area to hazardous winds than was identified by prior wind testing, it should not be expected that all of the wind hazard(s) identified in prior wind testing would be eliminated by this measure.</p> <p>c. If, at this point in the analysis, the consultant concludes that the building(s) would cause a new wind hazard or increase a wind hazard identified in prior wind testing, <u>and</u> if the consultant concludes that the new or additional wind hazard is not likely to be eliminated by measures such as those described above, the consultant may determine that additional wind tunnel testing would be required. Wind tunnel testing would also be required if the consultant, due to complexity of the design or the building context, is unable to determine whether likely wind hazards would be greater or lesser than those identified in prior wind testing.</p> <p>In the event the building's design would appear to increase the hours of wind hazard or extent of area subject to hazard winds, the wind consultant shall identify design alterations that could reduce the hours or extent of hazard. The wind consultant shall work with the developer and/or architect to identify specific alterations to be incorporated into the project. It is not expected that in all cases that the wind hazard(s) identified in this EIR would be completely eliminated. To the extent the wind consultant's findings depend on particular building design features or landscaping features in order to meet this standard, the consultant shall identify such features, and such features shall be incorporated into the design and landscaping.</p> <p>2. If wind testing of an individual or group of buildings is required, the building(s) shall be wind tested in the context of a model (subject to the neighborhood group geographic extent described below) that represents the Current Project, as described in Item 1, above. Wind testing shall be performed for the building's/buildings' "Neighborhood" group, i.e. the surrounding blocks (at least three blocks wide and several blocks deep) within which the wind consultant determines wind hazards caused by or affected by the building(s) could occur.</p>				

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<p>The testing shall include all the test points in the vicinity of a proposed building or group of buildings that were tested in this EIR, as well as all additional points deemed appropriate by the consultant to determine the building's/buildings' wind performance. The wind testing shall test the proposed building design in the Current Project scenario, as well as test the existing Current Project scenario, in order to clearly identify those differences that would be due to the proposed new building.</p> <p>In the event that wind testing shows that the building's design would cause an increase in the hours of or extent of area subject to hazard winds in excess of that identified in prior wind testing, the wind consultant shall work with the project sponsors, architect and/or landscape architect to identify specific feasible alterations to be incorporated into the building(s). To the extent that avoiding an increase in wind hazard relies on particular building design or landscaping features, these building design or landscaping features shall be incorporated into the design by the project sponsors. The ability of the design alterations to reduce the wind hazard shall be demonstrated by wind tunnel testing of the modified design.</p> <p>Although a goal of this effort should be to limit the building's/buildings' wind effect to (1) cause the same or fewer number of hours of wind hazard in the immediate vicinity compared to the building(s) on that parcel as identified by prior wind testing, and (2) subject no more area to hazardous winds than was identified by prior wind testing, it should not be expected that all of the wind hazard(s) identified in the prior wind testing or in the current wind testing under this mitigation measure would be eliminated.</p> <p>3. TIDA shall document undertaking the actions described in this mitigation measure, including copies of all reports furnished for vertical development by the Planning Department. TIDA shall maintain records that include, among others: the technical memorandum from the EIR; all written recommendations and memoranda, including any reports of wind testing results, prepared by the wind consultant(s) in the conduct of the reviews and evaluations described in this mitigation measure; and memoranda or other written proofs that all constructed buildings incorporate the requisite design mitigations that were specified by the wind consultant(s).</p>	<p>TIDA to maintain documentation</p>	<p>Ongoing until full buildout</p>	<p>Planning Department to provide copies of documentation for vertical development to TIDA as they are prepared.</p>	

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<i>Biological Resources Mitigation Measures</i>				
<p>Mitigation Measure M-BI-1a: Surveys for Special-Status Plants. On Yerba Buena Island, presence/absence surveys for special-status plants shall be conducted by a qualified botanist prior to any ground disturbance. In the event that special-status plant populations are found during the surveys, the lead agency will avoid disturbance to the species by establishing a visible avoidance buffer zone of not less than 25 feet. If it is not feasible to avoid disturbance or mortality, then special-status plant populations will be restored on-site at a 1:1 ratio in areas that are to remain as post-development open space.</p>	<p>Project sponsors to retain qualified professional consultant to carry out and report on surveys TIDA to maintain copies of all reports</p>	<p>Prior to construction for each phase on YBI, a preconstruction survey shall be conducted within the construction area in the spring (May and June) by a qualified botanist.</p>	<p>TIDA to provide copies of all survey reports to Planning Department</p>	
<p>Mitigation Measure M-BI-1b: Pre-project Surveys for Nesting Birds. Pre-project surveys shall be conducted by a qualified biologist for nesting birds between February 1st and August 15th if ground disturbance or tree removal is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act (“MBTA”) or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (“CDFG”) and/or the U.S. Fish and Wildlife Service (“USFWS”) Division of Migratory Bird Management may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed.</p>	<p>Project sponsors to retain qualified professional consultant to carry out preconstruction surveys in consultation with CDFG and/or USFWS, as appropriate. TIDA to maintain copies of all reports</p>	<p>Preconstruction surveys shall be conducted for work scheduled during the breeding season (February through August). The preconstruction survey shall be conducted within 15 days prior to the start of work from February through May, and within 30 days prior to the start of work from June through August. If active nests of protected birds are found in the work area, no work will be allowed within the buffer(s), until the young have successfully fledged.</p>	<p>Copies of all reports to be provided to TIDA and Planning Department</p>	
<p>Mitigation Measure M-BI-1c: Minimizing Disturbance to Bats. Removal of trees or demolition of buildings showing evidence of bat activity shall occur during the period least likely to impact the bats as determined by a qualified bat biologist (generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts). If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer of 100 feet shall be created around active bat roosts being used for</p>	<p>Project sponsors to retain qualified bat biologist to carry out surveys, in consultation with CDFG if buffer is proposed to be</p>	<p>Throughout the construction phases, with particular attention prior to construction at each site and/or structure</p>	<p>Copies of all reports to be provided to TIDA and Planning Department</p>	

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maternity or hibernation purposes. A reduced buffer could be provided for on a case-by-case basis by the bat biologist, in consultation with CDFG and based on site-specific conditions. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary.	reduced. TIDA to maintain copies of all reports			
Mitigation Measure M-BI-1d: Control of Domestic and Feral Animals. To avoid conflicts with wildlife on Yerba Buena Island and the remaining natural habitats on Yerba Buena Island, the Islands’ Covenants, Conditions and Restrictions, TIDA Rules and Regulations, and/or other similar enforceable instruments or regulations, shall prohibit off-leash dogs outside of designated, enclosed, off-leash dog parks on Yerba Buena Island and the feeding of feral cats on both islands. Building tenants shall be provided with educational materials regarding these restrictions, rules, and/or regulations. Non-resident pet owners and the public using the Islands shall be alerted to these restrictions, rules, and/or regulations through appropriate signage in public areas.	Project sponsors to include in CCRs and/or TIDA to include in rules and regulations and post appropriate signage Project sponsors and individual site developers to provide information to building tenants	Preparation of rules, regulations, and covenants prior to each Major Phase; Communications to tenants and visitors, prior to occupation of new structures, and ongoing	TIDA	
Mitigation Measure M-BI-1e: Monitoring During Off-Shore Pile Driving. Site-specific conditions during all offshore pile driving shall be monitored by a qualified marine biologist to ensure that aquatic species within the project area would not be impacted, that harbor seals at nearby Yerba Buena Island, at occasional Treasure Island haul-outs, and while in transit along the western shoreline of Treasure Island during work on the Ferry Terminal and in Clipper Cove during work on the Sailing Center, are not disturbed, and that sound pressures outside the immediate project area do not exceed 160 dB at 500 meters from the source. If this threshold is exceeded or avoidance behavior by marine mammals or fish is observed by the on-site marine biologist, bubble curtains will be used to reduce sound/vibration to acceptable levels. In addition the following measures shall be employed to further reduce noise from pile-driving activities: <ul style="list-style-type: none"> • Use as few piles as necessary in the final terminal design; • Use vibratory hammers for all steel piles; • Use cushion blocks between the hammer and the pile; • Restrict pile driving to June 1 to November 30 work window as recommended by NOAA Fisheries to protect herring and salmonids; 	Project sponsors and project sponsors' qualified marine biologist(s) and acoustical consultant(s)	During off-shore pile driving for each phase of in-water construction for Ferry Terminal and Sailing Center	TIDA and Dept. of Building Inspection	

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If marine mammals are observed within 1,000 feet of pile driving activities, allow them to completely exit the vicinity of the pile driving activities before pile driving resumes.				
Mitigation Measure M-BI-2a: Restriction of Construction Activities. Geotechnical stabilization, shoreline heightening and repair work, stormwater outfall improvements, and other Project activities conducted in and around the Islands’ rocky shoreline shall be generally restricted to the terrestrial and upper intertidal zones. Activities in the lower intertidal and near subtidal zone shall be minimized to the maximum extent practicable, using the smallest area and footprint for disturbance as possible. Outside of planned dredging areas (Ferry Terminal and the Sailing Center) movement and disturbance of existing rocks in the lower intertidal zone shall be prohibited.	Project sponsors and project sponsors' qualified marine biologist(s), in consultation with CDFG as necessary, to establish limitations on construction activities	During any construction conducted in and around the Islands’ rocky shoreline	Biologists to provide quarterly reports to TIDA	
Mitigation Measure M-BI-2b: Seasonal Limitations on Construction Work. Construction work on the Islands’ shoreline shall be conducted between March 1 and November 30 to avoid any disturbance to herring spawning occurring in SAV surrounding Treasure Island.	Project sponsors and their qualified marine biologist(s)	During construction activities conducted on and around the Islands’ shoreline, limited to March 1 to November 30	Project sponsors to report to TIDA re construction schedules for work on and near shoreline	
Mitigation Measure M-BI-2c: Eelgrass Bed Survey and Avoidance. Within three to six months of the initiation of construction activities that might affect SAV beds, and not less frequently than biennially (every two years) thereafter, all eelgrass beds shall be surveyed or otherwise identified, including their proximity to and potential impact from ongoing or pending onshore or offshore activities. All TIDA staff in charge of overseeing construction for the Proposed Project, and all construction contractors and subcontractors involved in Project construction activities in Bay waters that are within a quarter mile of Treasure Island and Yerba Buena Island, along Treasure Island’s shoreline, or involved in transporting materials and supplies by water to either Island shall be required to undergo thorough environmental training. This training shall present information on the locations of all eelgrass beds, the kinds of construction and vessel transit activities that can impact eelgrass beds, all mitigation measures that contractors must adhere to so that any disturbance or damage to eelgrass beds may be avoided and the beds protected, and who to notify in the event of any disturbance. Any work barges or vessels engaged in construction activities shall avoid transiting through and anchoring in any eelgrass beds located around Treasure Island. TIDA personnel	Project sponsors and project sponsors' qualified marine biologist(s) and project sponsors and their construction contractors (including boat operators and crew)	First survey to occur 3 to 6 months prior to initiation of construction on eastern or southern shorelines or prior to initial delivery of construction materials by water. Regular surveys to occur every 2 years thereafter until construction and materials deliveries by water are completed. Training to occur prior to initiation of work by each construction contractor	Marine biologist(s) to report to TIDA on survey schedules and results of surveys. Marine biologist(s) to report to TIDA on each training session with copies to Planning Department	

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responsible for overseeing Project contractors, as well as all Project contractor and subcontractor management personnel, shall ensure that all boat operators and work crews are aware of eelgrass bed locations and the requirement to avoid disturbing them.				
<p>Mitigation Measure M-BI-4a: Minimizing Bird Strikes. Prior to the issuance of the first building permit for each building in the Proposed Project, project applicants shall have a qualified biologist experienced with bird strikes review the design of the building to ensure that it sufficiently minimizes the potential for bird strikes and report to the Planning Department. The Planning Department may consult with resource agencies such as the California Department of Fish and Game or others, as it deems appropriate.</p> <p>The building developer shall provide to the Planning Department a written description of the measures and features of the building design that are intended to address potential impacts on birds, with a copy to TIDA of the final measures approved by the Planning Department or Commission. Building developers are encouraged to coordinate with the Planning Department early in the design process regarding design features intended to minimize bird strikes. The design shall include some of the following measures or measures that are equivalent to, but not necessarily identical to, those listed below, as new, more effective technology for addressing bird strikes may become available in the future:</p> <ul style="list-style-type: none"> • Employ design techniques that create “visual noise” via cladding or other design features that make it easy for birds to identify buildings as such and not mistake buildings for open sky or trees; • Decrease continuity of reflective surfaces using “visual marker” design techniques, which techniques may include: <ul style="list-style-type: none"> – Patterned or fritted glass, with patterns at most 28 centimeters apart, – One-way films installed on glass, with any picture or pattern or arrangement that can be seen from the outside by birds but appear transparent from the inside, – Geometric fenestration patterns that effectively divide a window into smaller panes of at most 28 centimeters, and/or – Decals with patterned or abstract designs, with the maximum clear spaces at most 28 centimeters square. • Up to 40 feet high on building facades facing the shoreline, decrease reflectivity of glass, using design techniques such as plastic or metal screens, light-colored 	<p>Project sponsors to retain qualified biologist(s) experienced with bird strikes</p> <p>and</p> <p>Project sponsors and their architects</p> <p>and</p> <p>during operation, building managers to implement the building design features and measures.</p>	<p>Prior to the issuance of the first building or site permit for each building in the Proposed Project</p> <p>and</p> <p>ongoing as buildings are occupied</p>	<p>TIDA and Planning Department to maintain copies of biological reports for each building.</p> <p>Project sponsors to report to the Planning Department on implementation of building design measures for buildings on non-Trust property, and to TIDA for buildings on Trust property.</p> <p>Building managers to provide annual reports to TIDA on implementation of measures related to building operations, including lighting, education activities, and landscape maintenance.</p>	

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<p>blinds or curtains, frosting of glass, angling glass towards the ground, UV-A glass, or awnings and overhangs;</p> <ul style="list-style-type: none"> • Eliminate the use of clear glass on opposing or immediately adjacent faces of the building without intervening interior obstacles such that a bird could perceive its flight path through the glass to be unobstructed; • Mute reflections in glass using strategies such as angled glass, shades, internal screens, and overhangs; and • Place new landscapes sufficiently away from glazed building facades so that no reflection occurs. Alternatively, if planting of landscapes near a glazed building façade is desirable, situate trees and shrubs immediately adjacent to the exterior glass walls, at a distance of less than 3 feet from the glass. Such close proximity will obscure habitat reflections and will minimize fatal collisions by reducing birds’ flight momentum. <p><u>Lighting</u></p> <p>The Planning Department shall similarly ensure that the design and specifications for buildings on non-Trust property, and TIDA shall ensure that the design and specifications for sports facilities/playing fields and buildings on Trust property, implement design elements to reduce lighting usage, change light direction, and contain light. These include, but are not limited to, the following considerations:</p> <ul style="list-style-type: none"> • Avoid installation of lighting in areas where not required for public safety; • Examine and adopt alternatives to bright, all-night, floor-wide lighting when interior lights would be visible from the exterior or exterior lights must be left on at night, including: <ul style="list-style-type: none"> – Installing motion-sensitive lighting, – Installing task lighting, – Installing programmable timers, and – Installing fixtures that use lower-wattage, sodium, and blue-green lighting. • Install strobe or flashing lights in place of continuously burning lights for obstruction lighting. • Use rotating beams instead of continuous light; and • Where exterior lights are to be left on at night, install fully shielded lights to contain and direct light away from the sky, as illustrated in the City of Toronto’s Bird Friendly Building Guidelines. 				

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<p><u>Antennae, Monopole Structures, and Rooftop Elements</u> The Planning Department shall ensure, as a condition of approval for every building permit, that buildings minimize the number of and co-locate rooftop-antennas and other rooftop equipment, and that monopole structures or antennas on buildings, in open areas, and at sports and playing fields and facilities do not include guy wires.</p> <p><u>Educating Residents and Occupants</u> The Planning Department shall ensure, as a condition of approval for every building permit issued for non-Trust property, and TIDA shall ensure, as a condition of approval for every building permit for Trust property, that the permit applicant agrees to provide educational materials to building tenants and occupants, hotel guests, and residents encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing window coverings at night. TIDA shall review and approve the educational materials prior to building occupancy.</p> <p><u>Documentation</u> TIDA shall document undertaking the activities described in this mitigation measure and maintain records that include, among others, the written descriptions provided by the building developer of the measures and features of the design for each building that are intended to address potential impacts on birds, and the recommendations and memoranda prepared by the qualified biologist experienced with bird strikes who reviews and approves the design of the building or sports facilities / playing fields to ensure that it sufficiently minimizes the potential for bird strikes.</p>	<p align="center">TIDA and Planning Department</p>	<p align="center">ongoing</p>	<p align="center">TIDA and Planning Department</p>	
<p>Mitigation Measure M-BI-8 (Variant B3): Minimize Disturbance to Newly Established Sensitive Species During Construction of Southern Breakwater.</p> <p>If Variant B3 is selected as the preferred ferry terminal breakwater approach, prior to initiation of any construction activities for the southern breakwater, a survey of the construction area shall be conducted by a qualified marine biologist to assess the presence of eelgrass (<i>Zostera spp.</i>) beds, green sturgeon or other protected fish species, and utilization by marine mammals, primarily harbor seals (<i>Phoca vitulina</i>) and California sea lions (<i>Zalophus californianus</i>). Survey results will be submitted to TIDA, and by TIDA to the ACOE, BCDC, NMFS, and CDFG.</p> <p>In the event the survey shows that eelgrass (<i>Zostera spp.</i>) has established beds within the proposed construction area of the southern breakwater or within close proximity, such that</p>	<p>Project sponsors and project sponsors' qualified marine biologist(s) to carry out surveys in consultation with ACOE, BCDC, NMFS, and CDFG, where necessary</p> <p>Project sponsors & construction</p>	<p>Prior to construction of the ferry terminal southern breakwater</p> <p>If eelgrass beds found, construction of the ferry</p>	<p>Marine biologists to supply reports of survey results and approaches to avoid or restore eelgrass beds, if found, and approaches to avoiding disturbing marine mammals or protected fish species to TIDA</p>	

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<p>planned construction activities could have an impact on the beds, then the restoration of offsite eelgrass beds or the transplanted and establishment of offsite or onsite eelgrass beds at a replacement ratio of 3:1 will be made.</p> <p>In the event the survey shows that the planned establishment or construction of the southern breakwater would affect utilization of the area by protected fish species or by marine mammals as a haul-out area, construction and establishment of the southern breakwater will be done, under consultation with National Marine Fisheries, in a manner that does not adversely affect the protected fish species or prevent the continued utilization of the area by harbor seals or sea lions.</p>	<p>contractors, in consultation w/ marine biologist(s)</p> <p>Project sponsors & construction contractors in consultation w/ marine biologist(s) and NMFS</p>	<p>terminal southern breakwater to be restricted to March 1 through November 30; restoration or offsite eelgrass beds to occur immediately following construction of breakwater</p> <p>During construction of the ferry terminal breakwater</p>		
<p>Mitigation Measure M-BI-9 (Variant C2): Impingement and/or Entrainment of Protected Fish and Invertebrates, if implemented. For Variant C2, the Bay water intake pipe for the supplemental firefighting water supply shall be designed and constructed in a manner that prevents impingement of fish and macroinvertebrates. This could include, but not be limited to, installing the intake pipe inside a screened subsea vault large enough to reduce water suction to acceptable levels wherein impingement of marine fauna would not occur. TIDA will submit the final design of the Bay water intake pipe to the National Marine Fisheries; CDFG; California Water Board, San Francisco Region; and BCDC for approval.</p>	<p>TIDA and project sponsors' qualified marine biologist(s) and engineering consultants in consultation with NMFS, CDFG, RWQCB and BCDC, where necessary</p>	<p>Prior to issuance of permits to construct the Bay water intake pipe, if Variant C2 is selected</p>	<p>Marine biologist(s) and engineering consultants to report to TIDA</p> <p>TIDA to maintain records of consultation with state and federal agencies</p>	
<i>Geology and Soils Mitigation Measures</i>				
<p>Mitigation Measure M-GE-5: Slope Stability. New improvements proposed for Yerba Buena Island shall be located at a minimum of 100 feet from the top of the existing slope along Macalla Road unless a site-specific geotechnical evaluation of slope stability indicates a static factor of safety of 1.5 and a seismic factor of safety of 1.1 are present or established geotechnical stabilization measures are implemented to provide that level of safety. Any geotechnical recommendations regarding slope stability made in site specific geotechnical investigations for the site shall be incorporated into the specifications for building on that site.</p>	<p>Project sponsors and their geotechnical consultant(s)</p>	<p>Prior to issuance of building permit for improvements or structures along Macalla Road</p>	<p>TIDA and Department of Building Inspection</p>	

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**EXHIBIT C:
MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT
(Includes Text for Adopted Mitigation and Improvement Measures)**

MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<i>Hazards and Hazardous Materials Mitigation Measures</i>				
<p>Mitigation Measure M-HZ-1: Soil and Groundwater Management Plan</p> <p>Prior to issuance of a building or grading permit for any one or more parcels, the applicant shall demonstrate that its construction specifications include implementation of a Soil and Groundwater Management Plan (“SGMP”) prepared by a qualified environmental consulting firm and reviewed and agreed to by DTSC and RWQCB. For parcels transferred from the Navy under a Lease in Furtherance of Conveyance (LIFOC), or Early Transfer (FOSET) or parcels transferred under a FOST which specifies that additional remediation of petroleum contamination is necessary or additional remediation is necessary to meet the proposed land use, all additional or remaining remediation on those parcels shall be completed as directed by the responsible agency, DTSC or RWQCB, prior to commencement of construction activities unless (i) those construction activities are conducted in accordance with the requirements of any applicable land use covenant, lease restriction or deed restriction and in accordance with the Site Health and Safety requirements of the SGMP, or (ii) those construction activities are otherwise given written approval by either DTSC or RWQCB. The SGMP shall be present on site at all times and readily available to site workers.</p> <p>The SGMP shall specify protocols and requirements for excavation, stockpiling, and transport of soil and for disturbance of groundwater as well as a contingency plan to respond to the discovery of previously unknown areas of contamination (e.g., an underground storage tank unearthed during normal construction activities). Specifically, the SGMP shall include at least the following components:</p> <ol style="list-style-type: none"> <u>Soil management requirements.</u> Protocols for stockpiling, sampling, and transporting soil generated from on-site activities, and requirements for soil imported to the site for placement. The soil management requirements must include: <ul style="list-style-type: none"> Soil stockpiling requirements such as placement of cover, application of moisture, erection of containment structures, and implementation of security measures. The soil stockpiling requirements must, at a minimum, meet the requirements of the San Francisco Dust Control Ordinance. Protocols for assessing suitability of soil for on-site reuse through representative laboratory analysis of soils as approved by DTSC or RWQCB, taking into account the Treasure Island specific health-based remediation goals, other applicable health-based standards, and the proposed location, circumstances, and conditions for the intended soil reuse. 	<p>Project sponsors for first Sub-Phase of the first Major Phase to prepare and obtain DTSC/RWQCB approval of project-wide SGMP</p> <p>All subsequent project sponsors to follow SGMP and prepare/follow parcel-specific or sub-parcel-specific health and safety plan.</p> <p>Project sponsors and their remediation contractor(s)</p>	<p>Prior to the first Sub-Phase Application Approval</p> <p>Prior to issuance of a building or grading permit for any parcel or parcels</p>	<p>TIDA and DBI. TIDA shall ensure that Project sponsors obtain state agency approval of project-wide SGMP; DBI to confirm project applicants have site-specific health and safety plan prior to issuance of a permit. In the event of LIFOC or FOSET, TIDA to ensure completion of remediation, or other approval from DTSC/RWQCB, prior to construction activities.</p>	

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EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • Requirements for offsite transportation and disposal of soil not determined to be suitable for on-site reuse. Any soil identified for off-site disposal must be packaged, handled, and transported in compliance with all applicable state, federal, and the disposal facility’s requirements for waste handling, transportation and disposal. • Soil importation requirements for soil brought from offsite locations. <p>2. <u>Groundwater management requirements.</u> Protocols for conducting dewatering activities and sampling and analysis requirements for groundwater extracted during dewatering activities. The sampling and analysis requirements shall specify which groundwater contaminants must be analyzed or how they will be determined. The results of the groundwater sampling and analysis shall be used to determine which of the following reuse or disposal options is appropriate for such groundwater:</p> <ul style="list-style-type: none"> • On-site reuse (e.g., as dust control); • Discharge under the general permit for stormwater discharge for construction sites; • Treatment (as necessary) before discharge to the sanitary sewer system under applicable San Francisco PUC waste discharge criteria; • Treatment (as necessary) before discharge under a site-specific NPDES permit; • Off-site transport to an approved offsite facility. <p>For each of the options listed, the SGMP shall specify the particular criteria or protocol that would be considered appropriate for reuse or disposal option. The thresholds used must, at a minimum, be consistent with the applicable requirements of the RWQCB and the San Francisco Public Utilities Commission.</p> <p>3. <u>Unknown contaminant/hazard contingency plan.</u> Procedures for implementing a contingency plan, including appropriate notification, site worker protections, and site control procedures, in the event unanticipated subsurface hazards or hazardous material releases are discovered during construction. Control procedures shall include:</p> <ul style="list-style-type: none"> • Protocols for identifying potential contamination though visual or olfactory observation; 				

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EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • Protocols on what to do in the event an underground storage tank is encountered; • Emergency contact procedures; • Procedures for notifying regulatory agencies and other appropriate parties; • Site control and security procedures; • Sampling and analysis protocols; and • Interim removal work plan preparation and implementation procedures. 				
<p>Mitigation Measure M-HZ-8: Construction Best Management Practices</p> <p>The use of construction best management practices (BMPs) shall be incorporated into the construction specifications and implemented as part of project construction. The BMPs would minimize potential negative effects to groundwater and soils and shall include the following:</p> <ul style="list-style-type: none"> • Follow manufacturer’s recommendations on use, storage and disposal of chemical products used in construction; • All refueling and maintenance activities shall occur at a dedicated area that is equipped with containment improvements and readily available spill control equipment and products. Overtopping construction equipment fuel gas tanks shall be avoided; • During routine maintenance of construction equipment, properly contain and remove grease and oils; and • Properly dispose of discarded containers of fuels and other chemicals. 	Project sponsors and their construction contractors	<p>BMPs for each construction site or area to be prepared prior to initiation of construction activities.</p> <p>Relevant BMPs to be implemented during all construction phases</p>	DBI to ensure that proposed BMPs for each construction site are submitted to San Francisco Dept. of Public Health for review and that they are incorporated into construction specifications for implementation	
<p>Mitigation Measure M-HZ-10: Soil Vapor Barriers. Prior to obtaining a building permit for an enclosed structure within IR Sites 21 or 24 or within any area where the FOST or site closure documentation specifies that vapor barriers are necessary or that additional sampling must be conducted to determine if vapor barriers are necessary due to the presence of residual contamination that has volatile components (such as chlorinated solvents PCE and TCE or certain petroleum hydrocarbons), the applicant shall demonstrate either that the building plans include DTSC-approved vapor barriers to be installed beneath the foundation for the prevention of soil vapor intrusion, or that DTSC has determined that installation of vapor barriers is not necessary.</p>	Project sponsors for buildings located within IR sites 21 or 24, and their construction contractor(s), in consultation with and approved by DTSC, if needed.	Prior to issuance of a building permit for construction in the areas specified	TIDA to ensure that sampling occurs where necessary; that the necessary DTSC approvals are obtained prior to construction, and that copies of reports are provided to DTSC, SFDPH and DBI. DBI to ensure appropriate vapor barriers	

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EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
			are included in building plans.	
<p>Mitigation Measure M-HZ-13: Human Health Risk Assessment. Prior to reopening the presently closed elementary school for elementary school use, TIDA or the SFUSD shall enter into a Voluntary Clean-Up Agreement (VCA) with DTSC's School Property Evaluation and Cleanup Division for the school site, regardless of whether any physical construction or expansion activities that trigger the requirement to consult with DTSC under the Education Code are proposed. As part of the VCA, a Preliminary Endangerment Assessment (PEA) shall be prepared under the supervision of DTSC's School Property Evaluation and Cleanup Division. If the Preliminary Endangerment Assessment discloses the presence of a hazardous materials release, or threatened release, or the presence of naturally occurring hazardous materials, at or near the school site at concentrations that could pose a significant risk to children attending the school or adults working at the school, or discloses that ongoing or planned remediation activities to address such a release near the school could pose a significant risk to children attending the school or adults working at the school, then the school shall not reopen until all actions required by DTSC to reduce the increased cancer risk from exposure to such releases to less than one in a million (1x10⁻⁶) and reduce the increased risk of noncancerous toxic effects such that the Hazard Index for chronic and acute hazards is less than one.</p> <p>In the event DTSC declines to supervise the process required by this measure in circumstances where it is not required to do so under the California Education Code, the PEA shall be approved by the San Francisco Department of Public Health, applying the risk standards set forth above for cancer and non-cancer risks.</p>	TIDA or the SFUSD to prepare and negotiate a Voluntary Clean-Up Agreement with DTSC	Prior to reopening the presently closed elementary school for elementary school use	DTSC's School Property Evaluation and Cleanup Division or SFDPH (if DTSC declines)	
IMPROVEMENT MEASURES FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT				
<p><u>Improvement Measure I-GHG-1</u></p> <p>While the Proposed Project would not result in a significant impact with regard to GHG emissions, BAAQMD Guidance encourages Lead Agencies to incorporate best management practices for the purposes of reducing construction-related GHG emissions. The following measures should be considered to be implemented by the project applicant and its contractors:</p> <ul style="list-style-type: none"> • Use of alternatively fueled (e.g., biodiesel, electric) construction 	Project sponsors and their construction contractor(s) to incorporate all feasible measures	During all construction phases	Project sponsors to report to TIDA on measures to be included and provide reasons why any not included have not been.	

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EXHIBIT C: MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT (Includes Text for Adopted Mitigation and Improvement Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>equipment for at least 15 percent of the fleet;</p> <ul style="list-style-type: none"> • Use local building materials for at least 10 percent of construction materials; and • Recycling or reusing at least 50 percent of construction and demolition wastes. 				
<p><u>Improvement Measure I-RE-3a</u></p> <p>Where artificial turf is proposed, the project sponsors are encouraged to work with the City Fields Foundation and City Recreation and Park Department staff to design and build artificial turf fields using the latest SFRPD criteria at the time of implementation, including the City’s purchasing criteria.</p>	<p>Project sponsors for any fields proposing artificial turf, in consultation with City Fields Foundation and Recreation and Park Department</p>	<p>Prior to, and during, construction of recreational fields</p>	<p>Project sponsors to report to TIDA on latest SFRPC criteria</p> <p>TIDA to ensure appropriate materials are installed.</p>	
<p><u>Improvement Measure I-RE-3b</u></p> <p>The project sponsors are encouraged to work with the City Fields Foundation and Department of Public Health staff to develop signage that educates athletes and their families about the importance of washing hands before and after use of synthetic turf fields and the importance of proper wound care for turf-related injuries.</p>	<p>Project sponsors in consultation with City Fields Foundation and SF Department of Public Health</p>	<p>Signage to be installed prior to opening of recreational fields and maintained during operation</p>	<p>Project sponsors to review signage with TIDA and SF DPH</p> <p>TIDA to ensure signage is installed and maintained</p>	
<p><u>Improvement Measure I-RE-3c</u></p> <p>The project sponsors are encouraged to work with the City Fields Foundation and Department of Public Health staff to develop an air quality monitoring program for the proposed synthetic turf fields that would follow a methodology developed by the Office of Environmental Health Hazard Assessment or the U.S. EPA. The methodology would include, but is not limited to, capturing air quality samples at an outdoor field and upwind of the field; identifying the heights above the field where samples are captured; and recording weather data such as ambient and field temperatures, wind speed/direction, and humidity.</p>	<p>Project sponsors and air quality monitoring consultant, in consultation with City Fields Foundation and SF Department of Public Health</p>	<p>During operation of recreational fields</p>	<p>monitoring reports to be submitted to TIDA and SFDPH</p>	

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
MITIGATION MEASURES OUTSIDE SAN FRANCISCO'S JURISDICTION FOR THE TREASURE ISLAND / YERBA BUENA ISLAND PROJECT				
<p>Mitigation Measure M-NO-4: Ferry Terminal Noise Reduction Plan. To ensure that the noise levels from the proposed Ferry Terminal and its operations do not exceed the San Francisco Land Use Compatibility Guidelines for Community Noise standards, the developer of the Ferry Terminal shall be required to engage a qualified acoustical consultant to prepare a Ferry Terminal Noise Reduction Plan to be approved by TIDA. The operator would be required to follow the recommendations of the Plan to ensure compliance with the City's community noise guidelines, including but not limited to requiring ferry operators to reduce propulsion engine power to low when approaching and departing the terminal.</p>	Operator of the ferry service to retain acoustical consultant	Prior to Ferry Terminal operation	WETA	
<p>Mitigation Measure M-AQ-5: Ferry Particulate Emissions. All ferries providing service between Treasure Island and San Francisco shall meet applicable California Air Resources Board regulations. Additionally, all ferries shall be equipped with diesel particulate filters or an alternative equivalent technology to reduce diesel particulate emissions.</p>	WETA and WETA's ferry operator(s)	Prior to vessel selection or award of ferry service contract for Treasure Island Ferry Terminal	TIDA and WETA, in consultation with the Bay Area Air Quality Management District	
<p>Mitigation Measure M-BI-4b: Changes in Ferry Service to Protect Rafting Waterbirds. Waterfowl numbers generally peak in December, with reduced populations during January, and into the spring months. Ferries between San Francisco and Treasure Island shall operate in reduced numbers and slower speeds during December and January; alternatively, during this period ferries, to the extent practicable, shall maintain a buffer zone of 250 meters from areas of high-use by rafting waterbirds.</p>	WETA's ferry operator(s)	During December and January of each year of operation	ferry operators to report to WETA and TIDA monthly during affected period	

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SAN FRANCISCO PLANNING DEPARTMENT

March 11, 2020

Subdivision and Mapping
Bureau of Street Use and Mapping
San Francisco Public Works
1155 Market Street
San Francisco, CA 94103

Record Number: 2020-002437SUB, DPW ID 10297
Project Address: 0 Treasure Island, Blocks 8906/005, 006, 004, and 007

1650 Mission St.
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BACKGROUND

On April 21, 2011, at a duly noticed joint public hearing with the Treasure Island Authority, the Planning Commission adopted Motion No. 18326, approving CEQA findings and certified the FEIR under Motion No. 18325. At the same hearing, the Commission adopted General Plan findings under Resolution No. 18328 and recommend approval of General Plan, Zoning Map and Text Amendments under Resolution Nos. 18327, 18331 and 18329. The Commission also approved the Treasure Island/Yerba Buena Island Design for Development under Resolution No. 18330 and adopted a recommendation for approval of the Treasure Island/Yerba Buena Island Development Agreement under Resolution No. 18333.

On June 14, 2011, at a duly noticed public hearing, the San Francisco Board of Supervisors adopted Ordinance No. 95-11 approving a Development Agreement for the Treasure Island/Yerba Buena Island Development Project and authorizing the Planning Director to execute this Agreement on behalf of the City. (the "Enacting Ordinance"). The Enacting Ordinance took effect on July 15, 2011. The following land use approvals relating to the Project were approved by the Board of Supervisors concurrently with the Development Agreement: the General Plan Amendment (Board of Supervisors Ord. No. 97-11), the Planning Code Text Amendment, and the Zoning Map amendments (Board of Supervisors Ord. No. 98-11, 96-11).

ACTION

The Planning Department approves the Tentative Map 10297 for the Treasure Island/Yerba Buena Island Development Project. This Map includes four parcels that were previously mapped as a part of Final Map No. 9235. The Map proposes two minor changes to the four parcels compared to the current mapping approvals: (1) to adjust the maximum number of condominium units authorized for the four lots with the result being a *net decrease* of thirty units compared to the amount authorized under Final Map No. 9235; and (2) to merge two lots together.

FINDINGS

The San Francisco Planning Department ("Department") hereby finds that the proposed Tentative map is consistent with the Project as defined in the Development Agreement. The Planning Commission adopted CEQA findings under Planning Commission Motion No. 18326 and approved the General Plan Referral for the Project under Resolution No. 18327.

The Department has also considered the entire record to determine, pursuant to Subdivision Map Act, Gov't Code § 66474(a)-(g), whether any of the criteria exist that would require denial of the Tentative Subdivision Map and finds that none of the criteria exist.

The San Francisco Planning Department makes the findings below pursuant to Subdivision Map Act, Gov't Code § 66474(a)-(g):

(a) That the proposed map is not consistent with applicable general and specific plans as specified in Section 65451.

The Tentative Map is consistent with the General Plan and Treasure Island/Yerba Buena Island Plan Area for the reasons set forth in Planning Commission Resolution No. 18328.

(b) That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

The Tentative Map, together with the provisions for its design and improvement, is consistent with the San Francisco General Plan and Treasure Island/Yerba Buena Island Plan Area for the reasons set forth in Planning Commission Resolution No. 18328.

(c) That the site is not physically suitable for the type of development.

The site is physically suitable for the type of development. The FEIR evaluated potential environmental impacts associated with the development, which development is consistent with the Treasure Island/Yerba Buena Island Special Use District (SUD) and Plan Area. All required mitigation measures identified in the Mitigation Monitoring and Reporting Program will be applied to the Project.

(d) That the site is not physically suitable for the proposed density of development.

The site is physically suitable for the proposed density of development and is consistent with the SUD as evaluated in the FEIR.

(e) That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Neither the design of the subdivision nor the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The FEIR incorporates a comprehensive evaluation of biological resources, including fish and wildlife and their habitat. All feasible and applicable mitigation measures identified in the MMRP will be applied to the Tentative Subdivision Map.

(f) That the design of the subdivision or type of improvements is likely to cause serious public health problems.

Neither the design of the subdivision nor the type of improvements are likely to cause serious public health problems. Issues of public health, including, for example, geotechnical and soils stability, hazards and hazardous materials, and air quality impacts, were evaluated in the FEIR. All feasible and applicable mitigation measures identified in the MMRP will be applied to the Tentative Subdivision Map.

(g) That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the

public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

Neither the design of the subdivision nor the type of improvements will conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision. No such public easements for use or public access would be adversely affected by the proposed subdivision, and the Subdivider will be required to provide new easements as a condition of approval of the map as necessary for public access and use.

Pursuant to Subdivision Map Act, Gov't Code § 66412.3 and § 66473.1, the Department finds that the proposed subdivision with associated development complies with said criteria in that:

(a) In carrying out the provisions of this division, each local agency shall consider the effect of ordinances and actions adopted pursuant to this division on the housing needs of the region in which the local jurisdiction is situated and balance these needs against the public service needs of its residents and available fiscal and environmental resources.

The Tentative Subdivision Map is associated with a project that proposes up to 464 proposed residential unit. This is a change to Final Map 9235. Final Map No. 9235 Lots 3 and 4 will be merged into a single lot (Lot 1 of this Tentative Map 10297). In addition, the maximum number of condominiums approved for Final Map No. 9235 Lots 3, 4, 5 and 9 would be redistributed. The lot resulting from the merger of Lots 3 and 4 would be authorized for 31 additional condominium units compared to what was approved for those lots on Final Map No. 9235. Final Map No. 9235 Lot 9 (Lot 3 of this Application) would be approved for an additional six units. It is important to note that the Applicant does not propose to increase the overall authorized condominium unit count beyond what was approved for Final Map No. 9235. Instead, this results in a net decrease of thirty units. The development will balance housing, including new on-site affordable housing, with new and improved infrastructure, provide employment opportunities, as well as community facilities and parks for new and existing residents. The design of the proposed subdivision will enable the construction of a vibrant mixed-use neighborhood with active streets and open spaces, high quality and well-designed buildings, and thoughtful relationships between buildings and the public realm, including the waterfront.

(b) The design of a subdivision for which a tentative map is required pursuant to Section 66426 shall provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

The design of the proposed subdivision will provide, to the extent feasible, future passive or natural heating or cooling opportunities in the subdivision. The Project is consistent with and implements the Environmental Protection Element that calls for mixed-use, high density, transit-friendly, sustainable development. The Project's approvals include a Sustainability Plan, that among other things, set goals that include sea level resilience through the year 2100, 100% operational energy from renewable s

CITY & COUNTY OF SAN FRANCISCO

TREASURE ISLAND DEVELOPMENT AUTHORITY
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LONDON N. BREED
MAYOR

ROBERT BECK
TREASURE ISLAND DIRECTOR

January 19, 2021

James Ryan
Department of Public Works
Office of the City and County Surveyor
1155 Market Street, 3rd Floor
San Francisco, CA 94103

Subject: Consistency Determination Letter for Final Map No. 10297

Mr. Ryan:

In compliance with the Treasure Island and Yerba Buena Island Subdivision Code and all amendments thereto, including without limitation sections 1701(c), 1732, and 1734(c)-(d), and Public Works: Bureau of Street Use and Mapping-Subdivision and Mapping Section Condition 12(b) of Public Works Order No. 203556, the Treasure Island Development Authority ("TIDA") has reviewed the pending Final Map No. 10297 ("the Final Map"), and has found the following:

- The Final Map's proposed residential unit count is consistent with, and will not result in the exceedance of any limitation in, the Project Documents. The sub-phase application for Sub-Phase 1B, 1C & 1E, approved by TIDA on February 11, 2016 ("the Approved Sub-Phase"), provides in Table 2.2 for 670 residential units in the area covered by the Final Map. The Lot Information Table on Sheet 3 of the Final Map ("the Lot Information Table") provides for 464 units, which is consistent with the Approved Sub-phase.
- Approval of the Final Map's listed commercial condominium units will not result in the exceedance of any limitation in the Project Documents. Such commercial units are permitted by Table T3.c of the Treasure Island and Yerba Buena Island Design for Development, which allows certain commercial uses on lots zoned as residential. The Approved Sub-Phase provides in Table 2.2 for 109,000 square feet of commercial area. The lot table on the Final Map provides for 18 commercial condominium units, which is consistent with the Design for Development and will

not in itself exceed the area of commercial use approved in the Approved Sub-phase.

- The Final Map's proposed parking units are consistent with, and will not result in the exceedance of any limitation in, the Project Documents. The Approved Sub-Phase provides in Table 3.2 for one parking unit per residential unit for a total allocation of 1,884 parking units in Sub-Phase 1B, 1C, and 1E. The Lot Information Table provides for 464 residential units and 464 parking units, which is consistent with the Approved Sub-Phase.
- Approval of the Final Map will not modify the developer's obligations to provide inclusionary units required for any residential or mixed-use building consistent with the Project Documents. Section 1.3 of the Disposition and Development Agreement for Treasure Island/Yerba Buena Island, recorded August 10, 2011 in the Official Records of the City and County of San Francisco as Document No. 2011-J235239-00 ("the Disposition and Development Agreement"), as amended, and page 32 of the Approved Sub-Phase provide that 5% of all residential units on developer lots must be inclusionary. Appendix C of the Approved Sub-phase provides for a total of 41 inclusionary units within the area covered by the Final Map. Pursuant to section 1.3 of the Disposition and Development Agreement and Planning Code section 249.52(g), the final number of inclusionary units in each lot will be specified in the applicable Vertical Disposition and Development Agreement, which TIDA and developer will enter prior to the vertical development review and approval process. Therefore, the allocation of housing units shown on the Lot Information Table will not impede developer from meeting its inclusionary housing obligation.

The Final Map, in the context of the project as a whole, is consistent with the Subdivider's obligations under the Project Documents to provide land for TIDA development as below-market-rate housing. The Final Map covers a portion of Final Map 9235, recorded September 13, 2018 as Document No. 2018K672373. Lots 1 and 2 of Final Map 9235, consistent with the Approved Sub-Phase, will be provided for TIDA development as below-market-rate housing. The Approved Sub-Phase, shown by Table 2.3 and Appendix C, does not designate any land for TIDA development within the area covered by the present Final Map.

- The development of the area covered by the proposed Final Map is consistent with the Subdivision Map Act, the Project Documents, as defined in San Francisco Subdivision Code section 1707(z), including without limitation the Disposition and Development Agreement, and applicable City Regulations, as defined in San

Francisco Subdivision Code section 1707(e) and as such regulations exist as of this date.

Thank you for your assistance on this matter.

Regards,

A handwritten signature in blue ink, appearing to read 'R. P. Beck', is written above the typed name.

Robert P. Beck
Treasure Island Director
Treasure Island Development Authority



TAX CERTIFICATE

I, David Augustine, Tax Collector of the City and County of San Francisco, State of California, do hereby certify, pursuant to the provisions of California Government Code Section 66492 et. seq., that according to the records of my office regarding the subdivision identified below:

There are no liens for unpaid City & County property taxes or special assessments collected as taxes, except taxes or assessments not yet payable.

The City and County property taxes and special assessments which are a lien, but not yet due, including estimated taxes, have been paid.

Block: **8904**

Lot: **004**

Address: **04TH TI ST**

David Augustine, Tax Collector

Dated **March 01, 2021** this certificate is valid for the earlier of 60 days from **March 01, 2021** or **December 31, 2021**. If this certificate is no longer valid please contact the Office of Treasurer and Tax Collector at tax.certificate@sfgov.org to obtain another certificate.



TAX CERTIFICATE

I, David Augustine, Tax Collector of the City and County of San Francisco, State of California, do hereby certify, pursuant to the provisions of California Government Code Section 66492 et. seq., that according to the records of my office regarding the subdivision identified below:

There are no liens for unpaid City & County property taxes or special assessments collected as taxes, except taxes or assessments not yet payable.

The City and County property taxes and special assessments which are a lien, but not yet due, including estimated taxes, have been paid.

Block: **8906**

Lot: **005**

Address: **AVENUE OF THE PALMS**

David Augustine, Tax Collector

Dated **March 01, 2021** this certificate is valid for the earlier of 60 days from **March 01, 2021** or **December 31, 2021**. If this certificate is no longer valid please contact the Office of Treasurer and Tax Collector at tax.certificate@sfgov.org to obtain another certificate.



TAX CERTIFICATE

I, David Augustine, Tax Collector of the City and County of San Francisco, State of California, do hereby certify, pursuant to the provisions of California Government Code Section 66492 et. seq., that according to the records of my office regarding the subdivision identified below:

There are no liens for unpaid City & County property taxes or special assessments collected as taxes, except taxes or assessments not yet payable.

The City and County property taxes and special assessments which are a lien, but not yet due, including estimated taxes, have been paid.

Block: **8906**

Lot: **006**

Address: **AVENUE OF THE PALMS**

David Augustine, Tax Collector

Dated **March 01, 2021** this certificate is valid for the earlier of 60 days from **March 01, 2021** or **December 31, 2021**. If this certificate is no longer valid please contact the Office of Treasurer and Tax Collector at tax.certificate@sfgov.org to obtain another certificate.



TAX CERTIFICATE

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There are no liens for unpaid City & County property taxes or special assessments collected as taxes, except taxes or assessments not yet payable.

The City and County property taxes and special assessments which are a lien, but not yet due, including estimated taxes, have been paid.

Block: **8906**

Lot: **007**

Address: **AVENUE OF THE PALMS**

David Augustine, Tax Collector

Dated **March 01, 2021** this certificate is valid for the earlier of 60 days from **March 01, 2021** or **December 31, 2021**. If this certificate is no longer valid please contact the Office of Treasurer and Tax Collector at tax.certificate@sfgov.org to obtain another certificate.

OWNER'S STATEMENT

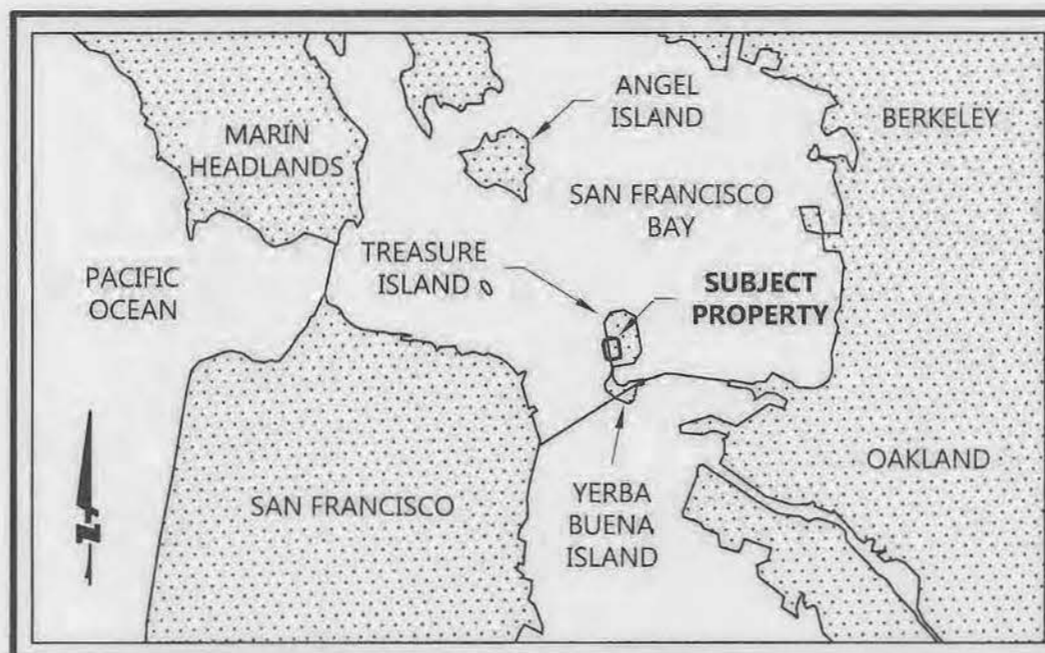
THE UNDERSIGNED OWNER HAVING RECORD TITLE INTEREST NECESSARY TO CONSENT TO THE PREPARATION AND FILING OF THIS MAP, TITLED FINAL MAP NO. 10297 COMPRISING FIVE (5) SHEETS.

THE UNDERSIGNED OWNER AND HOLDER OF INTERESTS GRANTED IN INSTRUMENT NOS. 2020047138, 2020047139, 2020047140, 2020047580, 2020047581, AND 2020047582 RECORDED NOVEMBER 12, 2020, IN THE OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO, HAVING RECORD TITLE INTERESTS NECESSARY TO CONSENT TO THE PREPARATION AND FILING OF THIS MAP TITLED FINAL MAP NO. 10297, COMPRISING FIVE (5) SHEETS.

BY MY SIGNATURE HERETO I HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF SAID MAP AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE.

OWNER: TREASURE ISLAND SERIES 1, LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: Chris
PRINTED NAME: CHRISTOPHER MEANY
TITLE: AUTHORIZED SIGNATORY
DATE: 12/18/20



VICINITY MAP
NOT TO SCALE

SHEET LAYOUT

- 1) STATEMENTS AND SIGNATURES
- 2) STATEMENTS AND SIGNATURES
- 3) LOT INFORMATION TABLE AND CONDITIONS OF SUBDIVISION
- 4) CONTROLLING MONUMENTATION AND TIES TO SUBDIVISION BOUNDARY
- 5) SUBDIVISION BOUNDARY BREAKDOWN

OWNER'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF SAN FRANCISCO

ON December 18, 2020, 2020, BEFORE ME Renee Adams, A NOTARY PUBLIC, PERSONALLY APPEARED Christopher Meany WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES) AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S) OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: Renee Adams
NOTARY PUBLIC, STATE OF CA COMMISSION NO.: 2306717
MY COMMISSION EXPIRES: 10/21/23
COUNTY OF PRINCIPAL PLACE OF BUSINESS: San Francisco

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2020 AT _____ M., IN BOOK _____ OF _____ MAPS, AT PAGES _____, AT THE REQUEST OF BKF ENGINEERS.

SIGNED: _____

COUNTY RECORDER
CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

OWNER'S STATEMENT

THE UNDERSIGNED OWNER HAVING RECORD TITLE INTEREST NECESSARY TO CONSENT TO THE PREPARATION AND FILING OF THIS MAP, TITLED FINAL MAP NO. 10297 COMPRISING FIVE (5) SHEETS. BY MY SIGNATURE HERETO I HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF SAID MAP AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE.

OWNER: C23 TREASURE ISLAND 048 HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: Chen
PRINTED NAME: Xiaoni Zhang
TITLE: Authorized Signatory
DATE: 12/18/2020

OWNER'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF SAN FRANCISCO

ON DECEMBER 18th, 2020, BEFORE ME Olud SAPPASANT O'BANIN, A NOTARY PUBLIC, PERSONALLY APPEARED XIAONI ZHANG WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES) AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S) OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: Olud Sappasant O'Banin
NOTARY PUBLIC, STATE OF CA COMMISSION NO.: 2223474
MY COMMISSION EXPIRES: 12/23/2021
COUNTY OF PRINCIPAL PLACE OF BUSINESS: SAN FRANCISCO

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE, AT THE REQUEST OF THE OWNERS LISTED HEREIN, IN JULY 2020. I HEREBY STATE THAT ALL THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR THAT THEY WILL BE SET IN THOSE POSITIONS BEFORE NOVEMBER 2022, AND THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

BY: Alex Calder DATE: 12-19-2020
ALEX CALDER, P.L.S. 8863



CITY AND COUNTY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS MAP; THAT THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE CALIFORNIA SUBDIVISION MAP ACT AND ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH; AND THAT I AM SATISFIED THIS MAP IS TECHNICALLY CORRECT.

JAMES M. RYAN PLS 8630, ACTING CITY AND COUNTY SURVEYOR
CITY AND COUNTY OF SAN FRANCISCO

BY: James M. Ryan DATE: 2-18-2021



FINAL MAP NO. 10297

A THREE LOT RE-SUBDIVISION
FOR 464 RESIDENTIAL UNITS, 18 COMMERCIAL UNITS,
AND 464 PARKING UNITS
A MIXED USE CONDOMINIUM PROJECT
BEING ALL OF LOTS 3, 4, 5, AND 9 OF FINAL MAP NO. 9235, RECORDED
SEPTEMBER 13, 2018 IN BOOK 134 OF CONDOMINIUM
MAPS AT PAGES 170 THROUGH 179
CITY AND COUNTY OF SAN FRANCISCO STATE OF CALIFORNIA

DECEMBER 2020
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OWNER'S STATEMENT

THE UNDERSIGNED OWNER HAVING RECORD TITLE INTEREST NECESSARY TO CONSENT TO THE PREPARATION AND FILING OF THIS MAP, TITLED FINAL MAP NO. 10297 COMPRISING FIVE (5) SHEETS, BY MY SIGNATURES HERETO I HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF SAID MAP AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE.

OWNER: TI LOTS 3-4, LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: [Signature]
PRINTED NAME: CHRISTOPHER MEANY
TITLE: AUTHORIZED SIGNATORY
DATE: 12/18/20

OWNER'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF SAN FRANCISCO

ON December 18, 2020, 2020, BEFORE ME Renee Adams, A NOTARY PUBLIC, PERSONALLY APPEARED Christopher Meany WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/HEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES) AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S) OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: [Signature]

NOTARY PUBLIC, STATE OF CA COMMISSION NO.: 2306717

MY COMMISSION EXPIRES: 10/21/23

COUNTY OF PRINCIPAL PLACE OF BUSINESS: San Francisco

BOARD OF SUPERVISOR'S APPROVAL

ON _____, 2020, THE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA APPROVED AND PASSED MOTION NO. _____

A COPY OF WHICH IS ON FILE IN THE OFFICE OF THE BOARD OF SUPERVISOR'S IN FILE

NO. _____

APPROVED AS TO FORM

DENNIS J. HERRERA, CITY ATTORNEY

BY: [Signature]

DEPUTY CITY ATTORNEY
CITY AND COUNTY OF SAN FRANCISCO

TRUSTEE'S STATEMENT

THE UNDERSIGNED TRUSTEE, HAVING RECORD TITLE INTEREST IN THE DEED OF TRUST RECORDED MARCH 4, 2016, AS DOCUMENT NO. 2016-K211537 OF THE OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO, AS MODIFIED BY DOCUMENTS DECLARING MODIFICATIONS THEREOF RECORDED AS DOCUMENT NOS. 2018-K602993, 2018-K629724, 2018-K672609, AND 2020027177, RECORDED APRIL 19, 2018, JUNE 22, 2018, SEPTEMBER 13, 2018, AND OCTOBER 7, 2020, RESPECTIVELY, IN THE OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO, NECESSARY TO CONSENT TO THE PREPARATION AND FILING OF THIS MAP, TITLED FINAL MAP NO. 10297, COMPRISING FIVE (5) SHEETS, BY MY / OUR SIGNATURES I / WE HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP.

TRUSTEE: FIRST AMERICAN TITLE COMPANY

BY: [Signature]
PRINTED NAME: Sylvia ERAZO
TITLE: VP, DIRECTOR OF BRUW
DATE: 1-27-2021

TRUSTEES'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF ~~SAN FRANCISCO~~ Santa Clara

ON 1/27/21, 2021, BEFORE ME C. Narroquin, A NOTARY PUBLIC,

PERSONALLY APPEARED Sylvia Erazo WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/HEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES) AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S) OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: [Signature]

NOTARY PUBLIC, STATE OF CA COMMISSION NO.: 2198061

MY COMMISSION EXPIRES: 6/19/21

COUNTY OF PRINCIPAL PLACE OF BUSINESS: Santa Clara

APPROVALS

THIS MAP IS APPROVED THIS 8th DAY OF March, ~~2020~~ 2021

BY ORDER NO. 204429

BY: [Signature] DATE: 3/8/2021

ALARIC DEGRAFINRIED
ACTING DIRECTOR OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

TAX STATEMENT

I, ANGELA CALVILLO, CLERK OF THE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DO HEREBY STATE THAT THE SUBDIVIDER HAS FILED A STATEMENT FROM THE TREASURER AND TAX COLLECTOR OF THE CITY AND COUNTY OF SAN FRANCISCO, SHOWING THAT ACCORDING TO THE RECORDS OF HIS OR HER OFFICE THERE ARE NO LIENS AGAINST THIS SUBDIVISION OR ANY PART THEREOF FOR UNPAID STATE, COUNTY, MUNICIPAL OR LOCAL TAXES, OR SPECIAL ASSESSMENTS COLLECTED AS TAXES.

DATED _____ DAY OF _____, 2020

CLERK OF THE BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

CERTIFICATE OF PUBLIC IMPROVEMENT AGREEMENT

THE SUBDIVIDER AND THE CITY NEGOTIATED A PUBLIC IMPROVEMENT AGREEMENT PURSUANT TO GOVERNMENT CODE SECTION 66462(A)(1) AND THE TREASURE ISLAND AND YERBA BUENA ISLAND SUBDIVISION CODE WHICH WAS PRESENTED TO, AND APPROVED BY, THE BOARD OF SUPERVISORS ON SEPTEMBER 4, 2018, BY MOTION NO. M18-115. SAID AGREEMENT REQUIRES COMPLETION OF ALL PUBLIC IMPROVEMENTS CONTEMPLATED FOR THIS MAP.

BY: [Signature] DATE: 3/8/2021

ALARIC DEGRAFINRIED
ACTING DIRECTOR OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

CLERK'S STATEMENT

I, ANGELA CALVILLO, CLERK OF THE BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, HEREBY STATE THAT SAID BOARD OF SUPERVISORS BY ITS MOTION

NO. _____ ADOPTED _____, 2020, APPROVED THIS MAP ENTITLED "FINAL MAP NO. 10297", COMPRISING FIVE (5) SHEETS.

IN TESTIMONY WHEREOF, I HAVE HEREUNTO SUBSCRIBED MY HAND AND CAUSED THE SEAL OF THE OFFICE TO BE AFFIXED.

BY: _____ DATE: _____

CLERK OF THE BOARD OF SUPERVISORS
CITY AND COUNTY OF SAN FRANCISCO
STATE OF CALIFORNIA

FINAL MAP NO. 10297

A THREE LOT RE-SUBDIVISION
FOR 464 RESIDENTIAL UNITS, 18 COMMERCIAL UNITS,
AND 464 PARKING UNITS
A MIXED USE CONDOMINIUM PROJECT
BEING ALL OF LOTS 3, 4, 5, AND 9 OF FINAL MAP NO. 9235, RECORDED
SEPTEMBER 13, 2018 IN BOOK 134 OF CONDOMINIUM
MAPS AT PAGES 170 THROUGH 179
CITY AND COUNTY OF SAN FRANCISCO STATE OF CALIFORNIA

DECEMBER 2020
BKF 100+ YEARS
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LOT INFORMATION TABLE										
LOT NO.	FORMER APN	NO. OF RESIDENTIAL CONDOMINIUM UNITS	APN NOS	NO. OF COMMERCIAL CONDOMINIUM UNITS	APN NOS	NO. OF PARKING CONDOMINIUM UNITS	APN NOS	AREA (SQ.FT.)	LAND USE	PUBLIC TRUST STATUS
1	8906-005, -006	160	8906-010 THROUGH 8906-169	5	8906-170 THROUGH 8906-174	160	8906A-001 THROUGH 8906A-160	61,207±	RESIDENTIAL	NON-TRUST
2	8906-007	190	8906-175 THROUGH 8906-364	8	8906-365 THROUGH 8906-372	190	8906A-161 THROUGH 8906A-350	34,897±	RESIDENTIAL	NON-TRUST
3	8904-004	114	8904-007 THROUGH 8904-114 8904-301 THROUGH 8904-306	5	8904-115 THROUGH 8904-119	114	8904A-001 THROUGH 8904A-114	36,117±	RESIDENTIAL	NON-TRUST

PROPOSED ASSESSOR PARCEL NUMBERS

PROPOSED ASSESSOR PARCEL NUMBERS ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT TO BE RELIED UPON FOR ANY OTHER PURPOSE.

FIELD SURVEY COMPLETION

THE FIELD SURVEY FOR THIS MAP WAS COMPLETED ON AUGUST 21, 2020. ALL PHYSICAL DETAILS INCLUDING FOUND CITY AND PRIVATE MONUMENTATION SHOWN HEREON EXISTED AS OF THE FIELD SURVEY COMPLETION DATE, UNLESS OTHERWISE NOTED.

BASIS OF BEARINGS

THE BEARING OF NORTH 18°15'30" WEST BETWEEN FOUND MONUMENTS "CALTRANS" AND THE NAIL AND TAG STAMPED "L.S. 3833" AT THE SOUTHERLY PROPERTY CORNER OF THE "JOB CORPS CENTER" AS SHOWN ON THAT CERTAIN FINAL MAP NO. 9235 FILED FOR RECORD ON SEPTEMBER 13, 2018, IN BOOK 134 OF CONDOMINIUM MAPS AT PAGES 170 THROUGH 179, OFFICIAL RECORDS OF SAN FRANCISCO COUNTY, AND AS FOUND MONUMENTED, WAS TAKEN AS THE BASIS OF BEARINGS OF THIS SURVEY.

HORIZONTAL DATUM & REFERENCE SYSTEM

THE HORIZONTAL DATUM IS THE NORTH AMERICAN DATUM OF 1983: NAD83(2011) 2010.00 EPOCH REFERENCED BY THE SAN FRANCISCO HIGH PRECISION GNSS NETWORK (2013 CCSF-HPN). PLANE COORDINATES ARE BASED ON THE "CITY & COUNTY OF SAN FRANCISCO 2013 HIGH PRECISION NETWORK" COORDINATE SYSTEM (CCSF-CS13). THE CCSF-CS13 IS A LOW DISTORTION GRID PROJECTION DESIGNED FOR CCSF TO PROVIDE GROUND-PRECISION COORDINATES IN A LOW DISTORTION PLANE COORDINATE SYSTEM (COMBINED SCALE FACTOR = 1.00000275). (FOR FURTHER INFORMATION, SEE RECORD OF SURVEY NO. 8080, FILED FOR RECORD ON APRIL 4, 2014 IN BOOK EE OF SURVEY MAPS AT PAGES 147 THROUGH 157, INCLUSIVE, AS DOCUMENT NUMBER 2014-J860036, OFFICIAL RECORDS OF THE SAN FRANCISCO COUNTY RECORDER.)

RECORD REFERENCES

- RECORD OF SURVEY, FILED FOR RECORD ON JULY 15, 2003 IN BOOK AA OF SURVEY MAPS AT PAGES 85 THROUGH 95, AS DOCUMENT NUMBER 2003-H485964, OFFICIAL RECORDS OF THE SAN FRANCISCO COUNTY RECORDER
- RECORD OF SURVEY NO. 6422, FILED FOR RECORD ON FEBRUARY 8, 2012 IN BOOK DD OF SURVEY MAPS AT PAGES 191 THROUGH 195, AS DOCUMENT NUMBER 2012-J350707, OFFICIAL RECORDS OF THE SAN FRANCISCO COUNTY RECORDER
- RECORD OF SURVEY NO. 8080, FILED FOR RECORD ON APRIL 4, 2014 IN BOOK EE OF SURVEY MAPS AT PAGES 147 THROUGH 157, INCLUSIVE, AS DOCUMENT NUMBER 2014-J860036, OFFICIAL RECORDS OF THE SAN FRANCISCO COUNTY RECORDER
- RECORD OF SURVEY NO. 8630, FILED FOR RECORD ON MAY 29, 2015 IN BOOK FF OF SURVEY MAPS AT PAGES 62 THROUGH 78, AS DOCUMENT NUMBER 2015-K068760, OFFICIAL RECORDS OF THE SAN FRANCISCO COUNTY RECORDER
- RECORD OF SURVEY NO. 8433, FILED FOR RECORD ON NOVEMBER 10, 2015 IN BOOK FF OF SURVEY MAPS AT PAGES 149 THROUGH 151, AS DOCUMENT NUMBER 2015-K154701, OFFICIAL RECORDS OF THE SAN FRANCISCO COUNTY RECORDER
- RECORD OF SURVEY NO. 8639, FILED FOR RECORD ON NOVEMBER 10, 2015 IN BOOK FF OF SURVEY MAPS AT PAGES 152 THROUGH 173, AS DOCUMENT NUMBER 2015-K154702, OFFICIAL RECORDS OF THE SAN FRANCISCO COUNTY RECORDER
- FINAL MAP NO. 9235, FILED FOR RECORD ON SEPTEMBER 13, 2018, IN BOOK 134 OF CONDOMINIUM MAPS AT PAGES 170 THROUGH 179, AS DOCUMENT NUMBER 2018-K672373, OFFICIAL RECORDS OF THE SAN FRANCISCO COUNTY RECORDER
- FINAL TRANSFER MAP NO. 9837, FILED FOR RECORD ON JULY 24, 2019 IN BOOK HH OF SURVEY MAPS AT PAGES 154 THROUGH 166, AS DOCUMENT NUMBER 2019-K797065, OFFICIAL RECORDS OF THE SAN FRANCISCO COUNTY RECORDER

CONDOMINIUM NOTES:

- THIS MAP IS THE SURVEY MAP PORTION OF A CONDOMINIUM PLAN AS DESCRIBED IN CALIFORNIA CIVIL CODE SECTIONS 4120 AND 4285. THIS CONDOMINIUM PROJECT IS LIMITED TO A MAXIMUM NUMBER OF 464 DWELLING UNITS, 18 COMMERCIAL UNITS, AND 464 PARKING UNITS.
- ALL INGRESS (ES), EGRESS (ES), PATH(S) OF TRAVEL, FIRE/EMERGENCY EXIT(S) AND EXITING COMPONENTS, EXIT PATHWAY(S) AND PASSAGEWAY(S), STAIRWAY(S), CORRIDOR(S), ELEVATOR(S), AND COMMON USE ACCESSIBLE FEATURE(S) AND FACILITIES SUCH AS RESTROOMS THAT THE BUILDING CODE REQUIRES FOR COMMON USE SHALL BE HELD IN COMMON UNDIVIDED INTEREST.
- UNLESS SPECIFIED OTHERWISE IN THE GOVERNING DOCUMENTS OF A CONDOMINIUM HOMEOWNERS' ASSOCIATION, INCLUDING ITS CONDITIONS, COVENANTS, AND RESTRICTIONS, THE HOMEOWNERS ASSOCIATION SHALL BE RESPONSIBLE, IN PERPETUITY, FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF:
 - ALL GENERAL USE COMMON AREA IMPROVEMENTS; AND
 - ALL FRONTING SIDEWALKS, ALL PERMITTED OR UNPERMITTED PRIVATE ENCROACHMENTS AND PRIVATELY MAINTAINED STREET TREES FRONTING THE PROPERTY, AND ANY OTHER OBLIGATION IMPOSED ON PROPERTY OWNERS FRONTING A PUBLIC RIGHT-OF-WAY PURSUANT TO THE PUBLIC WORKS CODE OR OTHER APPLICABLE MUNICIPAL CODES
- IN THE EVENT THE AREAS IDENTIFIED IN (C)(ii) ARE NOT PROPERLY MAINTAINED, REPAIRED, AND REPLACED ACCORDING TO THE CITY REQUIREMENTS, AND SUBJECT TO THE TERMS OF ANY APPLICABLE ENCROACHMENT PERMIT, EACH HOMEOWNER SHALL BE RESPONSIBLE TO THE EXTENT OF HIS/HER PROPORTIONATE OBLIGATION TO THE HOMEOWNERS' ASSOCIATION FOR THE MAINTENANCE, REPAIR, AND REPLACEMENT OF THOSE AREAS. FAILURE TO UNDERTAKE SUCH MAINTENANCE, REPAIR, AND REPLACEMENT MAY RESULT IN CITY ENFORCEMENT AND ABATEMENT ACTION AGAINST THE HOMEOWNERS' ASSOCIATION AND/OR THE INDIVIDUAL HOMEOWNERS, WHICH MAY INCLUDE, BUT NOT BE LIMITED TO THE IMPOSITION OF A LIEN AGAINST THE HOMEOWNER'S PROPERTY SUBJECT TO THE TERMS OF ANY APPLICABLE ENCROACHMENT PERMIT.
- APPROVAL OF THIS MAP SHALL NOT BE DEEMED APPROVAL OF THE DESIGN, LOCATION, SIZE, DENSITY OR USE OF ANY STRUCTURE(S) OR ANCILLARY AREAS OF THE PROPERTY ASSOCIATED WITH STRUCTURES, NEW OR EXISTING, WHICH HAVE NOT BEEN REVIEWED OR APPROVED BY APPROPRIATE CITY AGENCIES NOR SHALL SUCH APPROVAL CONSTITUTE A WAIVER OF THE SUBDIVIDERS OBLIGATION TO ABATE ANY OUTSTANDING MUNICIPAL CODE VIOLATIONS. ANY STRUCTURES CONSTRUCTED SUBSEQUENT TO APPROVAL OF THIS FINAL MAP SHALL COMPLY WITH ALL RELEVANT MUNICIPAL CODES, INCLUDING BUT NOT LIMITED TO THE PLANNING, HOUSING AND BUILDING CODES, IN EFFECT AT THE TIME OF ANY APPLICATION FOR REQUIRED PERMITS.
- BAY WINDOWS, FIRE ESCAPES AND OTHER ENCROACHMENTS (IF ANY SHOWN HEREON, THAT EXIST, OR THAT MAY BE CONSTRUCTED) ONTO OR OVER JOHNSON STREET, CRAVATH STREET, OR AVENUE OF THE PALMS ARE PERMITTED THROUGH AND ARE SUBJECT TO THE RESTRICTIONS SET FORTH IN THE BUILDING CODE AND PLANNING CODE OF THE CITY AND COUNTY OF SAN FRANCISCO. THIS MAP DOES NOT CONVEY ANY OWNERSHIP INTEREST IN SUCH ENCROACHMENT AREAS TO THE CONDOMINIUM UNIT OWNER(S).
- SIGNIFICANT ENCROACHMENTS, TO THE EXTENT THEY WERE VISIBLE AND OBSERVED, ARE NOTED HEREON. HOWEVER, IT IS ACKNOWLEDGED THAT OTHER ENCROACHMENTS FROM/ONTO ADJOINING PROPERTIES MAY EXIST OR BE CONSTRUCTED. IT SHALL BE THE RESPONSIBILITY SOLELY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ANY ISSUES THAT MAY ARISE FROM ANY ENCROACHMENTS WHETHER DEPICTED HEREON OR NOT. THIS MAP DOES NOT PURPORT TO CONVEY ANY OWNERSHIP INTEREST IN AN ENCROACHMENT AREA TO ANY PROPERTY OWNER.
- NO OTHER ADDITIONAL PLOTTABLE EASEMENTS OR RESTRICTIONS WERE UNCOVERED BY BKF IN THE PREPARATION OF THIS MAP.

THIS MAP IS SUBJECT TO THE TERMS AND CONDITIONS OF THE FOLLOWING:

A RESERVED EASEMENT FOR INGRESS AND EGRESS, UTILITIES, AND ACCESS FOR REMEDIAL ACTION OR CORRECTIVE ACTION IN THE DOCUMENT ENTITLED "QUITCLAIM DEED FOR THE INITIAL CONVEYANCE TREASURE ISLAND AND ENVIRONMENTAL RESTRICTION PURSUANT TO CIVIL CODE SECTION 1471" RECORDED MAY 29, 2015 AS INSTRUMENT NO. 2015-K068758 OF OFFICIAL RECORDS.

EASEMENTS FOR SHORING, GRADING, STOCKPILING, CONSTRUCTION, EQUIPMENT STORAGE, RIGHT-OF-WAY AND UTILITY PURPOSES AS DESCRIBED IN THE GRANT DEED RECORDED NOVEMBER 12, 2020, AS INSTRUMENT NO. 2020047134 OF OFFICIAL RECORDS.

EASEMENTS FOR SHORING, GRADING, STOCKPILING, CONSTRUCTION, EQUIPMENT STORAGE, RIGHT-OF-WAY AND UTILITY PURPOSES AS DESCRIBED IN THE GRANT DEED RECORDED NOVEMBER 12, 2020, AS INSTRUMENT NO. 2020047576, AND RE-RECORDED NOVEMBER 18, 2020, AS INSTRUMENT NO. 2020052889 OF OFFICIAL RECORDS.

FINAL MAP NO. 10297

A THREE LOT RE-SUBDIVISION
FOR 464 RESIDENTIAL UNITS, 18 COMMERCIAL UNITS,
AND 464 PARKING UNITS
A MIXED USE CONDOMINIUM PROJECT
BEING ALL OF LOTS 3, 4, 5, AND 9 OF FINAL MAP NO. 9235, RECORDED
SEPTEMBER 13, 2018 IN BOOK 134 OF CONDOMINIUM
MAPS AT PAGES 170 THROUGH 179
CITY AND COUNTY OF SAN FRANCISCO STATE OF CALIFORNIA

DECEMBER 2020

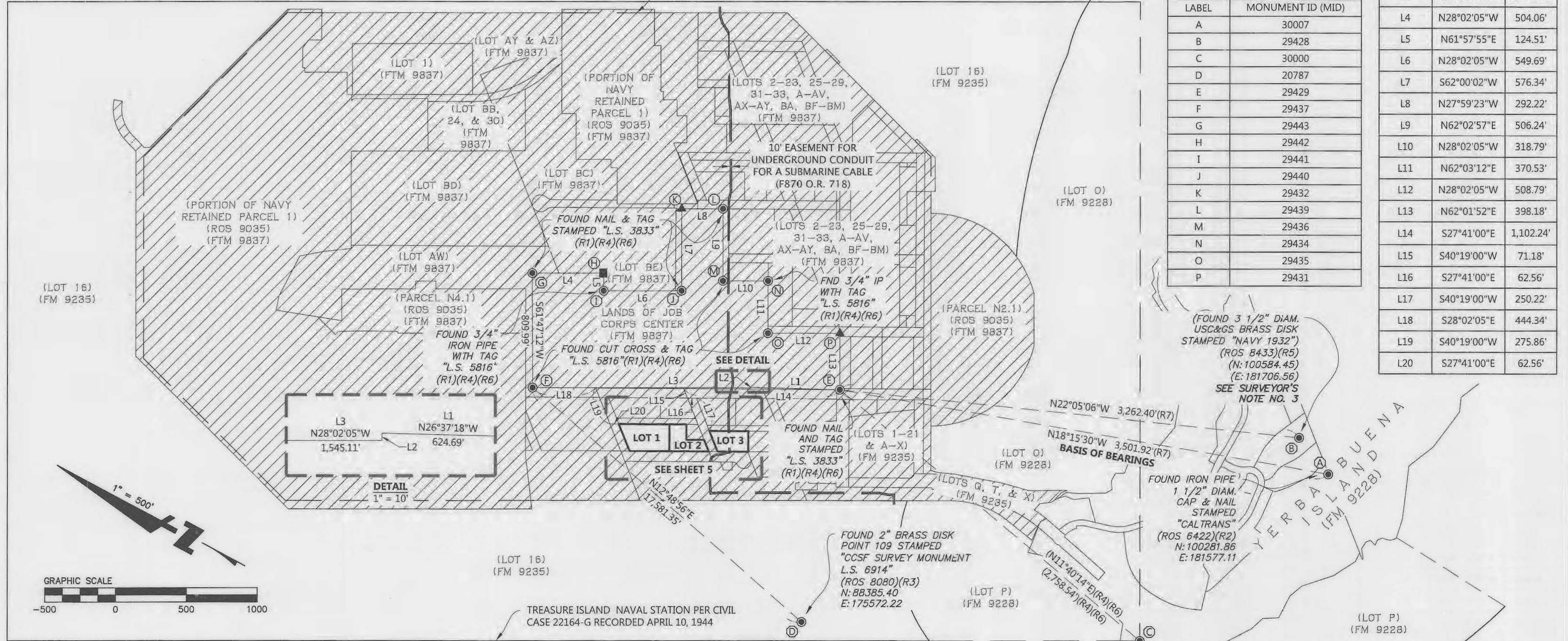
 255 SHORELINE DR.,
 SUITE 200
 REDWOOD CITY, CA 94065
 (650) 482-6300
 www.bkf.com
 ENGINEERS . SURVEYORS . PLANNERS

SURVEYOR'S NOTES:

1. THE PURPOSE OF THIS SHEET IS TO SHOW THE LOCATION AND TIES BETWEEN AND TO THE CONTROLLING MONUMENTS FOR THE SUBJECT BOUNDARY. SEE SHEET 5 FOR THE COMPLETE BREAKDOWN OF THE SUBJECT PROPERTY BOUNDARIES.
2. SEE SHEET 3 FOR RECORD REFERENCES.
3. "NAVY 1932" WAS DESTROYED BY CONSTRUCTION ACTIVITIES IN AUGUST, 2020.

SAN FRANCISCO BAY
LANDS OF CITY AND COUNTY OF
SAN FRANCISCO
(LIBER C169 PG. 573)

APPROXIMATE MEAN HIGH WATER LINE
PER RECORD OF SURVEY NO. 8630



MONUMENT IDENTIFICATION TABLE	
LABEL	MONUMENT ID (MID)
A	30007
B	29428
C	30000
D	20787
E	29429
F	29437
G	29443
H	29442
I	29441
J	29440
K	29432
L	29439
M	29436
N	29434
O	29435
P	29431

LINE TABLE		
LINE NO.	DIRECTION	LENGTH
L1	S26°37'18"E	624.69'
L2	N61°57'55"E	2.05'
L3	S28°02'05"E	1,545.11'
L4	N28°02'05"W	504.06'
L5	N61°57'55"E	124.51'
L6	N28°02'05"W	549.69'
L7	S62°00'02"W	576.34'
L8	N27°59'23"W	292.22'
L9	N62°02'57"E	506.24'
L10	N28°02'05"W	318.79'
L11	N62°03'12"E	370.53'
L12	N28°02'05"W	508.79'
L13	N62°01'52"E	398.18'
L14	S27°41'00"E	1,102.24'
L15	S40°19'00"W	71.18'
L16	S27°41'00"E	62.56'
L17	S40°19'00"W	250.22'
L18	S28°02'05"E	444.34'
L19	S40°19'00"W	275.86'
L20	S27°41'00"E	62.56'

ABBREVIATIONS:

- | | |
|---------|--|
| CCSF | CITY AND COUNTY OF SAN FRANCISCO |
| DIAM. | DIAMETER |
| DN | DOCUMENT NUMBER |
| E | EASTING |
| FND | FOUND |
| FTM | FINAL TRANSFER MAP |
| FM | FINAL MAP |
| IP | IRON PIPE |
| LS/L.S. | LICENSED SURVEYOR |
| MID | MONUMENT ID PER CCSF DATABASE (MON-U-MENTAL) |
| N | NORTHING |
| NAD83 | NORTH AMERICAN DATUM OF 1983 |
| NO. | NUMBER |
| O.R. | OFFICIAL RECORDS |
| PLS | PROFESSIONAL LAND SURVEYOR |
| (R#) | DENOTES RECORD REFERENCE |
| ROS | RECORD OF SURVEY |
| SFNF | SEARCHED FOR, NOT FOUND |
| USC&GS | UNITED STATES COAST AND GEODETIC SURVEY |

LEGEND:

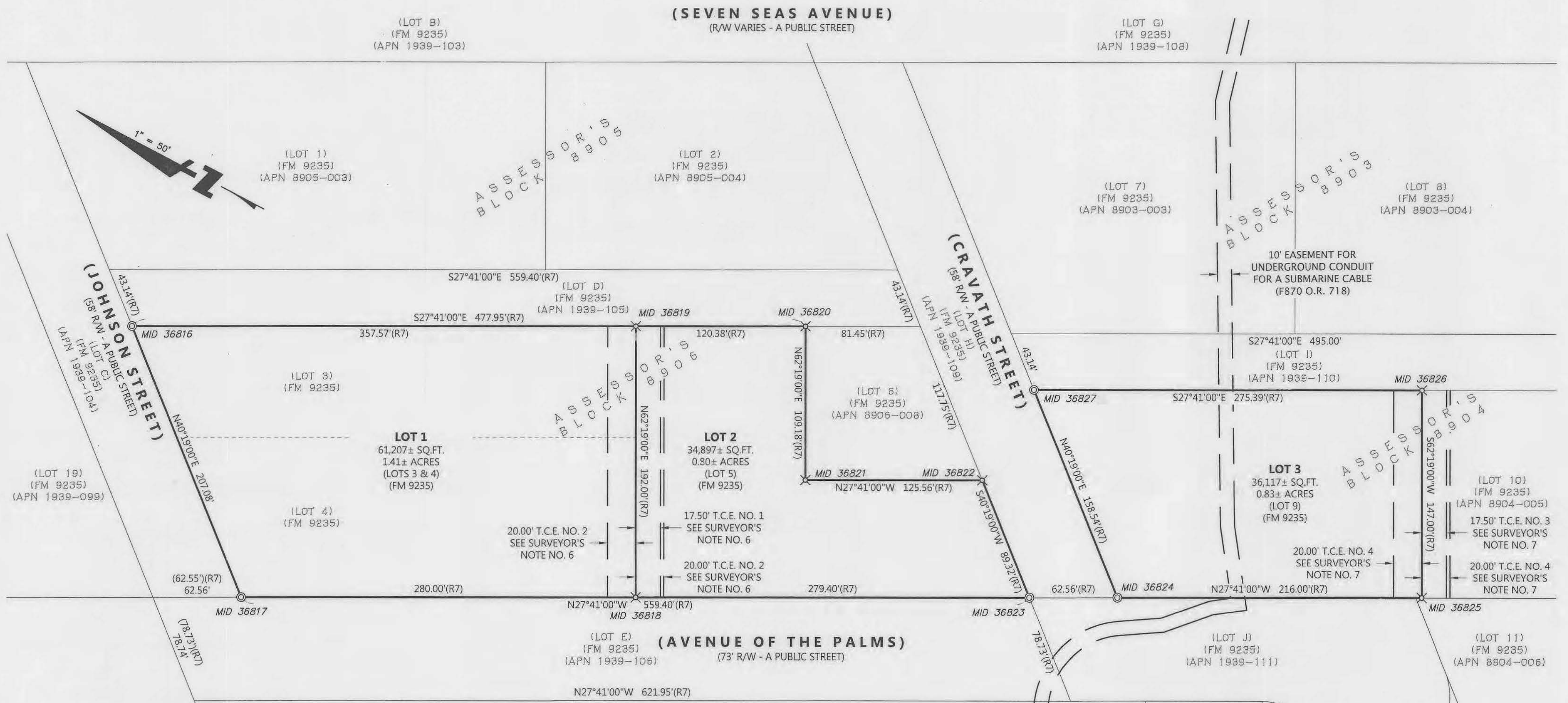
- ▲ FOUND NAIL AND TAG STAMPED "L.S. 5816" (R1)
- FOUND REBAR AND CAP "L.S. 3833" (R1)
- FOUND MONUMENT AS NOTED (R1 UNLESS OTHERWISE NOTED)
- ADJACENT LOT LINE
- APPROXIMATE MEAN HIGH WATER LINE
- - - EASEMENT LINE
- SUBJECT BOUNDARY LINE
- - - TIE LINE
- ▨ NOT A PART OF THIS SUBDIVISION

SAN FRANCISCO BAY
LANDS OF CITY AND COUNTY OF
SAN FRANCISCO
(LIBER C169 PG. 573)

FINAL MAP NO. 10297

A THREE LOT RE-SUBDIVISION
FOR 464 RESIDENTIAL UNITS, 18 COMMERCIAL UNITS,
AND 464 PARKING UNITS
A MIXED USE CONDOMINIUM PROJECT
BEING ALL OF LOTS 3, 4, 5, AND 9 OF FINAL MAP NO. 9235, RECORDED
SEPTEMBER 13, 2018 IN BOOK 134 OF CONDOMINIUM
MAPS AT PAGES 170 THROUGH 179
CITY AND COUNTY OF SAN FRANCISCO STATE OF CALIFORNIA

1" = 500' DECEMBER 2020
BKF 100 YEARS
 ENGINEERS . SURVEYORS . PLANNERS
 255 SHORELINE DR., SUITE 200
 REDWOOD CITY, CA 94065
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ABBREVIATIONS:

APN	ASSESSORS PARCEL NUMBER
DIAM.	DIAMETER
FM	FINAL MAP
MID	MONUMENT ID PER CCSF DATABASE (MON-U-MENTAL)
O.R.	OFFICIAL RECORDS
(R#)	DENOTES RECORD REFERENCE
R/W	RIGHT OF WAY
SQ. FT.	SQUARE FEET
T.C.E.	TEMPORARY CONSTRUCTION EASEMENT

LEGEND

	SET 3.5" DIAM. BRASS DISK STAMPED "CITY AND COUNTY OF SAN FRANCISCO MONUMENT - DO NOT DISTURB - LS8863"
	SET BRASS TAG AND NAIL STAMPED "PLS 8863"
	ADJACENT LOT LINE
	EASEMENT LINE
	LOT LINE TO BE VACATED BY THIS MAP
	SUBJECT BOUNDARY LINE

SURVEYOR'S NOTES

- SEE SHEET 3 FOR COMPLETE LISTING OF APN NOS. FOR THE LOTS SHOWN WITHIN THE SUBJECT BOUNDARY LINES ON THIS SHEET.
- SEE SHEET 3 FOR COMPLETE LISTING OF RECORD REFERENCES SHOWN ON THIS SHEET.
- SEE SHEET 4 FOR TIES FROM THE CONTROLLING MONUMENTATION TO THE SUBJECT PROPERTY.
- THIS FINAL MAP DEPICTS PROPOSED STREET NAMES FOR FUTURE DEDICATED STREETS LOCATED OUTSIDE OF THE SUBDIVISION BOUNDARY. STREET NAMES WILL BECOME EFFECTIVE ONLY AFTER FORMAL APPROVAL BY THE BOARD OF SUPERVISORS PURSUANT TO A SEPARATE ACTION.
- NO BUILDINGS WERE OBSERVED IN THE PROCESS OF COMPLETING THE FIELD SURVEY FOR THIS MAP.
- T.C.E. NOS. 1 & 2: TEMPORARY CONSTRUCTION EASEMENT AS DESCRIBED IN THE RECIPROCAL EASEMENT AGREEMENT AND DECLARATION OF SITE IMPROVEMENT COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED NOVEMBER 12, 2020, AS INSTRUMENT NO. 2020047135 OF OFFICIAL RECORDS.
- T.C.E. NOS. 3 & 4: TEMPORARY CONSTRUCTION EASEMENT AS DESCRIBED IN THE RECIPROCAL EASEMENT AGREEMENT AND DECLARATION OF SITE IMPROVEMENT COVENANTS, CONDITIONS AND RESTRICTIONS RECORDED NOVEMBER 12, 2020 AS INSTRUMENT NO. 2020047577, AND RE-RECORDED NOVEMBER 18, 2020 AS INSTRUMENT NO. 2020052890 OF OFFICIAL RECORDS.



FINAL MAP NO. 10297

A THREE LOT RE-SUBDIVISION
 FOR 464 RESIDENTIAL UNITS, 18 COMMERCIAL UNITS,
 AND 464 PARKING UNITS
 A MIXED USE CONDOMINIUM PROJECT
 BEING ALL OF LOTS 3, 4, 5, AND 9 OF FINAL MAP NO. 9235, RECORDED
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1" = 50' DECEMBER 2020
 255 SHORELINE DR.,
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From: [Mapping, Subdivision \(DPW\)](#)
To: [BOS Legislation, \(BOS\)](#); [Spitz, Jeremy \(DPW\)](#)
Cc: [SKELLEN, LAUREN \(CAT\)](#); [TOM, CHRISTOPHER \(CAT\)](#); [MARQUEZ, JENINE \(CAT\)](#); [MALAMUT, JOHN \(CAT\)](#); [PETERSON, ERIN \(CAT\)](#); [Ryan, James \(DPW\)](#)
Subject: PID:10297 BOS Final Map Submittal
Date: Monday, March 8, 2021 11:24:49 AM
Attachments: [Order204429.docx.pdf](#)
[Summary.pdf](#)
[BOS Motion Approval of Map No. 10297_SD.docx](#)
[10297_SIGNED_MOTION_20210308.pdf](#)
[10297_DCP_COND_APPROVAL_20200311.pdf](#)
[TI PID 10297_Subdivision Findings.pdf](#)
[Treasure Island MMRP.pdf](#)
[10297_TAX_CERTIFICATES_004_20210301.pdf](#)
[10297_TAX_CERTIFICATES_005_20210301.pdf](#)
[10297_TAX_CERTIFICATES_006_20210301.pdf](#)
[10297_TAX_CERTIFICATES_007_20210301.pdf](#)
[10297_SIGNED_MYLAR_20210308.pdf](#)

To: Board of Supervisors,

The following map is being forwarded to you for your information, as this map will be in front of you for approval at the March 16, 2021 meeting.

Please view link below which hold the documents for review:

RE: Final Map signature for Treasure Island, PID: 10297

Regarding: BOS Approval for Final Map
APN: 8906/005, 006 & 007 8904/004
Project Type: A Merger and Subdivision and 464 Residential and 18 Commercial New Condominium

See attached documents:

- PDF of signed DPW Order and DocuSign Summary
- Word document of Motion and signed Motion
- PDF of Conditional DCP approval & Conditions
- PDF of current Tax Certificate
- PDF of signed mylar

If you have any questions regarding this submittal please feel free to contact James Ryan at 628.271.2132 or by email at James.Ryan@sfdpw.org.

Kind regards,