



# SAN FRANCISCO PLANNING DEPARTMENT

## General Plan Referral

*Date:* July 5, 2013

*Case No.* Case No. 2013.0696R  
**HUNTERS VIEW- 227-229 WEST POINT ROAD  
TENTATIVE MAP, FINAL MAP, STREET VACATION, AND  
ACCEPTANCE OF LAND AND FACILITIES**

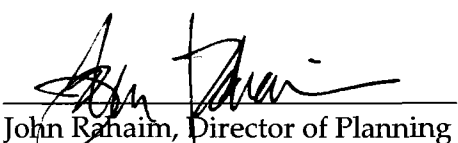
*Block/Lot No.:* 4624/029, 031

*Project Sponsor:* Barbara Moy,  
San Francisco Department of Public Works  
30 Van Ness Ave. 4<sup>th</sup> Floor  
San Francisco, CA 94102

*Applicant:* Same as Above

*Staff Contact:* David Winslow – (415) 575-9159  
[david.winslow@sfgov.org](mailto:david.winslow@sfgov.org)

*Recommendation:* Finding the project, on balance, is **in conformity** with  
the General Plan

*Recommended  
By:*   
John Rahaim, Director of Planning

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### PROJECT DESCRIPTION

Hunters View is located in the Bayview Hunters Point neighborhood, around the intersection of West Point Road and Middle Point Road, and contains Assessor's Block 4624, Lots 003, 004, 009; 4720, 027. The revitalization of Hunters View includes the demolition of all existing housing units and community facilities; and the development of up to 800 new housing units, including one-to-one replacement of the existing 267 public housing units. The project will result in a mixed-use, mixed income development which will also include the creation of new streets, walkways, open spaces and community facilities. The project would vacate a section of West Point Road and establish two new rights of way and associated horizontal infrastructure.

The Planning Commission approved the program for Hunters View on June 12, 2008 by Motion Number 17621. This action was followed by Board of Supervisors approval on August 4, 2008 by Ordinance Number 00-08.

**GENERAL PLAN REFERRAL  
PROPOSED VACATION  
OF A PORTION OF WEST POINT STREET**

**CASE NO. 2013.0696R**

The improvements are within the Bayview Hunters Point Area Plan which was adopted by the Board of Supervisors and became effective July 20, 1995 by Resolution No. 13917.

**1. Street Vacation**

The objectives of the Street Vacation for Hunters View Phase 2 are to remove portions of existing streets from the City street system to make way for the project. Access to new development will be by either existing streets or new streets. The following streets are proposed to be vacated:

- **West Point Road:** Abandon all of the City's interest in the sixty foot (60') wide right-of-way of existing West Point Road, approximately six hundred forty feet (640') in length.

**2. Tentative Map/Final Map**

The Hunters View Phase 2 Tentative Map will be the basis for the Final Map. The Tentative Map prepared by Carlile-Macy dated March 2013, (Exhibit B) provides the following information about the project:

- 379 residential condominium units within 5 lots
- **Middle Point Road:** Construct approximately seven hundred forty feet (740') in length of existing Middle Point Road, fifty-eight and a half feet (58'-6") in width together with new utilities, including mid-block widening for bust stops.
- **Fairfax Avenue:** Construct approximately six hundred feet (600') in length of new public right-of-way, varying from fifty-eight feet (58') to sixty-six feet (66') in width together with new utilities, including corner bulb-outs at the intersections of Middle Point Road and Ironwood way.
- **Ironwood Way:** Construct approximately five hundred thirty five feet (530') in length of right-of-way, fifty-eight feet (58') in width, together with utilities.

**3. Acceptance of Horizontal Public Infrastructure**

After DPW determines that the facilities have been constructed in accordance with the Plans and Specifications and are ready for their intended use, the Developer (Hunter's View Associates, LP) is obligated to dedicate the Horizontal Infrastructure to the City. The Dedication will be for improvements located on portions of Middle Point Road, and future, Fairfax Avenue, and Ironwood Way and will include the following: streets; curbs, gutters, sidewalks landscaping, street lights, sewer, low pressure water and reclaimed water systems; storm drain, joint utility trench traffic striping and signs as shown on the excerpts of the Improvement Plans attached in Exhibit D. The process for the Acceptance of Facilities will be as follows:

- When the Board of Supervisors (Board) acts on the Final Map it will include approved Improvements Plans (Plans) and a Project Improvement Agreement (PIA).
- The project includes a Public Improvement Agreement (PIA). The City requires a PIA with the project sponsor in case the proposed horizontal public infrastructure is not constructed prior to the Board acting on the Final Map. It allows sale, lease or finance of the lots prior to the completion of the infrastructure. The PIA defines the work by referencing the

improvement plans and requires the posting of a security bond to insure the Developer completes the work. It also provides time limits for completion and provisions for reducing the bonds as the construction proceeds.

- The Plans and PIA specify the scope of the improvements to be constructed and require the developer to post a security bond for faithful performance, labor, materials, and costs to successfully complete the project in accordance with the plans.
- The approval of the final project will be based on the Consistency with the Approved Tentative Map.
- The Department of Public Works will monitor the construction and provide a Completeness Determination: that will state that the work is complete per the approved plans and ready for intended use.
- The Board Acceptance of the Facilities (outlined in the Section on Tentative and Final Map) will be based on the Board's previously approved Plans and the Director of Public Works' "Completeness Determination," based on those Plans.
- After the Final Map is approved, there are no changes to the project that would affect the General Plan Referral Determination. A separate General Plan Referral will be required if the project is revised.
- The development requirements and design guidelines described in the Hunters View Design for Development approved by the Planning Commission by Motion Number 17621 shall be followed for the above mentioned facilities.

## **SITE DESCRIPTION AND PRESENT USE**

### **ENVIRONMENTAL REVIEW**

On 07/03/13, the Environmental Planning Division of the Planning Department determined that the project is Categorically Exempt from Environmental Review. The project was cleared under Department Case 2007.0168E: 227 – 229 West Point Road Environmental Impact Report issued on 03/01/08 and certified on 06/12/08 by Planning Commission Motion 17618.

### **GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION**

The project has been reviewed for consistency with the General Plan and Eight Priority Policies of Planning Code Section 101.1 and the findings are below.

**Note:** General Plan Objectives and Policies in **Bold font**;

General Plan text is in regular font.

Staff comments are in *italic text*.

## GENERAL PLAN CONSIDERATIONS

General Plan Objectives, Policies, and Principles are in **bold font**, and staff comments are in *italic font*.

### HOUSING ELEMENT

#### OBJECTIVE 1

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

#### OBJECTIVE 3

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

*The project includes construction of new, modern housing that will replace deteriorating housing units while preserving affordable in rental and ownership dwelling units.*

#### POLICY 3.3

**MAINTAIN AND IMPROVE THE CONDITION OF THE EXISTING SUPPLY OF PUBLIC HOUSING.**

*The project includes one-to-one replacement of the existing public housing units.*

#### OBJECTIVE 4

**SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY.**

*The re-alignment of the street network allow a more efficient use of developable land that increases the capacity of housing.*

#### POLICY 4.2

**INCLUDE AFFORDABLE UNITS IN LARGER HOUSING PROJECTS.**

*The Project will create up to 800 units of new affordable and market-rate housing, including 267 replacement public housing units, including a mix of affordable rental units and up to 450 homeownership units, of which 10-15% will be affordable.*

#### POLICY 8.1

**ENCOURAGE SUFFICIENT AND SUITABLE RENTAL HOUSING OPPORTUNITIES AND EMPHASIZE PERMANENTLY AFFORDABLE UNITS WHEREVER POSSIBLE.**

#### POLICY 8.4

**ENCOURAGE GREATER ECONOMIC INTEGRATION WITHIN HOUSING PROJECTS AND THROUGHOUT SAN FRANCISCO.**

*This project proposes a mix of affordable rental and market rate ownership housing to achieve better economic integration.*

**OBJECTIVE 9  
AVOID OR MITIGATE HARDSHIPS IMPOSED BY DISPLACEMENT**

**POLICY 9.1  
MINIMIZE THE HARDSHIPS OF DISPLACEMENT BY PROVIDING ESSENTIAL RELOCATION SERVICES.**

*The project includes one-to-one replacement of all public housing units.*

**OBJECTIVE 11  
IN INCREASING THE SUPPLY OF HOUSING, PURSUE PLACE MAKING AND NEIGHBORHOOD BUILDING PRINCIPLES AND PRACTICES TO CONTINUE SAN FRANCISCO'S DESIRABLE URBAN FABRIC AND ENHANCE LIVABILITY IN ALL NEIGHBORHOODS.**

*The streets are designed to help create a sense of place in conjunction to the building design, and also to connect to public open spaces that are intended to do the same.*

**POLICY 11.1  
USE NEW HOUSING DEVELOPMENT AS A MEANS TO ENHANCE NEIGHBORHOOD VITALITY AND DIVERSITY.**

*The project includes a revitalization of Hunter's View which will result in a mixed-income, mixed-use community.*

**TRANSPORTATION ELEMENT**

**POLICY 1.2  
ENSURE THE SAFETY AND COMFORT OF PEDESTRIANS THROUGHOUT THE CITY.**

Safety is a concern in the development and accommodation of any part of the transportation system, but safety for pedestrians (which includes disabled persons in wheelchairs and other ambulatory devices) should be given priority where conflicts exist with other modes of transportation.

*The proposed street design includes elements that will improve pedestrian comfort and safety, such as bulb-outs at certain intersections, enhanced landscaping and paving, and raised crosswalks and curb ramps.*

**OBJECTIVE 24:  
IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.**

*The project includes new landscaped sidewalks which will improve the pedestrian environment, maximizing these widths will greater improve the pedestrian realm.*

**URBAN DESIGN ELEMENT**

**OBJECTIVE 1:**

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

*The new configuration of the street grid will better serve to better connect to the existing pattern of streets and adjacent neighborhood.*

**POLICY 2.8**

**MAINTAIN A STRONG PRESUMPTION AGAINST THE GIVING UP OF STREET AREAS FOR PRIVATE OWNERSHIP OR USE, OR FOR CONSTRUCTION OF PUBLIC BUILDINGS.**

Street areas have a variety of public values in addition to carrying vehicular traffic. They are important, among other things, in the perception of the city pattern, in regulating the scale and organization of building development, in creating views, in affording neighborhood open space and landscaping, and in providing light and air and access to properties.

*The streets to be vacated will be replaced by streets that are designed appropriately for multiple uses: transit and private vehicles and pedestrians. Furthermore they will align better to existing streets to connect with the existing city pattern and scale, and terminate in places that will provide views and neighborhood open space.*

**POLICY 2.9**

**REVIEW PROPOSALS FOR THE GIVING UP OF STREET AREAS IN TERMS OF ALL THE PUBLIC VALUES THAT STREETS AFFORD.**

Every proposal for the giving up of public rights in street areas, through vacation, sale or lease of air rights, revocable permit or other means, shall be judged with the following criteria as the minimum basis for review:

a. No release of a street area shall be recommended which would result in:

- (1) Detriment to vehicular or pedestrian circulation;
- (2) Interference with the rights of access to any private property;
- (3) Inhibiting of access for fire protection or any other emergency purpose, or interference with utility lines or service without adequate reimbursement;
- (4) Obstruction or diminishing of a significant view, or elimination of a viewpoint; industrial operations;

- (5) Elimination or reduction of open space which might feasibly be used for public recreation;
- (6) Elimination of street space adjacent to a public facility, such as a park, where retention of the street might be of advantage to the public facility;
- (7) Elimination of street space that has formed the basis for creation of any lot, or construction or occupancy of any building according to standards that would be violated by discontinuance of the street;
- (8) Enlargement of a property that would result in (i) additional dwelling units in a multi-family area; (ii) excessive density for workers in a commercial area; or (iii) a building of excessive height or bulk;
- (9) Reduction of street space in areas of high building intensity, without provision of new open space in the same area of equivalent amount and quality and reasonably accessible for public enjoyment;
- (10) Removal of significant natural features, or detriment to the scale and character of surrounding development.
- (11) Adverse effect upon any element of the General Plan or upon an area plan or other plan of the Department of City Planning; or
- (12) Release of a street area in any situation in which the future development or use of such street area and any property of which it would become a part is unknown.

*No adverse effects listed above are anticipated by the proposed street vacation and replacement.*

b. Release of a street area may be considered favorably when it would not violate any of the above criteria and when it would be:

- (3) Necessary for a significant public or semi-public use, or public assembly use, where the nature of the use and the character of the development proposed present strong justifications for occupying the street area rather than some other site;
- (4) For the purpose of permitting a small-scale pedestrian crossing consistent with the principles and policies of The Urban Design Element; or
- (5) In furtherance of the public values and purposes of streets as expressed in The Urban Design Element and elsewhere in the General Plan.

*The proposed street pattern improves the above criteria.*

**PROPOSITION M FINDINGS – PLANNING CODE SECTION 101.1**

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project, demolition and replacement of the Chinese Recreation Center, is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

**Eight Priority Policies Findings**

The subject project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

The proposed project is found to be consistent with the eight priority policies of Planning Code Section 101.1 in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced.

*The proposed subdivision will not affect any existing neighborhood-serving retail uses because none currently exist on the subdivision site. However, the proposed subdivision will facilitate future opportunities for resident employment and ownership of the neighborhood serving retail uses that will be developed on the site. Small-scale, neighborhood-serving use is permitted in the RM-1 zone pursuant to a Planned Unit Development permit, complying with the Bayview Hunters Point Redevelopment Plan and will be beneficial to the neighborhood's residents.*

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhood.

*The proposed subdivision will preserve and enhance existing housing and neighborhood character and preserve the economic and cultural diversity of San Francisco's neighborhood. Although 267 units of deteriorating public housing will be demolished, each public housing unit will be replaced on a one-to-one basis. In addition, the proposed subdivision will create at least an additional 83 affordable rental units and up to 450 home ownership units, of which 10-15% will be affordable to restricted income households. It is anticipated that the proposed revitalization of Hunters View will result in a mixed-ethnicity and mixed income community, with much greater housing variety and opportunity than currently exists.*



3. That the City's supply of affordable housing be preserved and enhanced.

*The proposed subdivision will preserve and existing the City's supply of affordable housing by replacing 267 existing public housing units and Hunters View with new, modern, affordable rental units and adding homeownership units that will be affordable to restricted income households.*

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

*The proposed subdivision will not result in commuter traffic that will impede MUNI's transit service, or overburden San Francisco's streets or neighborhood parking. Although the proposed subdivision could result in a net increases of up to 533 units I the Hunters View vicinity, this number falls well within the 700 net new units projected for this area that were analyzed in the Bayview Hunters Point Redevelopment Plan EIR. The Transportation Study indicates that the proposed subdivision will contribute to 1 project specific traffic impact at Evans and Third Street, and 5 cumulative (2025) significant traffic impacts, 2 of which can be mitigated to less than significant levels, and 3 of which will be significant unavoidable cumulative adverse traffic impacts. Whereas there is currently no off-street parking for the 267 existing units at this project site, the proposed subdivision will include up to 816 off-street spaces, with the current proposal of approximately 600 off-street parking spaces, so as not to overburden the street.*

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for residential employment and ownership in these sectors be enhanced.

*The prosed subdivision will develop residential uses on a site that is currently completely devoted to residential uses. The proposed subdivision will not displace any industrial or service sector uses due to commercial office e development, as not industrial or service development exists on the site, and the proposed subdivision does not include commercial office space. The subdivision is entirely residential, except for community space and neighborhood-serving retail space, which offer potential opportunity for resident employment and ownership.*

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

*The existing deteriorating public housing on the site will be demolished and replaced with modern residential units built to current seismic standards.*

7. That landmarks and historic buildings be preserved.

*The proposed subdivision will have no effect on landmarks or historic buildings because none exist on the site. A Historic Structures Report for the existing structures has been completed and concluded that the existing public housing is not deemed eligible for listing on the California Historic Register of Historic Places.*

8. That our parks and open space and their access to sunlight and vistas be protected from development.

*The proposed subdivision will not affect the City's parks or open space or their access to sunlight and vistas. The new construction on the site will be 2-7 stories in height and a shadow study has been completed and concluded that the new buildings will not cast excessive shadow on any property under the jurisdiction of, or designated for acquisition by the Recreation and Parks Commission. The open space designed to be a part of the proposed subdivision will be privately owned and maintained.*

<b>RECOMMENDATION:</b>	<b>Finding the Project, on balance, in-conformity with the General Plan</b>
------------------------	---

**Attachments:**

1. Exhibit A: Location Map
2. Exhibit B: Tentative Map
3. Exhibit C: Street Vacation Exhibits
4. Exhibit D: Public Improvement Plan Excerpts
5. Exhibit E: Planning Commission Motion No. 17618
6. Exhibit F: Planning Commission Motion No. 17621
7. Exhibit G: Ordinance No. 200-08
8. Exhibit H: Ordinance No. 201-08
9. Exhibit I: Ordinance No. 202-08
10. Exhibit J: Hunters View Phase 1 Final Map
11. Exhibit K: Hunters View Phase 1 DCP Consistency Determination