File No. 110626 Committee Item No. 3
Board Item No.

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development **Date** June 13, 2011

Board of Supervisors Meeting **Date**

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OTHER **(Use back side if additional space is needed)**

☒	☐	Planning Commission Resolution No. 18354
☒	☐	Planning Commission Motion Nos. 18350 and 18351 (* Attachment A not included)
☒	☐	Design Guidelines for Executive Park
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Completed by: Alisa Somera **Date** June 10, 2011
Completed by: **Date**

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

[Zoning Map Amendments - Executive Park Subarea Plan Area]

Ordinance amending the San Francisco Planning Code by amending Sectional Maps SU10 of the Zoning Map of the City and County of San Francisco to establish the Executive Park Special Use District; amending Sectional Map HT10 to establish the 65/240-EP Height and Bulk District; amending Sectional Map ZN09 to change certain Executive Park parcels from C-2(Community Business) and M-1(Light Industrial) to RC-3 (Residential-Commercial Combined, Medium Density); adopting findings, including environmental findings, Planning Code Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

NOTE: Additions are *single-underline italics Times New Roman*; deletions are ~~*strike-through italics Times New Roman*~~. Board amendment additions are double-underlined; Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (Public Resources Code 21000 et seq.) Said determination is on file with the Clerk of the Board of Supervisors in File No. 110626 and is incorporated herein by reference.

(b) In accordance with the actions contemplated herein, the Planning Commission adopted Motion No. 18351 concerning findings pursuant to the California Environmental Quality Act. Said Motion is on file with the Clerk of the Board of Supervisors in File No. 110626 and the Board incorporates those findings herein by reference.

(c) Pursuant to Section 302 of the Planning Code, the Board finds that this ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in Planning Commission Resolution No. 18353 and the Board incorporates those reasons herein by reference. A copy of Planning Commission Resolution No. 18353 is on file with the Clerk of the Board of Supervisors in File No. 110625.

(d) The Board of Supervisors finds that this ordinance is in conformity with the General Plan and the Priority Policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. 18352 and incorporates those findings hereby by reference.

(e) The Board hereby incorporates by reference the project-specific findings set forth in Section 1(B) of the companion ordinance that amends the General Plan by amending the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan.

Section 2. The San Francisco Planning Code is hereby amended by amending Sectional Map ZN10 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property	Zoning District to be Superseded	Zoning District Hereby Approved
Assessor's Block 4991, Lots 074, 075, 085 and 086	Community Business (C-2)	Residential-Commercial Combined, Medium Density (RC-3)
Assessor's Block 4991, Lots 024, 061, 065 and 078; Block 5076, Lots 012 and 013	Light Industrial (M-1)	Residential-Commercial Combined, Medium Density (RC-3)

Section 3. The San Francisco Planning Code is hereby amended by amending

Sectional Map SU10 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property	Special Use District Hereby Approved
Assessor's Block 4991, Lots 024, 061, 065, 074, 075, 078, 085 and 086; Block 5076, Lots 012 and 013	Executive Park Special Use District

Section 4. The San Francisco Planning Code is hereby amended by amending Sectional Map HT10 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property	Height and Bulk District To Be Superseded	Height and Bulk District Hereby Approved
Block 4991, Lot 074	40-X	65/240-EP
Block 4991, Lots 075, 085, and 086	40-X/80-X	65/240-EP

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: Elaine C. Warren
Elaine C. Warren
Deputy City Attorney

FILE NO. 110626

LEGISLATIVE DIGEST

[Zoning Map Amendments - Executive Park Subarea Plan Area]

Ordinance amending the San Francisco Planning Code by amending Sectional Maps SU10 of the Zoning Map of the City and County of San Francisco to establish the Executive Park Special Use District; amending Sectional Map HT10 to establish the 65/240-EP Height and Bulk District; amending Sectional Map ZN09 to change certain Executive Park parcels from C-2(Community Business) and M-1(Light Industrial) to RC-3 (Residential-Commercial Combined, Medium Density) ; adopting findings, including environmental findings, Planning Code Section 302 findings, and findings of consistency with the General Plan and the Priority Policies of Planning Code Section 101.1.

Existing Law

Section 105 of the Planning Code describes the San Francisco Zoning Map as showing the "designations, locations and boundaries of the districts established by this Code." The Zoning Map is incorporated within the Planning Code pursuant to Section 106. Under Section 302 of the Code, the process for amending the Zoning Map is the same as the process for amending the text of the Code.

Amendments to Current Law

This ordinance amends the San Francisco Zoning Map by amending Sectional Maps SU10 and ZN09 to show a newly created Executive Park Special Use District for the blocks and lots listed and to change the zoning in some Executive Park parcels from C-2 and M-1 zoning to RC-3. Sectional Map HT10 of the Zoning Map is being amended to show newly created 65/240 EP Height and Bulk Districts for the blocks and lots listed, and to supersede the existing 40-X and 40-X/80-X Height and Bulk Districts applicable to the listed blocks and lots.

Background Information

Executive Park is a 71 acre area in the southeastern part of the City located east of Highway 101 and generally bounded on the south and north by San Francisco Bay and Bayview Hill. The Executive Park Special Use District comprises approximately 15 acres in the Executive Park Subarea Plan area of the General Plan that contains an existing office park. Other areas of Executive Park have been or are being developed for residential uses. The Executive Park Special Use District is generally bounded on the north and east, respectively, by Executive Park North and Executive Park East, on the west by Highway 101 and on the south by Harney Way. This ordinance is part of a package of amendments to the General Plan, the Zoning Map and the Planning Code that will facilitate the transition of the existing office park to a medium to high density, mixed-use, predominately residential area.

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Executive Summary

Executive Park
General Plan, Planning Code Text, and Map Amendments and Adoption of Design Guidelines

HEARING DATE: MAY 5, 2011

Date:	April 21, 2011
Case No.:	2006.0422EMTUZ
Project Address:	EXECUTIVE PARK
Zoning:	M-1, C-2; 40-X AND 80-X HEIGHT AND BULK
Location:	Highway 101 and Harney Way:
Project Sponsor:	Yerby Company and Universal Paragon Corporation 5 Thomas Mellon Circle (Yerby) 150 Executive Park Boulevard (UPC) San Francisco, CA 94134
Staff Contact:	Mat Snyder – (415) 575-6891 mathew.snyder@sfgov.org
Recommendation:	Approve General Plan Amendments, Planning Code Text and Map Amendments, and Adopt Design Guidelines

PROJECT DESCRIPTION

The Project consists of the following four components:

1. General Plan Amendments: The General Plan amendments consist of changes to the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan to accommodate a transition from predominately office use to mixed-use / predominately residential use. The overall goal is to create a vibrant, urban, pedestrian oriented neighborhood characterized by active publicly-accessible streets. Other corresponding minor General Plan amendments are also proposed to various maps and figures throughout and to the Land Use Index.

2. Planning Code Text Amendments: The text amendments consist of establishing the Executive Park Special Use District (SUD) (Section 249.53), height controls specifically tailored to the SUD (Section 263.27), and a new 309 Design Review process for projects within Executive Park (Section 309.2).

3. Zoning Map Amendments: The map amendments consist of rezoning the portion of Executive Park surrounded by Harney Way, Executive Park Boulevard West, Executive Park Boulevard, and Executive Park Boulevard from M-1 and C-2 to RC-3; include the subject parcels within the new Executive Park SUD, and include those parcels north of Alana and Harney within the 65/240-EP Height and Bulk District.

4. Design Guidelines. The Design Guidelines would work in conjunction with and as an extension of the Subarea Plan and SUD. The Guidelines would provide further guidance and requirements in the areas of street and block layout, public realm improvements, building siting, features and characteristics, and sustainability.

Related Development Projects. Two development proposals by Yerby and UPC would be accommodated by these actions and have been analyzed under the Environmental Impact Report along with the subject amendments (Case No. 2006.0422E). The two development proposals would be located at the existing office park and together could include up to 1,600 dwelling units, 70,000 square feet of retail and approximately 1,400 off-street parking spaces. Buildings within the development would generally range between 65-feet to 240-feet tall. This development would feature a new publicly accessible internal road network and small open spaces. Parking would either be below grade or wrapped with active uses.

Approvals of the actual development are not before the Commission at this time.

Development for the entire Executive Park area (previous entitled projects and the ones described above) could include up to 2,800 dwelling units, and 84,000 square feet of retail space along with other accessory uses.

SITE DESCRIPTION AND PRESENT USE

Executive Park is the area immediately east of Highway 101 at the City and County line and at the Bay shoreline. The approximately 70-acre site is boxed in on three sides by Highway 101, Bayview Hill and San Francisco Bay. Executive Park is isolated from the City street grid and has limited points of ingress and egress. Its circulation is characterized by a looped road surrounding an office park and two separate private street networks that lead away from it. Harney Way, the main access point to Candlestick Point and the stadium, also serves as the main route to Executive Park. Only two other streets lead to and from Executive Park: Blanken Avenue, which leads to residential neighborhoods westward, and Alana, which leads to the main southbound access point for Highway 101. (See attached Context Maps)

The Executive Park area is divided into three subareas generally defined by property ownership and phase of entitlement. The central area includes three office buildings (approximately 307,000 gross square feet) and expansive surface parking. Two areas to the north and northeast of the office park are being developed for residential use. Signature Properties is developing the portion of Executive Park directly north of the office park, and when complete, will consist of approximately 450 dwelling units, and 14,000 square feet of retail. The Signature Project includes three podium buildings (between the heights of 60 and 90 feet tall) and a series of joined townhouse structures. At this point, only one podium building has been built along with roughly half of the planned townhouses. An expansive natural open space along the hillside has been improved in conjunction with the Signature development; it includes a public trail to a hilltop lookout.

To the northeast of the office development is another residential development being constructed by Top Vision. Five buildings consisting of roughly 300 units have been constructed, three of which sit atop a hilltop embankment overlooking Harney Way and the Candlestick Point State Recreation Area (CPSRA). A final phase for Top Vision has been approved for an addition 465

dwelling units upslope from the existing buildings which has not yet been constructed. These units would be within podium buildings and a 160-foot residential tower.

In discussing Executive Park and the actions before the Commission, there are two geographic areas referenced. The larger 70-acre Executive Park area includes all developments including existing office, residential, and hillside open space areas. The draft amendments to the Subarea Plan would apply to this entire area. The proposed rezoning and Design Guidelines, however, only applies to the 15-acre office park area ("office park portion").

SURROUNDING PROPERTIES AND NEIGHBORHOOD

Executive Park is bordered on its west by Highway 101. Beyond the freeway are the Little Hollywood and Visitacion Valley neighborhoods. Blanken Avenue leads from the intersection of Executive Park Boulevards North and West, under the freeway, and through Little Hollywood westward to Third Street. At Blanken and Third Street, about ½ mile from Executive Park, the Schlage Lock factory site is being redeveloped into a new mixed-use neighborhood that will include roughly 1,200 dwelling units and supporting retail and community uses.

To the east is Candlestick Point, the stadium and parking lot and the CPSRA. Candlestick is planned for a large scale redevelopment in conjunction with the redevelopment of Hunters Point Shipyard, located east of Candlestick. The mixed-use project will include up to 10,500 dwelling units, roughly 900,000 gross square feet of retail, 2.5 million square feet of office development among many other uses and public improvements. The CPSRA is located east and immediately south of Executive Park across Harney Way. The State Park is undergoing a planning effort to amend its General Plan. Bayview Hill Park, a natural open space park, is immediately to the north on top of the bordering hill. (see attached Context Maps)

ENVIRONMENTAL REVIEW

An environmental impact report (EIR) has been prepared that includes the subject legislative actions along with the Yerby and UPC development proposals described above. The EIR was published in October 2010, had a public hearing in November 2010 . It certification is scheduled for the same hearing and will be required prior any approval actions.

Also at the subject hearing, the Commission will need to adopt "CEQA findings" as required by state law. The CEQA findings, will among other things, reject Project alternatives considered in the EIR but not under consideration, adopt overriding considerations for Project approval where significant adverse impacts have been identified but cannot be mitigated to a less than significant level, and adopt a Mitigation Monitoring Program (MMRP).

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	April 15, 2011	April 13, 2011	22 days
Posted Notice	[not required]	[not required]	[not required]	[not required]
Mailed Notice	10 days	April 25, 2011	April 15, 2006	20 days

DISCUSSION

General Plan Amendments

The General Plan Amendments consist of a complete revision to the Executive Park Subarea Plan along with other minor changes throughout the General Plan.

The Subarea Plan was originally established in 1985 as part of the South Bayshore Plan (now called the Bayview Hunters Point Area Plan). The original Subarea Plan explicitly laid out a site plan for a mixed-use predominately office and commercial development. The Subarea Plan's prescribed site plan had a suburban style and insular orientation. Over the years, the Executive Park entitlements were amended to incrementally allow more residential development; however, the main thrust of the Subarea Plan remained largely oriented to commercial use.

In the mid-2000s, three of the Executive Park developers expressed interest in pursuing residential development: Signature Properties wanted to develop residential in-lieu of previous approved office development; Yerby and UPC wanted to redevelop their office and parking uses as residential. After considering the new surrounding context, market forces, and other factors, staff agreed to pursue a new vision for Executive Park.. Planning saw an opportunity to apply the same principles in creating vibrant pedestrian-oriented mixed-use neighborhood used for Downtown Residential Districts, Market / Octavia and other projects to Executive Park. It became apparent that a new envisioning of Executive Park could also address many of its long standing challenges, including tying the different phases of development in a coherent whole, and providing better ways to connect established neighborhoods with the shoreline.

The completely rewritten Subarea Plan sets the framework and tone for new development at Executive Park as a pedestrian-oriented, mixed-use, predominately residential neighborhood: it provides general objectives and policies relating to land use, urban design, circulation, and recreation and open space. While it does not include a specific site plan as earlier versions did, it does provide a Proposed Street Network diagram that breaks up the large central office blocks into a fine grained block pattern more typical of San Francisco development. It provides a general framework for street typologies and circulation, and for open space.

Planning Code Amendments

Underlying Zoning. The Planning Code amendments include rezoning the portion of the office park from either their current M-1 (Light Industrial) or C-2 (Community Commercial) Use District designations to an underlying RC-3 (Residential Commercial Mixed – Medium Density). The RC-3's name denotes the intended residential mixed-use development; RC-3 also allows for greater density. M-1 and C-2 densities are generally set at one dwelling unit for every 800 square feet and 600 square feet of lot area respectively. The RC-3 would allow up to one unit for every 400 square feet of lot area.

The Executive Park Special Use District. The Planning Code Amendments also include the establishment of the Executive Park Special Use District (SUD), which creates specifically tailored controls unique for the new neighborhood. As one example, a widened Harney Way and a new Highway 101 interchange are now planned that will likely encroach onto existing lots. The SUD enables development densities to be transferred from portions of the Executive Park area that might become right-of-way to other portions within the Special Use District. As another example, Executive Park does not have a typical residential street and block pattern that is assumed by most Planning Code development controls. Because of this, the creation of a more fine-grained street network is required. The SUD includes provisions for delivery of publicly accessible streets and open space in conjunction with development.

New Height and Bulk Designation. The Planning Code Amendments also include new provisions for heights. The Subarea Plan calls for a dynamic urban form. As such, the new zoning establishes a 65/240-EP Height and Bulk District that enables 65-feet buildings throughout the District but also allows for taller buildings at specific locations. Buildings along Harney and Alana can be built to 85 feet as a means to creating a definitive streetwall at the neighborhood's (and City's) edge. Such treatment is also allowed along Executive Park Boulevard North, which has long been envisioned as the neighborhood center. Similarly, the height controls allow three towers within the SUD at key locations and at specific heights (240-feet, 200-feet, and 170-feet).

Design Review. Finally, the Planning Code Amendments extend the Design Review Procedures under Planning Code Section 309 and 309.1 used for Downtown and the DTR (Downtown Residential) Districts to Executive Park. Under this design review provision, all development projects that include new construction will be required to come before the Commission and be subject to neighborhood notification.

Design Guidelines

Planning staff has prepared draft Design Guidelines for Executive Park. The Guidelines aim to do the following: (1) provide an urban design framework for the entire site with specific strategies for particular portions of the site; (2) include general performance criteria for public realm improvements and include guidelines for how buildings and their streetwalls are to relate to different street typologies; (3) establish both performance criteria and specific requirements for building modulation, activation and architectural treatment; and (4) provide general performance criteria for sustainability.

Streetscape Master Plan

One of the challenges of Executive Park has been and will continue to be coordinating development between different property owners. For the proposed new layout, the delivery of publicly accessible streets and open space will need to be coordinated. Staff is working with the Project Sponsors on a Streetscape Master Plan (SSMP) to assure clarity between the two property owners and the City regarding the expected improvements. A Draft Streetscape Master Plan will for forwarded to the Commission in a supplementary packet on April 28, 2011. The Commission is not scheduled to take action on the Streetscape Master Plan at the May 5 Hearing; the SSMP is being made available for their information and their comment. The Draft Streetscape Master Plan as forwarded to the Commission should be viewed as a work-in-progress that will form the basis of a final Streetscape Master Plan that will dictate public realm improvements.

ISSUES AND CONSIDERATIONS

Duration of Review.

The planning process for Executive Park has been underway for more than five years. Environmental review has taken longer than anticipated, largely due to the changing circumstances of surrounding planned development and changes in planned infrastructure improvements.

Location of Towers

While voicing general support, some Commissioners have expressed concern about specific location of towers particularly with the west most tower adjacent to Highway 101 (or "Tower C" as identified in the SUD). Concerns include creating a partial view blockage of the Bay when travelling along 101 south and an overly even distribution of tower spacing. The Amendments in this package reflect the same proposal as was in the packet for Initiation keeping the towers at the same location and configuration.

However, staff is continuing to work with the Project Sponsor to see what modifications can be made to Tower C both in terms of slight relocation and configuration to ameliorate the expressed concerns. Staff and the Project Sponsor team hope to find a solution that can be integrated into the Amendments without creating new impacts or requiring additional environmental review. Staff will provide updates on this effort in a separate memo to the Commission as part of the April 28 Commission packet.

Outreach and Notification

Planning staff sent out a mailed notice regarding the informational hearings to give the public the opportunity to voice any concerns directly to the Commission. Planning staff also hosted an open house in the neighborhood to elicit questions and feedback about the proposed General Plan and zoning amendments. In general, public feedback has been favorable regarding the proposed new land uses and intensity of development. However, some have voiced concern about needed additional community participation, ensuring quality design in the future, and assuring that local streets are not overburdened with spillover parking. Some have voiced concern over the particulars of the proposed urban form, with some concerned about the towers.

REQUIRED COMMISSION ACTION

1. Certification of the FSEIR [material under separate cover].
2. Adoption of CEQA Findings.
3. Approval of General Plan Amendments:
4. Approval of Planning Code Text Amendments:
5. Approval of Zoning Map Amendments:
6. Adoption of Executive Park Design Guidelines.

RECOMMENDATION:	**Certify EIR, Adopt CEQA Finding, Approve General Plan, Planning Code Text and Map Amendments, and Adopt Design Guidelines**

ATTACHMENTS:

Context Maps
[note: Draft Motion Certifying EIR and related material under separate cover]
CEQA Findings
- Draft Motion
  - Attachment A: CEQA Findings
  - Attachment B: Mitigation Monitoring Reporting Program
  - ***[to be sent separately]***

General Plan Amendments
- Draft Resolution
  - Exhibit A: Legislative Digest
    Draft Ordinance
    Attachment A: Superseded Text and Figures
    Attachment B: Amended Text and Figures
  - Exhibit B: General Plan Findings and Planning Code Section 101.1(b) Finding

Planning Code Text Amendments
- Draft Resolution
  - Exhibit A: Legislative Digest
    Draft Ordinance

Zoning Map Amendment
- Draft Resolution
  - Exhibit A: Legislative Digest
    Draft Ordinance
  - Exhibit B: Map of Existing Zoning and Proposed Zoning

Design Guidelines
- Draft Resolution
  - Exhibit A: Draft Design Guidelines

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Resolution No. 18354

HEARING DATE: MAY 5, 2011

Date:	**April 21, 2011**
Case No.:	**2006.0422EMTUZ**
Project:	**Executive Park Amendments (Planning Code Map)**
Location:	**Highway 101 and Harney Way**
Staff Contact:	**Mat Snyder – (415) 575-6891**
	mathew.snyder@sfgov.org
Recommendation:	**Approve Amendment**

APPROVING AMENDMENTS TO SAN FRANCISCO PLANNING CODE BY AMENDING ZONING SECTIONAL MAPS ZN10, HT10 AND SU10 AND MAPPING THE NEW EXECUTIVE PARK SPECIAL USE DISTRICT MAKING VARIOUS FINDINGS, INCLUDING CEQA FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PLANNING CODE SECTION 101.1.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend Planning Code Amendments to the Board of Supervisors; and

On May 11, 2006, Universal Paragon Inc. (Project Sponsor) and on March 22, 2006 Yerby Company ("Yerby") (Project Sponsor) submitted applications to jointly amend the Planning Code. In working with the Project Sponsors, the Planning Department is proposing the following Zoning Map amendments: (1) Amendments to Zoning Sectional Map ZN10 by rezoning the following parcels from their current zoning (either C-2 or M-1) to RC-3: 4991 / Lots: 012, 024, 021, 065, 074, 075, 078, 085 and 086; and Block 5076, Lots 012 and 013 ; (2) Amendments to Zoning Sectional Map SU10 by including the same parcels within the newly created Executive Park Special Use District; and (3) Amendments to Zoning Section Map HT10 by rezoning the following parcels from 40-X and 80-X to 65/240-EP: Assessor's Lot 4991 / Lots: 074, 075, 085 and 086.

This Zoning Map Amendment application is part of a larger project that includes three components: (1) a development project sponsored by UPC that would include up to 1,100 dwelling units, approximately 70,000 gross square feet of retail, and approximately 1,677 off-street parking spaces (2) a development project sponsored by Yerby that would include up to 500 dwelling units and approximately 750 off-street parking spaces; and (3) General Plan amendments along with Planning Code Text amendments and the subject Map amendments.

The history of Executive Park in its current form starts in the mid 1970s. In 1976, the Planning Commission certified the San Francisco Executive Park Final EIR which analyzed a project that included 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000 square feet in total), plus 3,900 parking spaces At the time, Amendments were made to the South Bayshore Plan to allow commercial uses at the location. In 1978, a master

development plan ("1978 Development Plan") was created to guide development based on the Project analyzed in the 1976 EIR.

In 1980 and 1981, the Planning Commission approved minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses. The City issued permits for the construction of four office buildings and a restaurant under the 1978 Development Plan; three of the office buildings had been constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

In 1985, following certification of a subsequent environmental impact report, the Planning Commission approved a Planned Unit Development that revised the 1978 Development Plan that, when combined with the four office buildings and restaurant previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces At the same time, the Executive Park Subarea Plan was established as part of the South Bayshore Area Plan to memorialize the development program and urban form through a General Plan Amendment. Related Planning Code Map amendments were also approved.

In 1992, the developer sought and obtained a revision to the 1985 Planned Unit Development. This revision added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space and increased the square footage of residential use but not the unit count. Five residential buildings, located in the eastern portion of the site, containing 304 units and 517 parking spaces have been constructed under this development proposal by TopVision. ("TopVision Phases I and II"). Minor General Plan amendments were approved in conjunction with this approval

In 1999, the Planning Commission certified a supplemental environmental impact report, and in 2000, approved a Planned Unit Development that extended and modified the prior 1985 Planned Unit Development authorization by including a residential variant, which provided for some additional residential development in the northwestern portion of the site. Amendments to the Executive Park Subarea Plan that replaced all of the Plan's figures and added text were adopted in conjunction with these approvals. The general land use program remained the same.

In 2005, Signature Properties development project was approved under a separate PUD for the northwestern portion of the Subarea Plan Area. Nearing completion, it will include up to 450 residential units, 14,000 square feet of retail space, and 588 parking spaces when built-out. Amendments to the Executive Park Subarea Plan were adopted as a part of this Planned Unit Development authorization.

In 2007 TopVision obtained approval under the 2000 Approved Development Plan for a Phase III development, which includes 465 units and about 776 parking spaces north of existing TopVision Phases I and II residential buildings on the eastern portion of the Subarea Plan Area.

Existing and approved development projects in the Executive Park Subarea Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

Yerby has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface parking spaces, and UPC has applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and

1,677 subsurface parking spaces. These projects will require amendment of the Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

On April 7, 2011, pursuant to Planning Code section 302(b) and the Commission initiated the Planning Code text amendments by Resolution No. 18312, including amendments that include the following: (1) Amendments to Zoning Sectional Map ZN10 by rezoning the following parcels from their current zoning (either C-2 or M-1) to RC-3: 4991 / Lots: 012, 024, 021, 065, 074, 075, 078, 085 and 086; and Block 5076, Lots 012 and 013 ; (2) Amendments to Zoning Sectional Map SU10 by including the same parcels within the newly created Executive Park Special Use District; and (3) Amendments to Zoning Section Map HT10 by rezoning the following parcels from 40-X and 80-X to 65/240-EP: Assessor's Lot 4991 / Lots: 074, 075, 085 and 086.

On May 5, 2011, by Motion No. 18350, the Commission certified the Final Environmental Impact Report ("FEIR") as accurate, complete and in compliance with the California Environmental Quality Act ("CEQA"); and

On May 5, 2011, by Resolution No. 18351, the Commission adopted findings in connection with its consideration of, among other things, the adoption of amendments to the Executive Park Subarea Plan and related zoning text and map amendments, under CEQA, the State CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code and made certain findings in connection therewith, which findings are hereby incorporated herein by this reference as if fully set forth; and

A draft ordinance, substantially in the form **attached hereto as Exhibit A**, approved as to form, would amend the Planning Code by amending Sectional Maps ZN10, HT10, and SU10 .

NOW THEREFORE BE IN RESOLVED, That the Planning Commission hereby finds that the Planning Code map amendments promote the public welfare, convenience and necessity for the following reasons:

1. The Planning Code map amendments would enable the creation of a mixed-use predominately residential project that would include upwards of 1,600 additional units of housing on a portion of the Executive Park site that features an underutilized insular suburban-style office park that effectively cuts off the rest of the City from the adjacent shoreline.

2. The amendments include Planning Code provisions that promote vibrant high-density, mixed-use, multi-modal and transit oriented development as a means to fully realize its shoreline location and to help connect and integrate adjacent neighborhoods.

3. The amendments will accommodate development that will, in turn, support development that will provide employment opportunities in construction, residential property management and operation, and related retail and services .

4. The Planning Code Map amendments include provisions that will require adherence to newly created Design Guidelines that will assure a high quality public realm and street network.

5. The Planning Code map amendments anticipate future improvements to regional transportation infrastructure thereby providing a framework where future development will appropriately interface with expected future infrastructure..

6. The Planning map amendments, and by extension the Design Guidelines, include provisions that will new streets designed for multiple modes of transport, emphasizing travel by foot and by bicycle.

AND BE IT FURTHER RESOLVED, That the Planning Commission finds the Planning Code amendments are in general conformity with the General Plan, and Planning Code section 101.1(b) pursuant to Planning Commission Resolution No. 18352. The findings attached to Resolution No. 18352 as Exhibit B, are hereby incorporated herein by this reference as if fully set forth.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 302, the Planning Commission recommends to the Board of Supervisors **approval** the Planning Code Map amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 5, 2011.

Jonas Ionin
Acting Commission Secretary

AYES: President Olague, Commissioners Miguel, Antonini, Borden, Moore, Suguya, and Fung

NOES:

ABSENT:

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Motion No. 18350

Environmental Impact Report Certification

Hearing Date:	May 5, 2011
Case No.:	2006.0422E
Project Address:	Executive Park Amended Subarea Plan and The Yerby Company and Universal Paragon Corporation Development Projects
Block/Lots:	4991/65, 74, 75, 85, 86, 239, 240, 241, 278, 279, 282, 346, and 418
Zoning:	C-2 (Community Business) Various Height and Bulk Districts
Project Sponsor:	The Yerby Company 5 Thomas Mellon Circle, Suite 104 San Francisco, CA 94134 Universal Paragon Corporation 150 Executive Park Blvd., Suite 1180 San Francisco, CA 9413
Staff Contact:	Joy Navarrete – (415) 575-9040 joy.navarrete@sfgov.org

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED EXECUTIVE PARK AMENDED SUBAREA PLAN AND THE YERBY COMPANY AND UNIVERSAL PARAGON CORPORATION DEVELOPMENT PROJECTS

MOVED, that the San Francisco Planning Commission ("Commission") hereby CERTIFIES the Final Subsequent Environmental Impact Report identified as Case No. 2006.0422E, Executive Park Amended Subarea Plan and The Yerby Company and Universal Paragon Corporation Development Projects ("Project"), based upon the following findings:

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

   A. The Department determined that an Environmental Impact Report ("EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on October 28, 2006.

   B. On February 10, 2009 the Department published the Initial Study and provided public notice in a newspaper of general circulation of the availability of the Initial Study for public review and comment; this notice was mailed to the Department's list of persons requesting such notice.

C. On October 13, 2010, the Department published the Draft Environmental Impact Report ("DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

D. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on October 13, 2010.

E. On October 13, 2010, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.

F. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on October 13, 2010.

2. The Commission held a duly noticed public hearing on the DEIR on November 18, 2010, and received public comment. The period for acceptance of written comments ended on November 29, 2010.

3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 47-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received and based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on April 21, 2011, distributed to the Commission and all parties who commented on the DEIR, and made available to the public at the Department at 1650 Mission Street.

4. The Department has prepared a Final Environmental Impact Report (FEIR), consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document, all as required by law.

5. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, and are part of the record before the Commission.

6. On April 21, 2011 the Commission reviewed and considered the FEIR and finds that the contents of the FEIR and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31.

7. The Planning Commission finds that the FEIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the

Comments and Responses document contains no significant revisions to the DEIR, and hereby CERTIFIES THE COMPLETION of the FEIR in compliance with CEQA and the CEQA Guidelines.

8. The Commission, in certifying the completion of the FEIR, finds that the project described in it will result in the following significant and unavoidable project-specific and cumulative environmental impacts:

TRANSPORTATION

- Deterioration in the Level of Service at U.S.101 mainline north of Alanna Way / Harney Way (southbound) under the proposed project.
- Cumulative impact of the proposed project at the Bayshore Boulevard / Tunnel Avenue intersection.
- Cumulative impact of the proposed project at the Bayshore Boulevard / Blanken Avenue intersection.
- Cumulative impact of the proposed project at the Alanna Way / Beatty Road intersection.
- Cumulative impact of the proposed project at the Harney Way / Alanna Way / Thomas Mellon Drive intersection.
- Cumulative impact of the proposed project at the U.S. 101 mainline north of Alanna Way / Harney Way (northbound) segment.
- Cumulative impact of the proposed project at the U.S. 101 mainline south of Alanna Way / Harney Way (northbound) segment.
- Cumulative impact of the proposed project at the U.S. 101 Northbound On-Ramp at Harney Way.
- Cumulative impact of the proposed project at the U.S. 101 Southbound On-Ramp at Alanna Way.
- Cumulative impact of the proposed project at the Bayshore Boulevard / Tunnel Avenue intersection.
- Cumulative impact of the proposed project at the Bayshore Boulevard / Blanken Avenue intersection.
- Cumulative impact of the proposed project at the Geneva Avenue / U.S. 101 SB Ramps intersection.
- Cumulative impact of the proposed project at the Geneva Avenue / U.S. 101 SB Ramps intersection.
- Cumulative impact of the proposed project at the U.S. 101 mainline north of Alanna Way / Harney Way (northbound) segment.
- Cumulative impact of the proposed project at the U.S. 101 Northbound On-Ramp at Harney Way.

- Cumulative impact of the proposed project at the U.S. 101 Southbound On-Ramp at Alanna Way.
- Cumulative impact of the proposed Yerby project at the U.S.101 mainline north of Alanna Way / Harney Way (southbound).
- UPC project impact on Level of Service at U.S.101 mainline north of Alanna Way /Harney Way (southbound).

NOISE

- Cumulative traffic noise impacts on ambient noise levels along project access routes.

AIR QUALITY

- Construction emissions of toxic air contaminants and PM 2.5.
- Project operational emissions of mass criteria pollutants.
- Exposure of sensitive receptors to toxic air contaminants.
- Cumulative air quality impacts.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of May 5, 2011.

Linda Avery
Commission Secretary

AYES: 7

NOES: 0

ABSENT: 0

ADOPTED: May 5, 2011

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Motion No. 18351

HEARING DATE: MAY 5, 2011

Date:	**April 21, 2011**
Case No.:	**2006.0422EMTUZ**
Project:	**Executive Park Amendments and The Yerby Company and Universal Paragon Corporation Development Projects**
Location:	**Highway 101 and Harney Way**
Staff Contact:	**Mat Snyder – (415) 575-6891 mathew.snyder@sfgov.org**
Recommendation:	**Adopt the Findings**

ADOPTING ENVIRONMENTAL FINDINGS (AND A STATEMENT OF OVERRIDING CONSIDERATIONS) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES IN CONNECTION WITH THE ADOPTION OF THE EXECUTIVE PARK RELATED ACTIONS.

WHEREAS, the San Francisco Planning Department is the Lead Agency responsible for the implementation of the California Environmental Quality Act ("CEQA") for the City and County of San Francisco and have undertaken environmental review process for the proposed Executive Park Amendments and the The Yerby Company and Universal Paragon Corporation Development Projects ("Project") and provided for appropriate public hearings before the Planning Commission ("Commission").

This Project includes three components: (1) a development project sponsored by UPC that would include up to 1,100 dwelling units, approximately 70,000 gross square feet of retail, and approximately 1,677 off-street parking spaces (2) a development project sponsored by Yerby that would include up to 500 dwelling units and approximately 750 off-street parking spaces; and (3) General Plan amendments along with Planning Code Text amendments and the subject Map amendments, ("Project")

On May 11, 2006, Universal Paragon Inc. (Project Sponsor) and on March 22, 2006 Yerby Company ("Yerby") (Project Sponsor) submitted applications to jointly amend the General Plan by amending the Executive Park Subarea Plan along with other related minor changes, amend the Planning Code, and amend the Zoning Maps.

The history of Executive Park in its current form starts in the mid 1970s. In 1976, the Planning Commission certified the San Francisco Executive Park Final EIR which analyzed a project that included 833,000 square feet of office space, 174,000 square feet of hotel/meeting space and 75,000 square feet of retail space (about 1,100,000 square feet in total), plus 3,900 parking spaces At the time, Amendments were made to the South Bayshore Plan to allow commercial uses at the location. In 1978, a master development plan ("1978 Development Plan") was created to guide development based on the Project analyzed in the 1976 EIR.

In 1980 and 1981, the Planning Commission approved minor changes to the 1978 Development Plan, which slightly altered the locations and amounts of the various land uses. The City issued permits for the construction of four office buildings and a restaurant under the 1978 Development Plan; three of the office buildings had been constructed by 1985 (OB-1, OB-2 and OB-3), for a total of about 307,600 square feet of office space and 2,500 square feet of retail space. The fourth office building and the restaurant were not constructed.

In 1985, following certification of a subsequent environmental impact report, the Planning Commission approved a Planned Unit Development that revised the 1978 Development Plan that, when combined with the four office buildings and restaurant previously approved, provided for 1,644,000 square feet of office space, 234,000 square feet of hotel, 50,000 square feet of retail/restaurant space and 600 residential units, plus about 5,300 parking spaces At the same time, the Executive Park Subarea Plan was established as part of the South Bayshore Area Plan to memorialize the development program and urban form through a General Plan Amendment. Related Planning Code Map amendments were also approved.

In 1992, the developer sought and obtained a revision to the 1985 Planned Unit Development. This revision added 25,000 square feet of health club space, 10,000 square feet of child care space and an additional 10,000 square feet of restaurant space and increased the square footage of residential use but not the unit count. Five residential buildings, located in the eastern portion of the site, containing 304 units and 517 parking spaces have been constructed under this development proposal by TopVision. ("TopVision Phases I and II"). Minor General Plan amendments were approved in conjunction with this approval

In 1999, the Planning Commission certified a supplemental environmental impact report, and in 2000, approved a Planned Unit Development that extended and modified the prior 1985 Planned Unit Development authorization by including a residential variant, which provided for some additional residential development in the northwestern portion of the site. Amendments to the Executive Park Subarea Plan that replaced all of the Plan's figures and added text were adopted in conjunction with these approvals. The general land use program remained the same.

In 2005, Signature Properties development project was approved under a separate PUD for the northwestern portion of the Subarea Plan Area. Nearing completion, it will include up to 450 residential units, 14,000 square feet of retail space, and 588 parking spaces when built-out. Amendments to the Executive Park Subarea Plan were adopted as a part of this Planned Unit Development authorization.

In 2007 TopVision obtained approval under the 2000 Approved Development Plan for a Phase III development, which includes 465 units and about 776 parking spaces north of existing TopVision Phases I and II residential buildings on the eastern portion of the Subarea Plan Area.

Existing and approved development projects in the Executive Park Subarea Plan Area currently include up to approximately 1,220 residential units, 307,600 square feet of office space in OB-1, OB-2 and OB-3, 17,400 square feet of retail and restaurant space, 2,013 residential parking spaces and 830 office parking spaces.

Yerby has applied for approval to demolish OB-1 and replace it with a mixed use, predominantly residential development of up to 500 dwelling units and 750 subsurface parking spaces, and UPC has applied for approval to demolish OB-2 and OB-3 and replace them with up to 1,100 residential units and 1,677 subsurface parking spaces. These projects will require amendment of the Executive Park Subarea Plan and related amendments to the Zoning Map and Planning Code. The proposed General Plan

amendments would apply to the entire 71-acre Executive Park Subarea Plan Area, be consistent with existing development and approvals, and provide for the transition of the existing office park development within a 14.5 acre southern portion of the Subarea Plan Area (the Yerby and UPC development sites) to a new, primarily residential area with 1,600 additional residential units and about 73,000 gsf retail. These projects would complete the build-out of the Subarea Plan Area and accomplish its transition from the office park first approved in 1976 to a new mixed-use, predominantly residential neighborhood.

Since 2006, proposed amendments to the Executive Park Subarea Plan and the development proposals of Yerby and UPC have been reviewed in public meetings by the Bayview Hunters Point community, the Visitacion Valley community, the Little Hollywood community and other stakeholders, including at meetings held before the Executive Park Citizens Advisory Committee, a body composed of property owners of Executive Park, the Bayview Hunters Point Redevelopment Project Area Committee, and the Visitacion Valley Planning Alliance.

On October 13, 2010, the Department and Agency released for public review and comment the Draft Environmental Impact Report for the Project, (Department Case No. 2006.0422E).

The Planning Commission on November 18, 2010 held public hearings on the Draft Environmental Impact Report and received written public comments until 5:00 pm on November 29, 2010, for a total of 45 days of public review.

The Department prepared a Final Subsequent Environmental Impact Report ("FSEIR") for the Project consisting of the Draft Environmental Impact Report, the comments received during the review period, any additional information that became available after the publication of the Draft Environmental Impact Report, and the Draft Summary of Comments and Responses, all as required by law, a copy of which is on file with the Planning Department under Case No. 2006.0422E, which is incorporated into this motion by this reference.

The FSEIR files and other Project-related Department files have been available for review by the Planning Commission and the public, and those files are part of the record before this Commission.

On May 5, 2011, the Planning Commission reviewed and considered the FSEIR by Motion No. **18350**, found that the contents of said report and the procedures through which the FSEIR was prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code; and

By Motion No. **18350**, the Planning Commission found that the FSEIR was adequate, accurate and objective, reflected the independent judgment and analysis of each Commission and that the summary of Comments and Responses contained no significant revisions to the Draft Environmental Impact Report; and

The Department prepared proposed Findings, as required by CEQA, regarding the alternatives and variants, mitigation measures and significant environmental impacts analyzed in the FEIR, overriding considerations for approving the Project, denoted as Attachment A, and a proposed mitigation monitoring and reporting program, denoted as Attachment B, on file with the Planning Department under Case No. 2006.0422E which material was made available to the public and this Commission for this Commissions' review, consideration and actions;

THEREFORE BE IT RESOLVED, that the Planning Commission has reviewed and considered the FSEIR and the actions associated with the Executive Park Amendments and the Yerby Company and Universal Paragon Corporation Development Projects and hereby adopts the Project Findings attached hereto as Attachment A including a statement of overriding considerations, and including as Attachment B the Mitigation Monitoring and Reporting Program.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 5, 2011.

Jonas Ionin

Acting Commission Secretary

AYES: President Olague, Commissioners Miguel, Antonini, Borden, Moore, Suguya, and Fung

NOES:

ABSENT:

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ATTACHMENT A

EXECUTIVE PARK AMENDED SUBAREA PLAN, RELATED PLANNING CODE AMENDMENTS, AND THE YERBY COMPANY AND UNIVERSAL PARAGON CORPORATION DEVELOPMENT PROJECTS

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS: FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS

SAN FRANCISCO PLANNING COMMISSION

In determining to approve (i) proposed amendments to the General Plan, the Executive Park Subarea Plan of the Bayview Hunters Point Area Plan, Planning Code, and Zoning Map (collectively referred to herein as the "Amended Subarea Plan"), and (ii) the future development of the proposed Yerby Company project ("Yerby Development Project") and the proposed Universal Paragon Corporation project ("UPC Development Project") generally in accordance with the Amended Subarea Plan, as described in Section I below, the San Francisco Planning Commission ("Commission") makes and adopts the following findings of fact and decisions regarding mitigation measures and alternatives, and adopts the following statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act ("CEQA"), California Public Resources Code Sections 21000 et seq., particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA ("CEQA Guidelines"), 14 California Code of Regulations Sections 15000 et seq., particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code. The Amended Subarea Plan and the future development of the proposed Yerby and UPC Development Projects generally in accordance with the Amended Subarea Plan are collectively referred to in these Findings as the "Project".

This document is organized as follows:

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

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

Sections III and IV identify potentially significant Project specific and cumulative impacts that can be avoided or reduced to less-than-significant levels through mitigation and describe the disposition of the mitigation measures;

Sections V and VI identify Project specific and cumulative significant impacts that cannot be avoided or reduced to less-than significant levels and describe any applicable mitigation measures as well as the disposition of the mitigation measures;

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Description of Harney Way Setback Line
Planning Code Section 249.54 and Figure 249.54(A)

Harney Way setback line is a line north of and running approximately parallel to the existing right of way of Harney Way, with the setback line closest to the north side of the Harney Way right of way at the corner of Harney Way and Executive Park East and furthest from the north side of the Harney Way right of way at the corner of Harney Way and Thomas Mellon Drive, as shown on the enclosed map identified as Figure A: "City Alt. 3 – Modified 6.11.2009", and associated Sections 1 through 4 on two pages each identified as "City Alt. 3 – Modified 6.11.2009", such that at approximately 5-feet west of Executive Park East the setback line is 5-feet nine-inches north of the existing northern boundary of Harney Way as shown in Section 1; at approximately 200-feet west of Executive Park Boulevard East the setback line is 22-feet 3-inches north of the existing northern boundary of Harney Way; at approximately 250-feet east of Thomas Mellon Drive the setback line is 37-feet 3-inches north of the existing northern boundary of Harney Way as shown by Section 3; and at 10 feet east of Thomas Mellon Drive the setback line is 50-feet 3-inches north of the northern boundary of Harney Way as shown by Section 4.

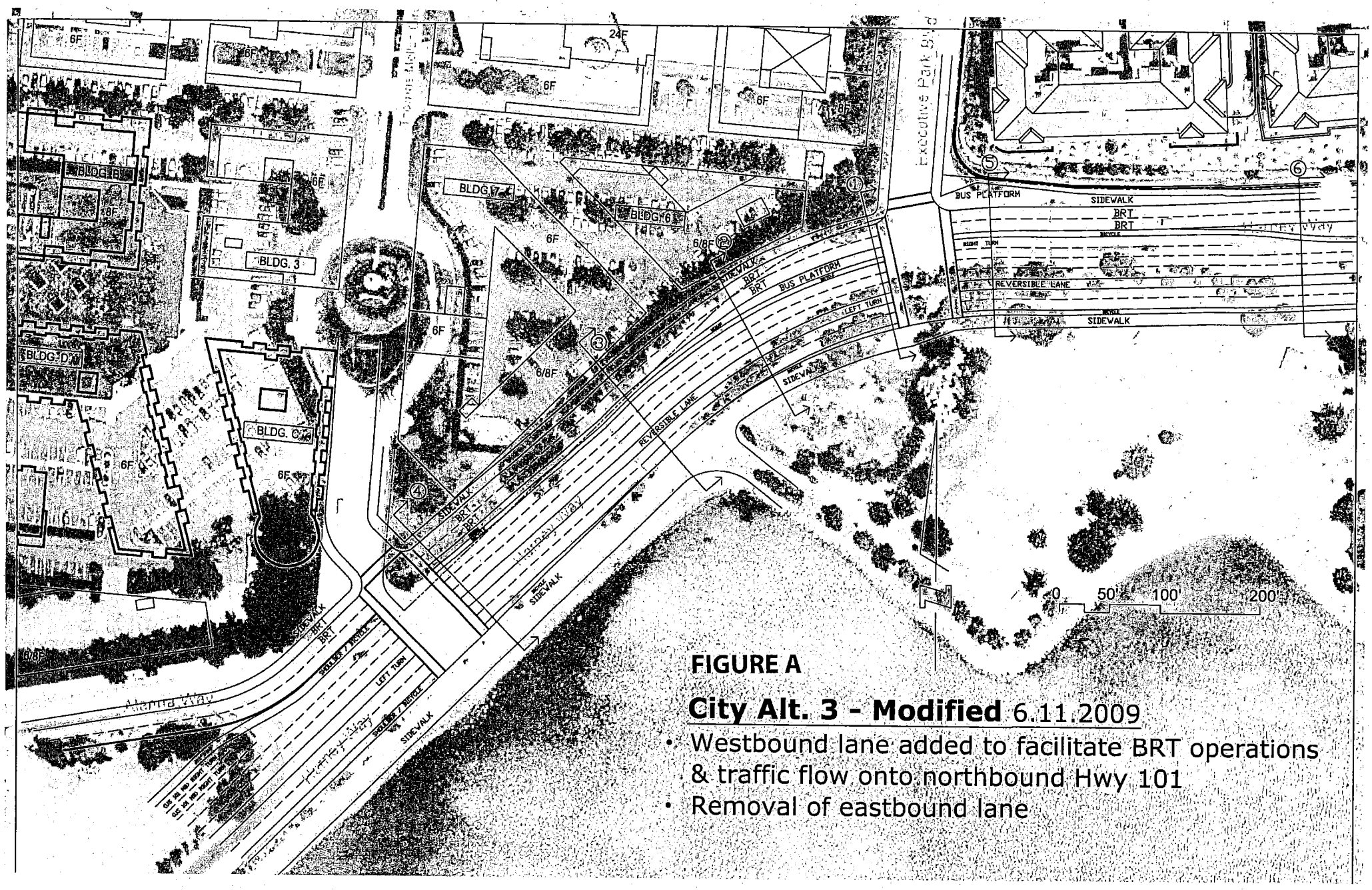
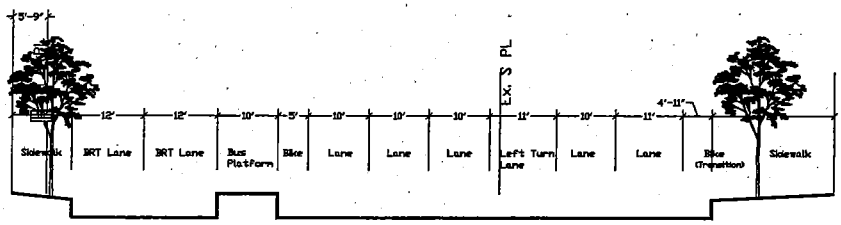


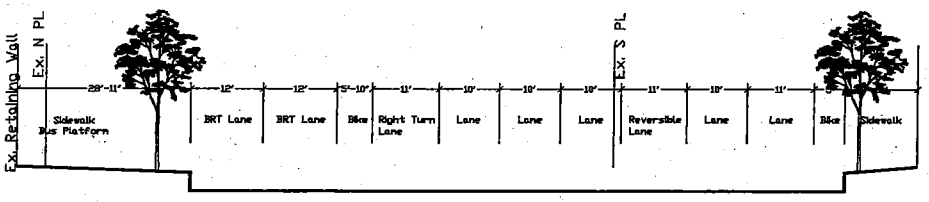
FIGURE A

City Alt. 3 - Modified 6.11.2009

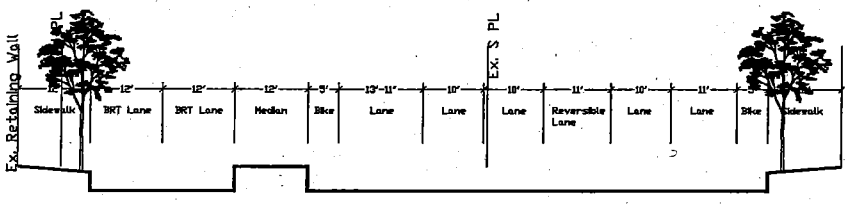
- Westbound lane added to facilitate BRT operations & traffic flow onto northbound Hwy 101
- Removal of eastbound lane



Section 1 – ~5ft West of Exec Park



Section 5 – ~50ft East of Exec Park



Section 6 – ~320ft East of Exec Park

City Alt. 3 - Modified 6.11.2009

- Westbound lane added to facilitate BRT operations & traffic flow onto northbound Hwy 101
- Removal of eastbound lane

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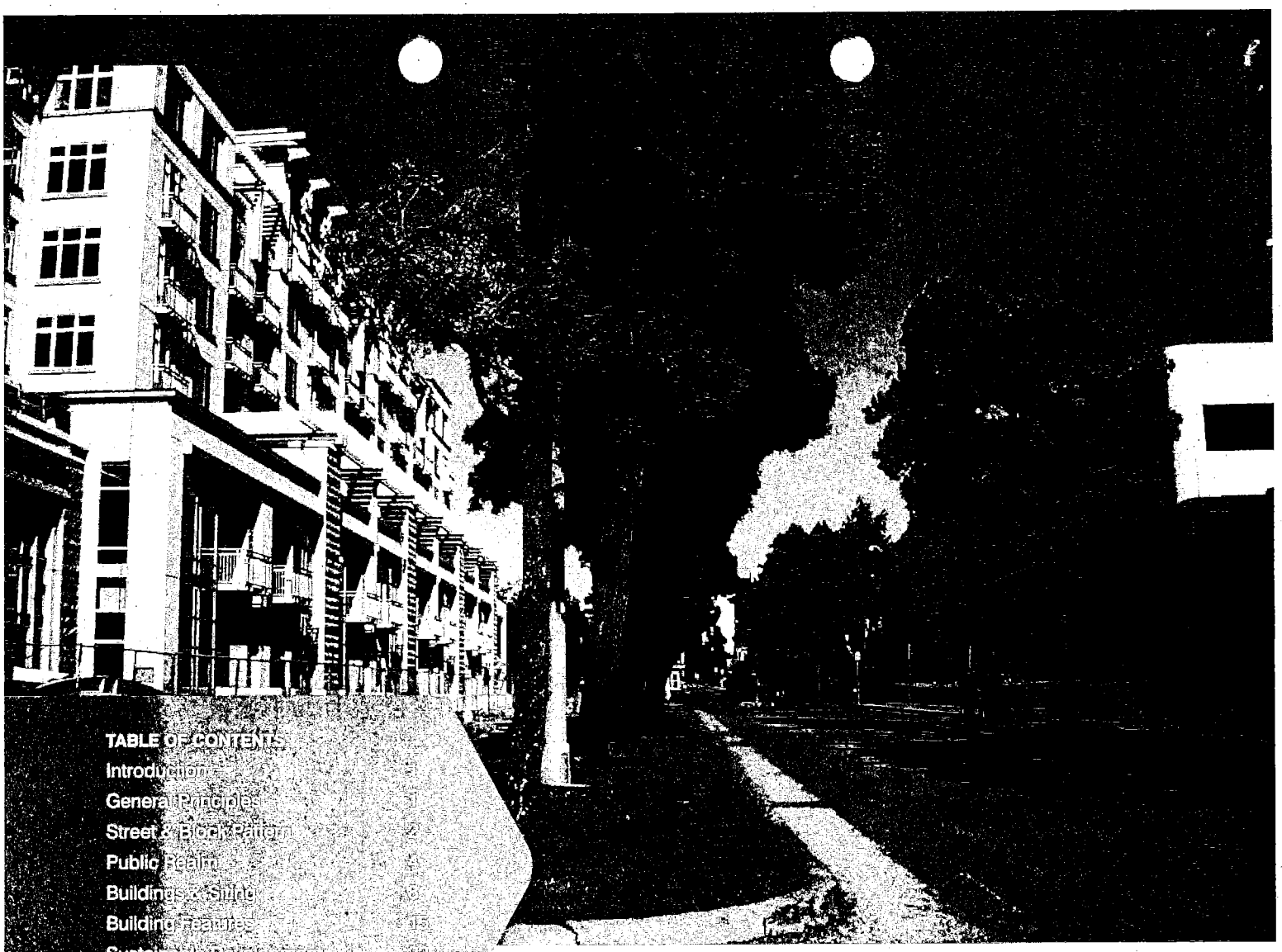
Design Guidelines for **Executive Park**

DEVELOPMENT DESIGN GUIDELINES ASSOCIATED WITH THE EXECUTIVE PARK SUBAREA PLAN AND THE EXECUTIVE PARK SPECIAL USE DISTRICT

(PLANNING CODE SECTION 249.54)

SAN FRANCISCO PLANNING DEPARTMENT | MAY 2011



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Introduction

Executive Park was originally conceived as a suburban office park. When the south border of San Francisco was considered outside of an urban context, this approach to land use may have made sense. However, southeast San Francisco is now slated for major transformation; this once remote section of the City will be the focal point of vibrant urban centers.

Today Executive Park is largely characterized by low lying office buildings and expansive parking lots – a condition that hinders a sense of place and connectivity. There is now the opportunity to turn the Executive Park parcels into new a new residential community better connected with the rest of the City. While residential development has commenced on portions north and east of the existing office development, the envisioned new development would better fit with this residential development.

The intent of these Design Guidelines is to guide the redevelopment of the portion of Executive Park currently occupied by office and parking. In doing so, Executive Park will become a more coherent and typically urban community.

These Design Guidelines implement the Executive Park Subarea Plan and work in concert with the Executive Park Special Use District (Planning Code Section 249.54) in ensuring quality development. These Guidelines provide guidance for the following:

1. Laying out blocks and streets;
2. Creating the appropriate relationship between buildings, streets, and open spaces – topics best not left to specific quantitative controls; and
3. Particular circumstances unique to Executive Park.

These Guidelines are focused of directing development in the office park portion of Executive Park, the portion surrounded by Harney Way, Alana Way, and Executive Park Boulevards West, North and East.

In using these Guidelines, developers and planners are to take into consideration the intent of each topic as well as specific guidelines to ensure the overall goal is met.

GENERAL PRINCIPLES

The following general principles Urban Design inform the guidelines:

1. Livable Neighborhood Scale: New development should reflect the pedestrian-oriented character of nearby neighborhoods, and of traditional San Francisco neighborhoods in general, with small blocks, a compact, fine grained building pattern, and good quality streets and public spaces.

2. Links to Existing Neighborhoods: Executive Park is adjacent to existing neighborhoods, and street and visual connections should be designed to connect them. Access through the site should be public and inviting, and the design of the streets, open spaces and buildings should reinforce the idea of Executive Park as an extension of the surrounding community.

3. Housing: Housing should be oriented to streets and focused on the activities of the ground level.

4. Pedestrian and Transit Orientation: New development should reflect a pedestrian-oriented community that encourages alternatives to auto ownership and usage to the greatest degree possible.

GUIDELINES FOR

Street & Block Pattern

The intent of these Guidelines along with the Executive Park Subarea Plan and the Executive Park Special Use District is to create a connected, vibrant, high-density urban residential neighborhood. In completing the new neighborhood, the layout of blocks and streets are required to meet the following general performance criteria:

→ Reflect fine-grained block pattern typical of San Francisco; Generally, new blocks should be no larger than a typical San Francisco 200-foot by 600-foot block. Smaller blocks are encouraged. Larger blocks should provide publicly accessible pedestrian paths through the block;

→ Ensure all rights-of-way whether publicly or privately held and maintained be publicly accessible at all times;

→ Provide multiple ways of travel through the new streets for those travelling from west of Highway 101 to the Bay shoreline and the Candlestick Point State Recreation Area;

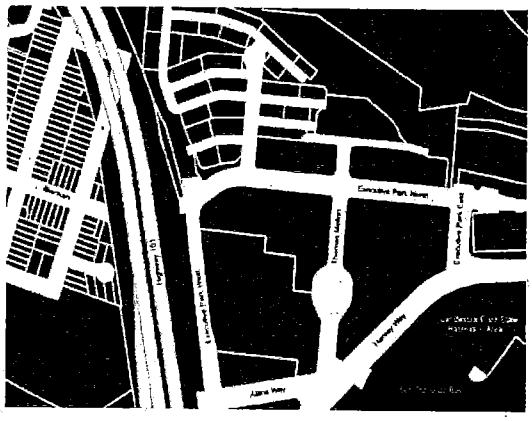
→ Anticipate future improvements to Harney Way and Alana Way, while addressing each as a major urban space;

→ Align new streets through the subject parcels with those recently completed as part of the Candlestick Cove and Top Vision developments;

→ Anticipate adjustments to the existing property lines including vacation of a portion of Thomas Mellon Circle to create regular street corners, enabling Thomas Mellon to meet Harney at a right angle, and adjusting the parcel line between lots 086 and 075 of Block 4991.

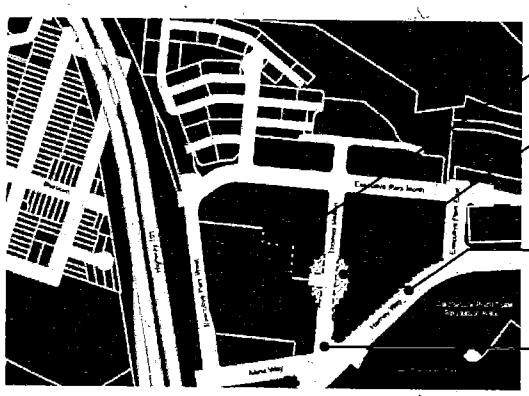
EXISTING CONDITION

The office park portion of Executive Park is currently subdivided into four large parcels which accommodates low rise buildings and substantial areas of surface parking. New residential development has introduced new street patterns to the immediate north and east. However, the expansive large lots interrupt any urban pattern or sense of connectivity.



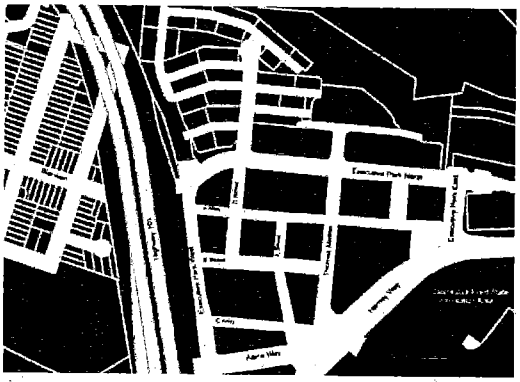
ADJUSTMENTS

New development at Executive Park should anticipate needed adjustments to the existing block and street pattern. Specifically, anticipating the reconfiguration and widening of Harney Way, the partial vacation of Thomas Mellon Circle to create a more typical right-angle intersection, regularizing the boundary between the two large lots west of Thomas Mellon Circle, and enabling Thomas Mellon Circle to be aligned to meet Harney at a right-angle.



NEW BLOCK PATTERN

New streets are required to be introduced within the existing lot pattern to break up the scale and provide better permeability into and connectivity through the site.



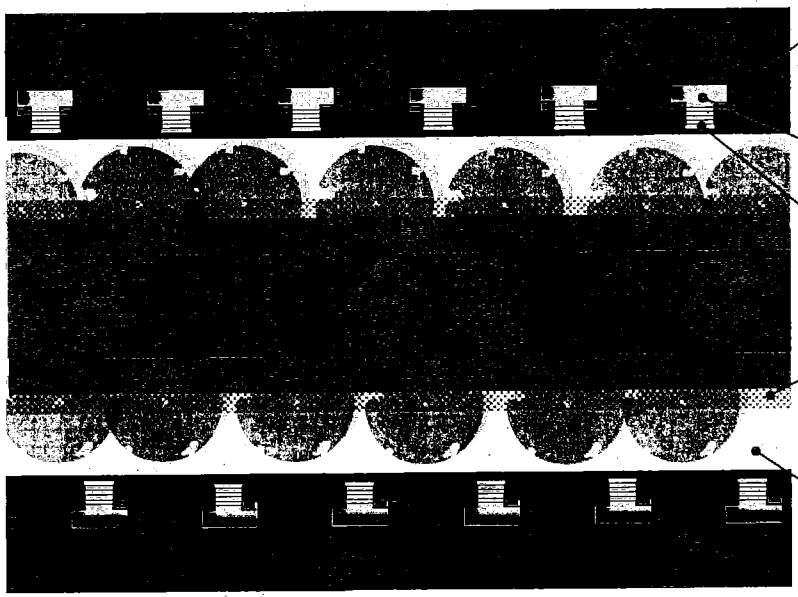
GUIDELINES FOR

The Public Realm

ALL STREETS

The Executive Park Subarea Plan calls for a fine grained pattern of streets and blocks. The Plan's Circulation Network (Executive Park Subarea Plan Figure 9) further calls for a mix of street and rights-of-way typologies in accordance with the individual street's role and hierarchy. The guidelines below are to assure that the streets are multi-modal in nature, and are especially designed to provide pedestrian comfort, safety, and interest. Streets (including, alleys, and paseos) may be required to be designed to incorporate stormwater management controls as required by the San Francisco Public Utilities Commission's (SFPUC) Stormwater Design Guidelines and as recommended by the City's Better Streets Plan.

1. The design of streets shall incorporate the principles of the City's Better Streets Plan.
2. Streets should be designed for multi-modal use with the street design physically reinforcing slower auto traffic speeds.
3. Streets internal to the site should feature narrow curb-to-curb widths, corner-bulb-outs and other features that physically calm auto traffic.
4. On-street parking should be provided where appropriate.



5. Except for Executive Park West and the south side blockface of Alley A east of Thomas Mellon, parking access to development shall be limited to one curb cut per block face.

6. Crosswalks should be boldly marked.

7. If streets are not publicly owned, they should be publicly accessible at all times and read visually as public streets.

8. Buildings should meet the street with active frontages.

9. Streets should be connected to publicly accessible rights-of-way at both ends (there should be no dead-ends or cul-de-sacs), including connections to streets, alleys, pathways or open spaces.

10. Streets should be designed to emphasize their use as public or common open space.

11. A Streetscape Master Plan shall be completed by the Project Sponsors based on *the Executive Park Streetscape Master Plan 4/28/11 Draft for Review* provided to the Planning Commission as part of their May 5, 2011 Commission Packet (See Docket No. 2006.0422U) under the direction of Planning Department staff. The Streetscape Master Plan shall be approved by the Director of Planning after providing the Planning Commission with a report on its completion. Each street segment within the "office park portion" (or the SUD portion) of the site shall be completed as required by Planning Commission Section 249.54(c)(15) "Streetscape and other Infrastructure Improvements" and acording to the Streetscape Master Plan. A copy of the approved Streetscape Master Plan shall be submitted with all Design Review (309.2) applications and be included in the official record of all said applications and related approvals.

12. Implementation of streetscape and other infrastructure improvements should be clearly delineated amongst different phases of development. Consistent with Planning Code Section 249.54 (c)(15), Planning Commission / Planning Department approval shall incorporate conditions for each phase that clearly lays out which portions of the Streetscape Master Plan will be constructed prior to the issuance of a Certificate of Final Completion for said phase.

13. Street trees should be planted according to the Streetscape Master Plan. In general, street trees should be planted every 20 feet on center. Where this spacing is not feasible due to a driveway or other obstruction, spacing elsewhere should be reduced or other means should be taken to achieve at least the same number of trees as would be provided at the 20-foot interval.

14. Lighting should be installed pursuant to the Streetscape Master Plan. Lighting placement should take into consideration appropriate photometric studies, the desire to reduce light pollution from the sky and light levels adequate to, but not too overly light the space being lit. Lighting can be in the form of pedestrian-oriented lights for smaller-scale streets, and where appropriate, incorporated onto adjacent buildings.

15. All utilities on new streets should be placed underground.

16. Where appropriate, street design shall incorporate transit facility improvements and vehicle capacity.

ALLEYS (NARROW STREETS)

"Alleys" as identified in these Guidelines and the Subarea Plan are narrow rights-of-way (approximately 40 feet wide and less), that are secondary to the street network. While they provide access to parking and loading, they are to be similarly treated as other streets in assuring easy travel by bicycle and by foot and by being pleasant spaces in their own right.

1. Where provided, alleys should not only be used for service functions, but should also be designed for all uses and to be pedestrian-friendly, attractive, and safe.

2. Like all other streets, alleys should be designed to encourage slow auto movement; strategies to achieve this include single-surface paving, alternative paving materials, bulb-outs, chicanes, landscape elements and the like.

PASEOS

Paseos, or pedestiran pathways, are either rights-of-way that do not allow auto access or allow public pedestrian access across blocks. Their public nature is to be emphasized as to not give the impression of restricted access. If pathways are not publicly owned, they should be publicly accessible at all times and read visually as public rights-of-way.

1. There should be no gates on paseos at any time.
2. Paseos should be connected to publicly accessible rights-of-way at both ends (there should be no dead-ends), including connections to streets, alleys, pathways or open spaces.
3. Paseos should have active frontage wherever possible.
4. For paseos in residential zones, townhome-style individual residential entries are encouraged on pathways wherever possible. In commercial zones, active retail frontage on pathways is encouraged.
5. Paseos should be well lit with downward facing, pedestrian-scale lighting.
6. Street furniture, seating areas, alternative paving materials, landscaping, and pedestrian amenities must meet or exceed plan requirements. Pathways should have a minimum sustained width of 20 feet.

PUBLIC OPEN SPACE

"Public Open Space" outside of the Bayview Hillside open space, as shown in Figure 10 of the Subarea Plan should be intimate in scale and tie fluidly into the street network. As a part of the public realm network, the proposed open spaces are to increase the sense of connectivity, access and permeability between the established neighborhoods and the shoreline open space. The small intimate urban spaces should complement the expansive nature-oriented open spaces on either side of the neighborhood.

1. Maximize public open space to serve the site and neighboring communities.
2. Open space should be provided in cohesive, usable spaces that become an organizing principle for surrounding development, not in the left over spaces between buildings.
3. Open spaces should be part of a larger network of pedestrian connections that help lead residents and visitors through the neighborhood and connect to larger City and regional open space resources such as Bayview Hill Open Space and Candlestick Point State Recreation Area.
4. The development's provision of open space should emphasize public space over private space. Open space should be visually and physically accessible to the pubic from at least one, and preferably more, streets, alleys, or paths, with the interior of the open space visible from the street. It should not be gated.
5. Designated public open spaces should be active, accessible and safe. Open spaces should be publicly accessible at all hours; security fences and gates should not be used in the design of public open spaces.
6. Open spaces should be designed with their programming intent in mind; programming for the blocks surrounded by Executive Park Boulevard, Alana, and Harney could include seating for cafés, overlooks, seating for awaiting transit.

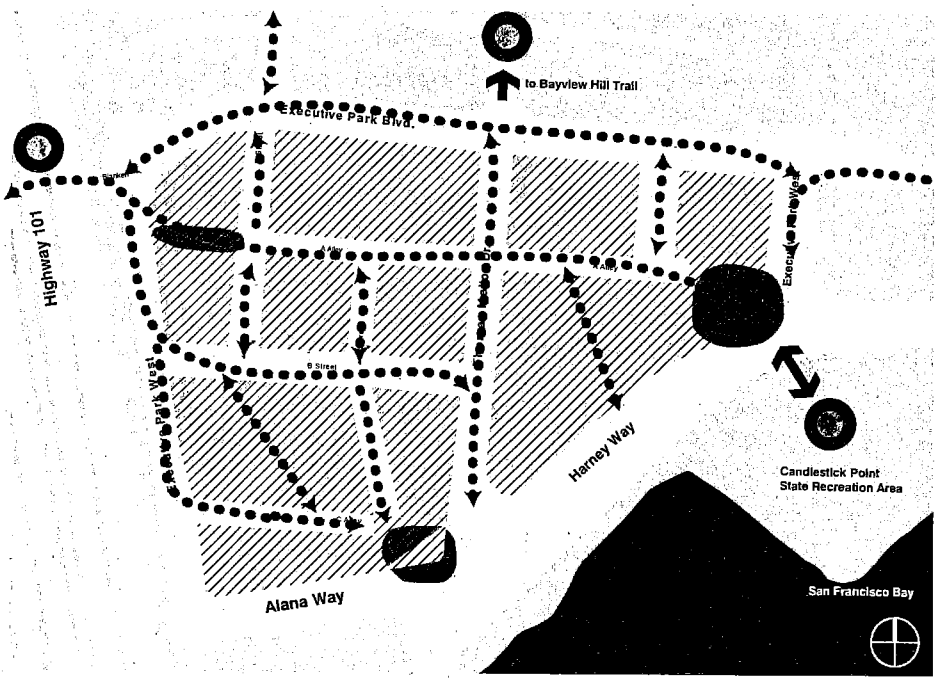


FIGURE A: OPEN SPACE DIAGRAM
The open space program for Executive Park is to tie together and provide connectivity between existing major open space resources while including small urban parks or plazas at key gateway locations including those that offer the site's best public views.

7. The design of open spaces should be integral to the design of adjacent building frontages (i.e. buildings with commercial frontages could feature open space for restaurant seating; buildings with residential frontages could feature open space with a small tot lot).

8. Open spaces should be at the same grade as building immediately adjacent to them.

9. Open Spaces should be scaled relative to the size of the adjacent buildings and to the programming planned for them.

10. Neighborhood parks and open space should include softscape elements, such as open grassy areas, shrubs or flowers, trees for shade or ornamentation, and water features should be incorporated.

11. Whenever possible, landscaping should be planted in the ground, and not in above ground planters; soil depth should be deep enough to ensure the health of plantings including major trees.

12. Open space shall be designed to help manage stormwater runoff from streets or private parcels with best management practice (BMP) such as permeable paving, rain gardens, retention ponds, and bioswales.

13. Open spaces should be sited so that they receive maximum sun throughout the day and year.

14. Open spaces should be sited to be sheltered from prevailing winds or designed with features such as wind breaks that mitigate wind.

15. Open spaces should be well lit with downward-facing, pedestrian-scale lighting.

16. Landscaping is required to be water efficient per the Water Efficient Irrigation Ordinance.

GUIDELINES FOR

Buildings and Siting

OVERALL SITE

The overall Executive Park neighborhood should create an exciting built form when seen from a distance, and with an intimate, fine grained scale to the pedestrian when experienced from the street.

1. Buildings should define and highlight corners, important public spaces, and public vistas such as street terminations.

2. Buildings over 85 feet in height (towers) should create an overall composition that creates an attractive and dynamic southern gateway to San Francisco.

3. Buildings over 85 feet in height should be slender and adequately spaced in order to allow sunlight and sky access to streets and public spaces, to preserve views through the district to San Francisco Bay and to Bayview Hill.

4. When experienced close up, buildings should be human-scaled and fine grained, in the manner of a traditional San Francisco neighborhood.

5. Buildings closest to the freeway should be designed to ensure adequate buffering from traffic-related emissions and noise.

RELATIONSHIP BETWEEN BUILT FORM AND PUBLIC REALM

Streets, open spaces, and buildings should relate to each other in a way that provides the overall development a sense of hierarchy, order, and orientation. Buildings and their frontages should be designed with their abutting streets, alleys, paths, and open spaces in mind and vice versa.

1. Building size should be proportional to the scale of streets, alleys and pathways to allow a well-defined streetwall while still allowing adequate sun access and sky to the ground.

2. On residential neighborhood streets, building streetwalls should generally be no taller than the width of the right-of-way, or where there are consistent setbacks, the width between setback lines across the street from each other. This requirement may be accepted where corner of buildings extend into the setback pursuant to Guidelines p. 15 - no. 1 where such conditions are appropriate.

3. Streetwall from residential buildings should have a height of a minimum of 50% of the right-of-way width, for 75% of the frontage. Exceptions to this guildeline may be made where public plazas are provided in front of buildings.

4. On alleys and paseos, the streetwall should be no more than 1. 33 times the width between streetwalls across the street from another (right-of-way width plus setbacks). Buildings may extend above this streetwall height for no more than 25% of any such alley.

5. Any portion of any building taller than the streetwall height as determined above must be setback by at least 10 feet.

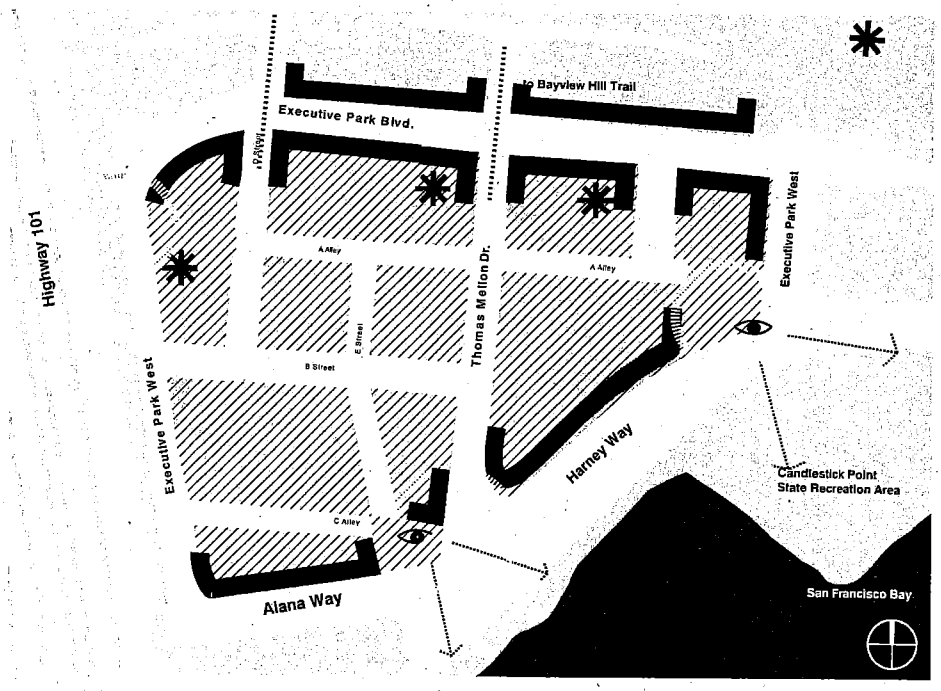
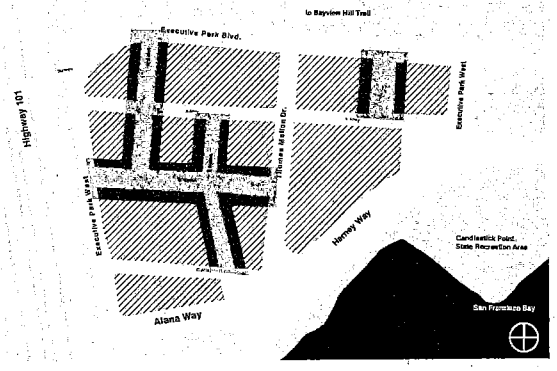
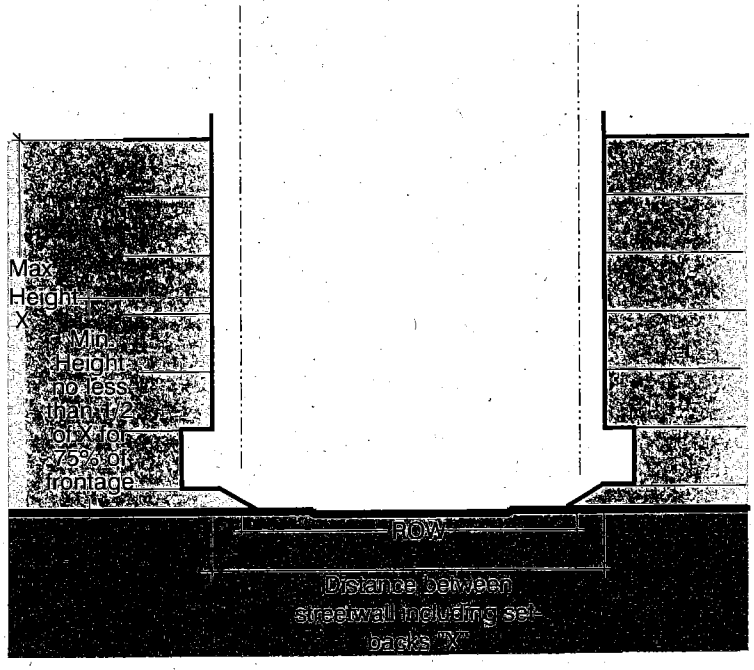


FIGURE B: URBAN DESIGN
These Guidelines in conjunction with the Executive Park Subarea Plan and Special Use District anticipate substantial streetwalls along Harney, Alana and Executive Park North, major streets of the neighborhood (denoted by blue borders), while allowing for towers at key locations (denoted by purple asterisks) that assure sufficient separation to see through to the Hill and Bay while creating a coherent urban form. The Plan also calls for gateway treatments (denoted by yellow circles) at key entry points by the way of special treatment of buildings and open space. Locations for public views should be provided at these locations along Harney Way.

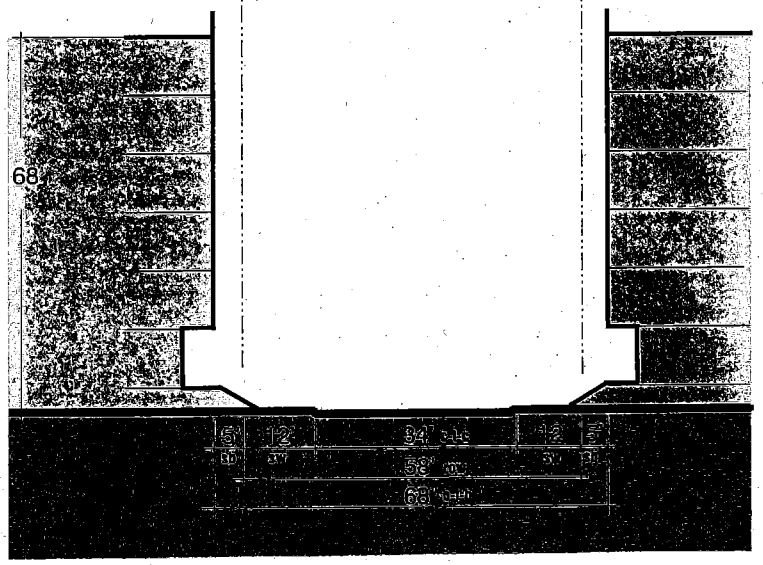
RESIDENTIAL NEIGHBORHOOD STREETS

The residential street typology is the most typical street type within Executive Park's interior. It is generally characterized by two travel lanes, two parking lanes and frequent narrowing at intersections (bulb-outs) and at key mid-block crossings. Sidewalk widths and furnishings are to meet the Better Streets Plan.

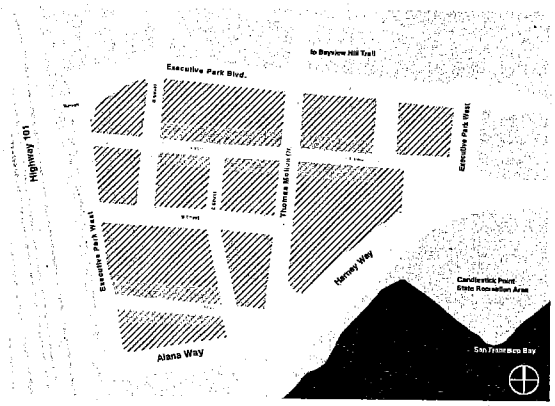




The building streetwall should be proportional to the width between buildings across the street by a maximum ratio of 1:1 (streetwall height to street width). Execept as otherwise provided in these Guidelines, at least 75 percent of the streetwall along any given block must be built to a height of at least 50 percent of the width.

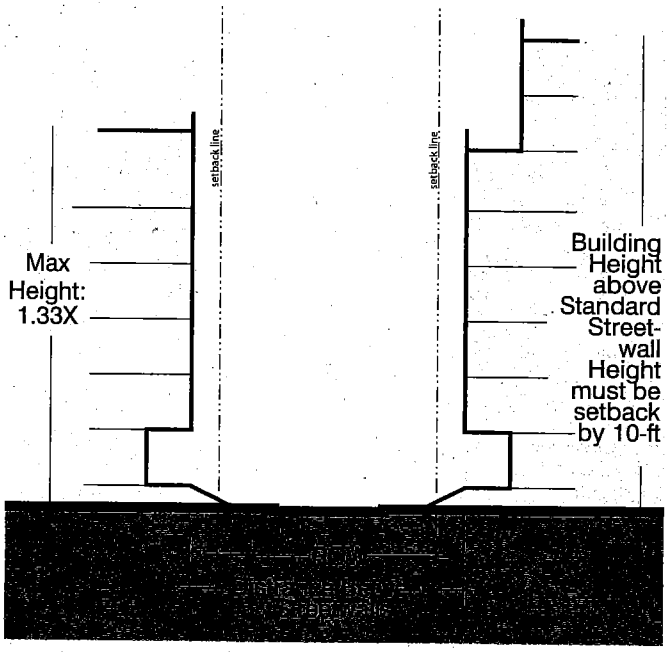


New rights-of-way that are 58 feet wide with five foot building setbacks of five feet can have buildings up to 68 feet along their width and meet this requirement. Building mass above the streetwall height must be setback by 10 feet.

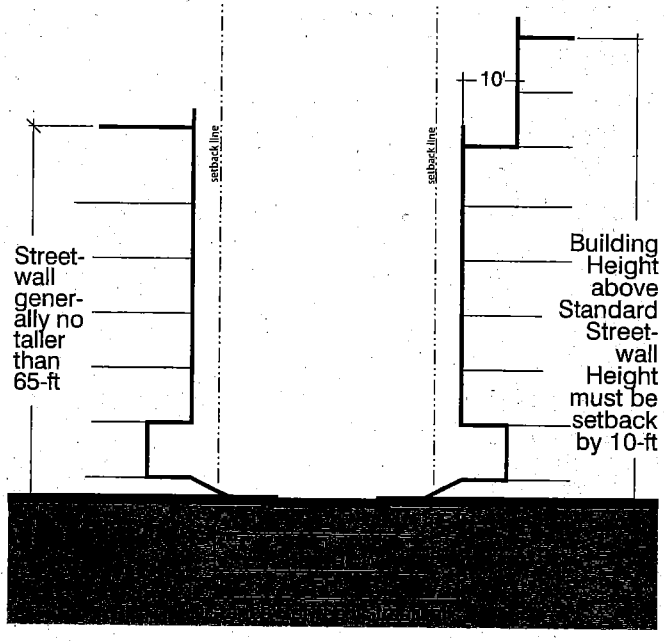


RESIDENTIAL ALLEYS

The residential alley typology is a narrower street type that, while secondary in nature, must be improved to the same level as the other street typologies to assure a high quality pedestrian environment. Alley A will be the most direct route between Blanken and the Candlestick Point State Recreation Area.

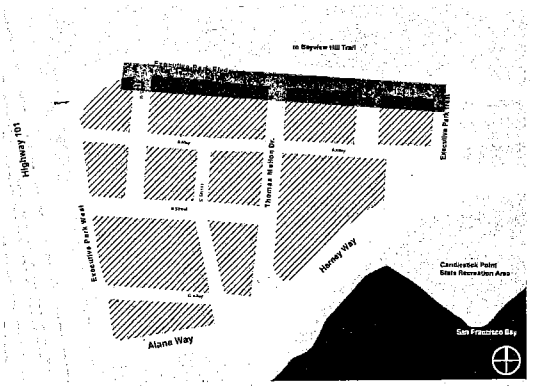


The building streetwall should be proportional to the width between buildings across the street by a maximum ratio of 1.33:1.



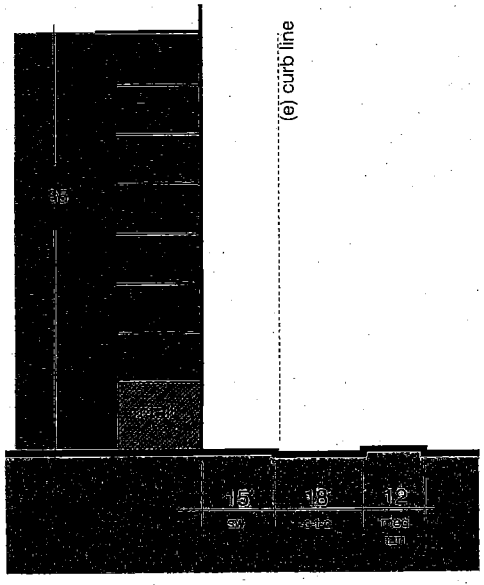
New rights-of-way that are 40 feet wide with five foot building setbacks of five feet can have buildings up to 68 feet along their width and meet this requirement. Building mass above the streetwall height must be setback by 10 feet.

EXECUTIVE PARK NORTH

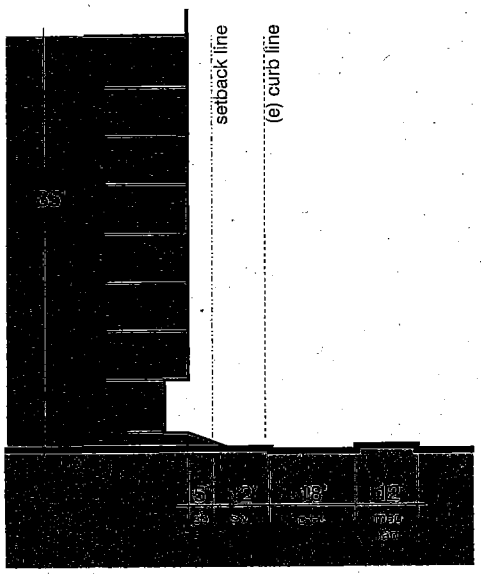


Executive Park North Boulevard is the northern major street of Executive Park and currently serves as the gateway to new residential development to its north and east. As a key street in the development, buildings are allowed (and encouraged) to be built to 85 feet on the south side.

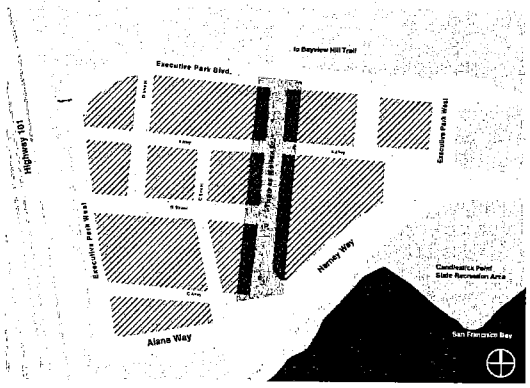
The location of Executive Park North and Thomas Mellon Circle has long been envisioned as the retail hub of Executive Park. Hence, Executive Park North has two contexts: a neighborhood retail context and a residential context.



For the retail context, sidewalks must be no less than 15 feet wide between curb and the building wall even if the building needs to be setback from the property line. If a parking lane is added and the curb-to-curb is widened, the sidewalk must still be a minimum 15 feet from the new curb line.

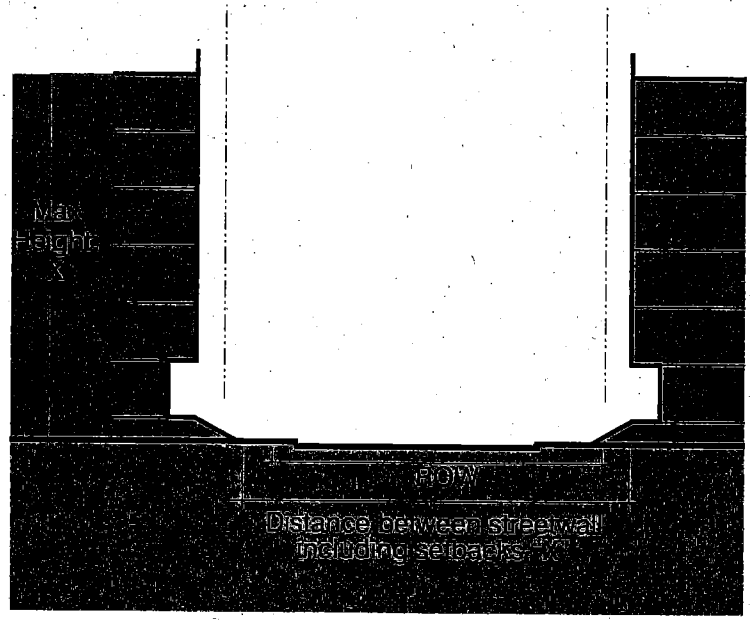


In the residential context, the required sidewalk width is no less 12 feet with a five feet setback for a total of 17 feet from the curb to the building wall. Similarly, if a parking lane is added, the building wall is to be setback by 17 feet from the new curb line.

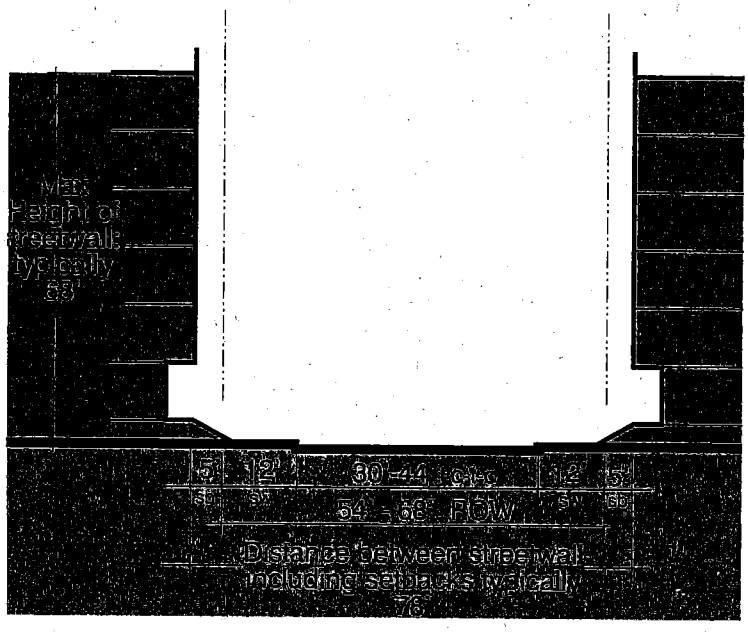


THOMAS MELLON CIRCLE

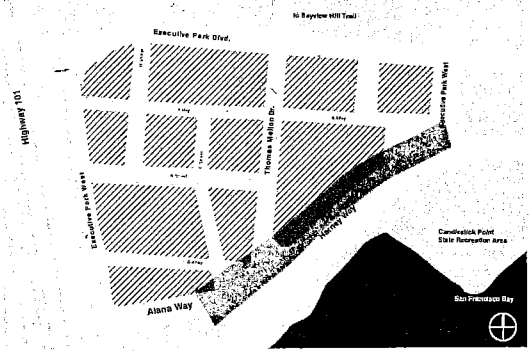
Thomas Mellon Circle will mostly follow the "residential neighborhood street" typology of the Better Streets Plan. As a major entry into Executive Park, it is expected to handle a large proportion of cars coming and going from the new neighborhood.



Thomas Mellon Circle will include three travel lanes and therefore a wider curb-to-curb dimension. Parking lanes may be added but sidewalks are required to be no less than 12 feet. Like throughout most of the residential streets in Executive Park, a five foot setback will be required beyond the sidewalk to allow steps and stoops and buffers between the private and public realms.



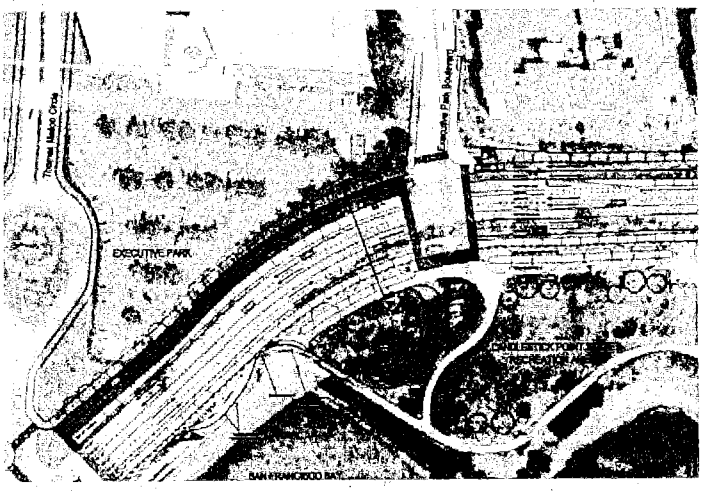
Buildings built to the 65/68 foot height limit will meet the proportional building wall limitation due to Thomas Mellon's broader width.



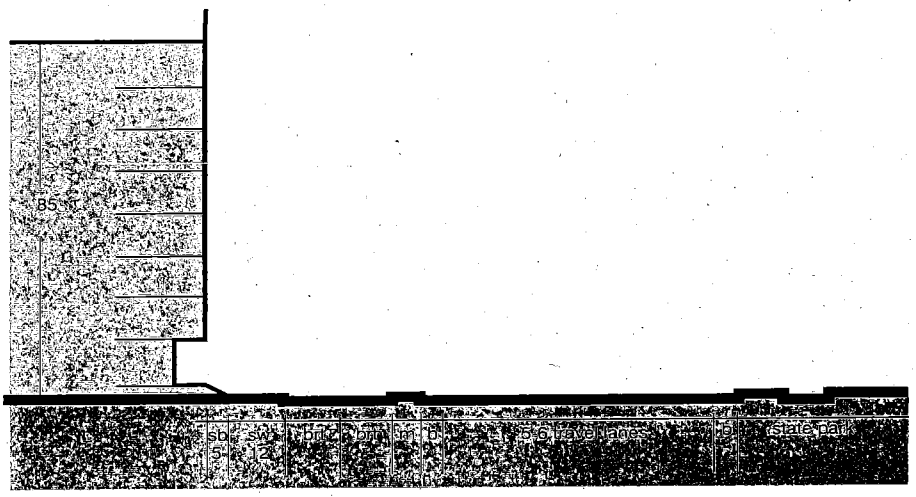
HARNEY WAY

Harney Way is the most important street to Executive Park. While being almost the only means of getting to and from the neighborhood, it will also be the neighborhood's most prominent and visible built edge and the major interface between it and San Francisco Bay.

Planning for Harney is challenging: the road is now planned to be significantly widened and reconfigured. The reconfiguration project will bring clear benefits to Executive Park, such as the planned inclusion of a designated facility for bus rapid transit and improved facilities for bicycles. However its widening will mean paying particular attention to the interface between it and the bordering buildings.



Harney is proposed to include five auto travel lanes (including a reversible / left-hand turn lane), two designated BRT lanes, and bike lanes. An additional travel lane could also be added in future phases if necessary. The width of the new right-of-way curb-to-curb could be as wide as 120-feet plus in some locations, extending 50-feet or more north of the current property line between Thomas Mellon and Executive Park West. Because of this, this Plan restricts development south of this expected line. As of the date of these Guidelines, the setback line (or north boundary of the revised Harney right-of-way) has not been offically surveyed, but will need to happen prior to any project approval. A tentative boundary of the revised Harney right-of-way had been established in June 2009 (refered to as City Alt. 3 - Modified 6.11.2009 -- see Docket Case No. 2006.0422MUTZ) for the sake of completing transportation studies. [Note that these Guidelines call for a minimum distance of 17-feet of building face to curb though City Alt. 3 - Modified 6.11.2009 only calls for a 10-feet sidewalk from curb to (new) property-line.]



Buildings along Harney should setback by a minimum of 17 feet from the new curb line: 12 feet for the right-of-way sidewalk and an additional 5 feet to allow residential setbacks with individual entries. If the ground floor along Harney is established with commercial uses, the residential setback width should be used as an extra five feet of sidewalk to allow ample sidewalk room commensurate with the widened roadway.

If the lot along Harney is developed prior to the expected Harney improvements, the Harney facing building must address Harney at Harney's expected elevation. The allowed 85-feet building height is to be measured from Harney elevation, not the current elevation of the setback line.

GUIDELINES FOR

Building Features and Characteristics

Buildings themselves should be designed with an organizational structure common in San Francisco, including the inclusion of a recognizable base, middle, and top, and a strong emphasis on vertical modulation.

ALL BUILDINGS

1. Five foot setbacks are required for almost all streets and alleys that feature residential frontages. Setbacks are not required along Executive Park West. Where appropriate, buildings may extend to the propertyline (see definition) at corners for no more than 30-feet along eachfrontage.

2. Taller buildings should include a well-defined base, middle and top.

3. Larger buildings must have a major change in plane, change in material, or recessed notch (minimum 3 feet deep by 4 feet wide) to break up their apparent mass. Buildings with frontages greater than 100 feet should include at least one of the above. For buildings with even longer frontages, such features should be provided for every 100 feet. For the purpose of this requirement, the change in plane or change in material must apply to the entire major building plane (apparent face). Provision of bays do not count.

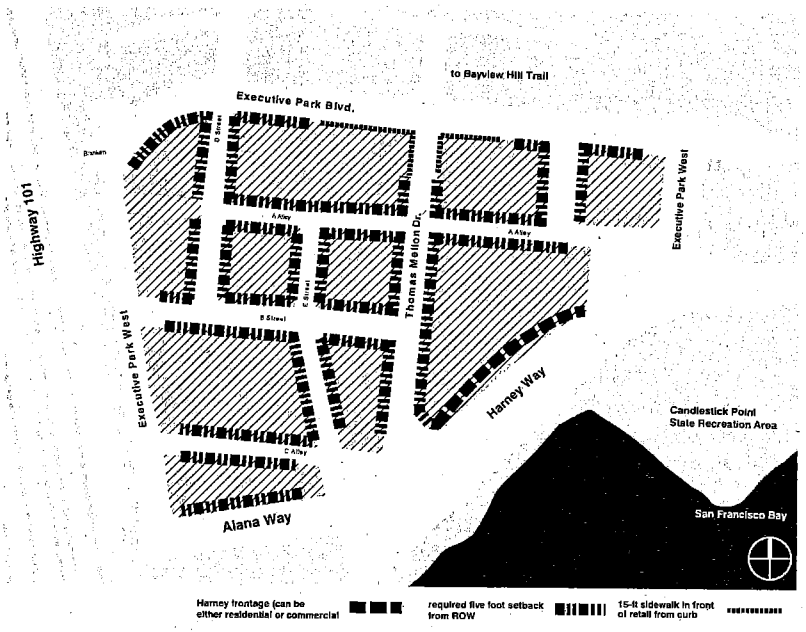
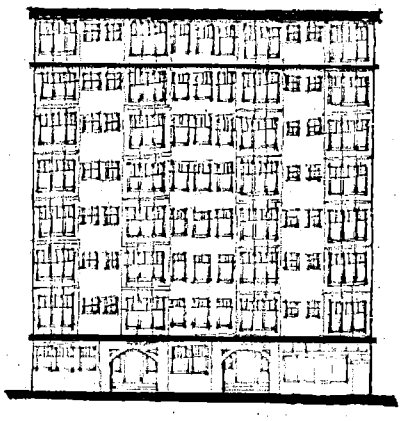


FIGURE C: REQUIRED SETBACKS -- setbacks are required along most streets in Executive Park. Where retail is required at Executive Park North and Thomas Mellon Circle, sidewalk are required to be 15 feet from curb to building front, even if it means setting back from the property line.



Example of a building with well defined top, middle and base

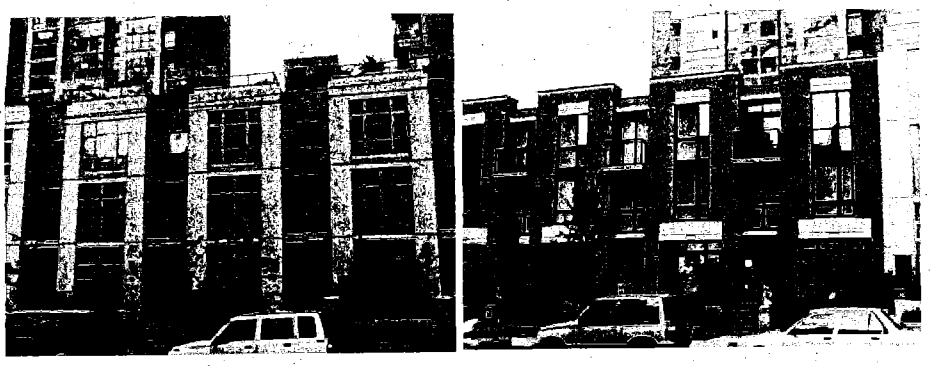
4. At a finer grain, residential facades must be vertically articulated at regular increments. The increment should be on the order of 20 to 30 feet to express a consistent rhythm along the street.

5. Bays and balconies are permitted to project over required setbacks and where no setbacks are required, over public rights-of-way. The bay and balcony limitations of Planning Code Section 136(c)(2) apply except (1) they may be 14 feet wide along their outer most portion and do not need to be reduced to 9 feet; (2) they may not extend lower that the second floor from grade; and (3) for bays, the required 50 percent fenestration requirement can be met in any combination of the bay's walls.

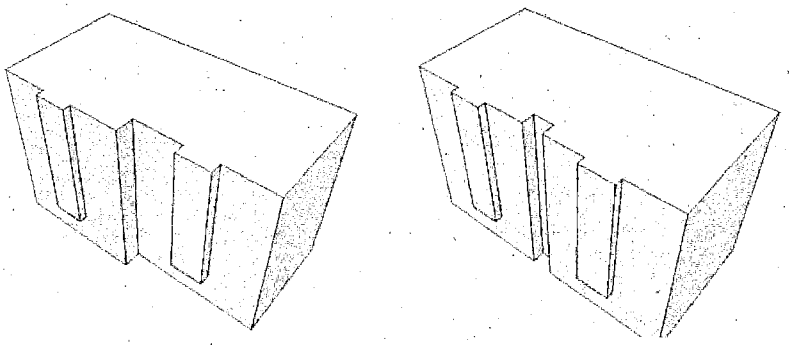
6. Steps, stoops and porches can project into the required setbacks. Such features should be no talller than 4-feet from grade; porches and stoops should be limited to no more than 75% of setback area.

7. Fences and gate within setback areas are limited to a height of three feet. Railings that align porches or stoops above this height must be at least 75% open to perpendicular.

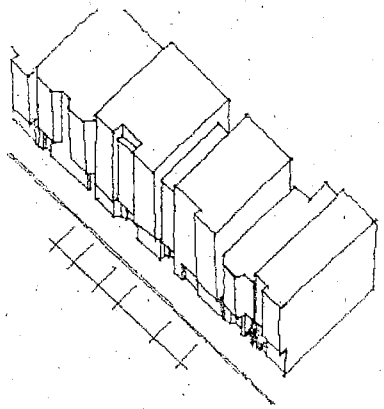
8. A change in vertical plane should differentiate a tower element from the rest of the building. A change in vertical plane differentiates the mass of the tower from that of adjacent buildings, focusing this massing on its base and setting it apart as a distinct building.



Examples of well modulated facades



Buildings of 100 feet or greater must include either a major change in plane or material or include a 4 foot by 3 foot notch



Buildings should be further broken down with bays, balconies, changes-in-plane to reflect increment of units and rooms.

9. Corner buildings should actively face onto both streets with pedestrian-friendly entries and similar fenestration patterns on both frontages. Creative corner treatments such as rounded or cut corners that mark the corner are strongly encouraged.

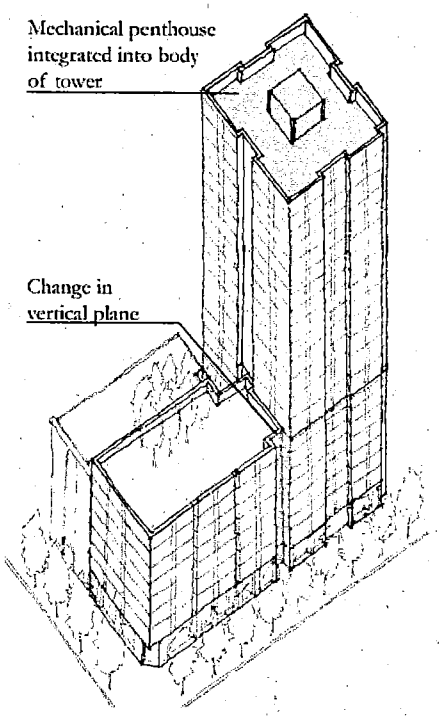
10. Ground-floor uses should be distinguished from the building's upper-floor uses through awnings, belt courses, materials, fenestrations, or other architectural elements.

11. Large development on sloping sites should step up entries, interior floors, façade features, and the roofline with the topography of the hill at regular intervals as required under Planning Code section 260(a)(3).

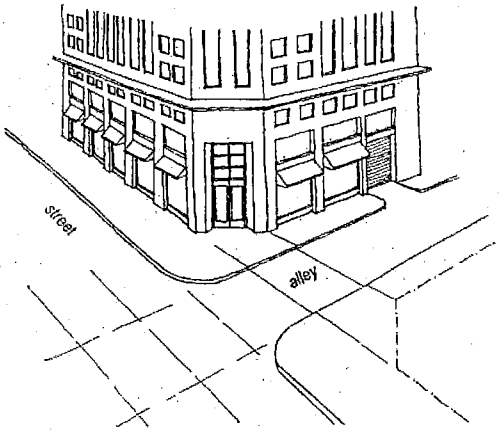
12. Rooftop open space including access penthouses, railings, windscreens, and other features should be sited on the roof to minimize their visibility from the street or so that their elements are fully integrated into the building's architecture and programming.

13. Roof design should attractively incorporate and integrate green roofing technologies (renewable energy opportunities, plantings and the collection and storage of storm water runoff,) to be compatible with roof design and use.

14. Bays and other projections should have a satisfying upper termination, so that they become an integral part of the structure, and don't appear superficially affixed to the facade.



Example change in vertical plan to differentiate a tower from the rest of the buildings.



Example of a corner building with active frontages and primary entry at the corner.

Retail that is regularly modulated with prominent awning and coordinated signage.

BUILDING FRONTAGES AT PEDESTRIAN LEVEL

Buildings need to be designed with a strong understanding of how the pedestrian experiences the building at the ground level. Active uses must be incorporated into all building frontages facing residential streets, and neighborhood commercial streets, and should be incorporated on allies and pedestrian paths.

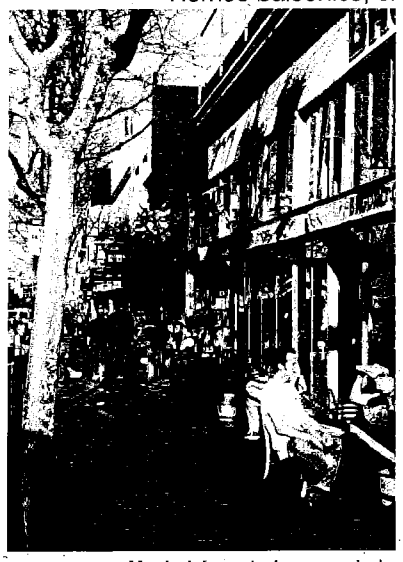
1. Execept for Executiv e Park West, active frontages are required on all street frontages as required and defined by Planning Code Secction 145.1

2. Upper-story units should connect to a lobby entry that opens directly onto the publicly accessible right-of-way.

3. Buildings should have individual entries for ground-floor residential units and a prominent common lobby entry to create active frontage and a visual presence on the street. Such street entries must meet the Planning Department's guidelines for active residential entries.

4. Residential balconies are strongly encouraged. Such balconies should be designed to work within the building's façade and used to help express different modulations of the building. Balconies can be inset, projecting, or a part of an upper terrace. Plantings on balconies are strongly encouraged. Romeo balconies, or non-functional balconies are discouraged.

5. Expansive blank and blind walls at the ground floor are prohibited. Frontage should not be used for utilities, storage, and refuse collection wherever possible; where they must be on the street, they should be integrated into the overall articulation and fenestration of the façade or hidden with notched-in sidewalls perpendicular to the street.



Maximizing window area in businesses along sidewalks and incorporating outdoor activity, such as restaurant seating, assures lively and welcoming public realm.

RETAIL

Retail commercial centers are the heart of San Francisco neighborhoods. Therefore, where retail is called for in this Plan, it is essential that the design of retail frontages contribute to creating a lively and active place with an emphasis on its public interface.

1. Retail entries should be designed to create transparency and a smooth transition from public to private space. In most cases, retail entries should be inset from the building wall strongly articulate the entry and to provide the public-to-private transition.

2. Retail stores over 10,000 square feet, or with street frontage over 80 feet wide, should have at least 2 street-facing entrances.

3. Storefronts should be articulated at regular increments on the order of 20 to 30 feet to express a consistent vertical rhythm along the street.

4. Ground floor retail spaces are required to be 14- feet high to allow for higher ceiling heights in commercial spaces and a more prominent retail front on the street.

5. Ground floor retail frontages should be at least 60% fenestrated and 75% transparent. Mirrored or tinted windows are prohibited. Awnings should be used to mitigate sun overexposure rather than dark or mirrored glass.

6. Where present, retail frontages should occupy no less than 75 percent of a building frontage at the ground floor.

7. Where retail is located at a corner, the primary entry should be located at the corner.

8. Elements or features generating activity on the street, such as seating ledges, outdoor seating, outdoor displays of wares, and attractive signage are encouraged for all mixed-use buildings.

MATERIALS AND DETAILING

A building's materials and detailing are essential in ensuring that the building provides a strong sense of permanence and quality. A well thought out application of detailing also enables a building to endure over time. Materials should be durable, well coordinated across the building, and honestly applied. Special attention must be given to material at the pedestrian level.

1. Architectural details, ornamentation, articulations and projections should be used to create visual interest from the street, and should create a harmonious building composition.

2. Architectural details, articulations and projections should be consistent throughout the building, so that the building appears as a unified whole, and not as a collection of unrelated parts that add to the impression of bulk.

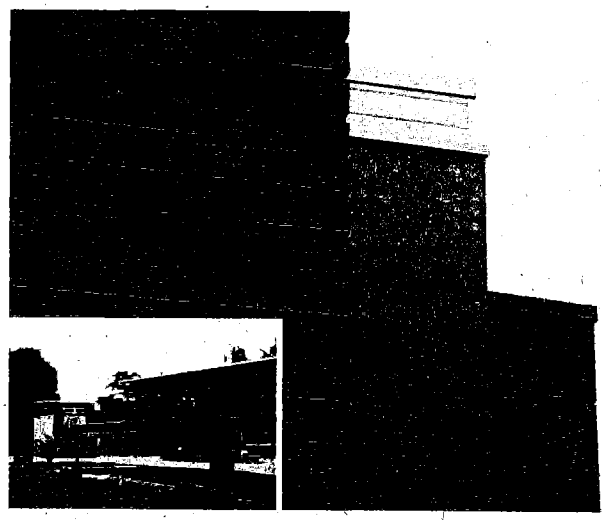
3. Building facades should be articulated with a strong rhythm of vertical elements and three-dimensional detailing to cast shadow and create visual interest.

4. In general, windows should be vertically oriented. Smaller, equally proportioned windows should be used as accents only. Punched window (windows other than storefront or curtain wall systems) must be recessed by at least three inches from the wall plane.

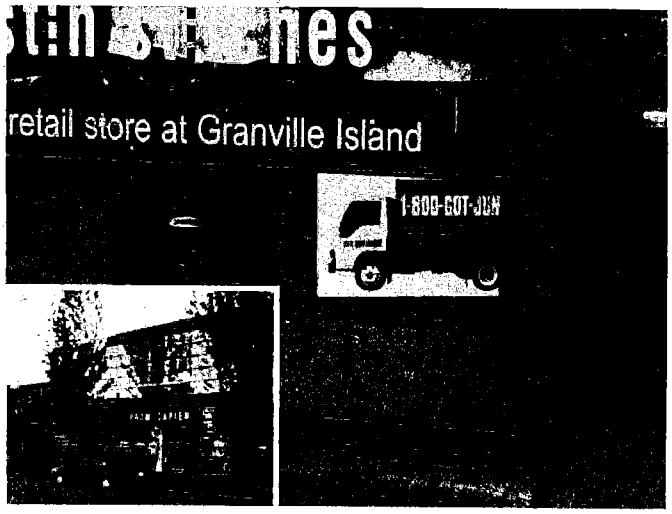
5. The use of exterior shading devices above the ground level at proper orientations to augment passive solar design and to provide solar control is strongly encouraged.

6. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages that encourage 'eyes on the street.

7. Materials should be durable and high quality. Appropriate materials include stone, masonry, ceramic tile, wood, pre-cast concrete, and high grade traditional "hard coat" stucco. Inappropriate materials include vinyl siding and lower grades of stucco. Use of stucco should be used moderately and not relied upon as the singular or major finishing material. EIFS and similar finishing systems are not permitted.



Combining a variety of good quality finishing material of wood, metal, and concrete create a rich and varied building facade.



A well executed and honest application of fundamental and durable building materials of glass and steel.

An good example of the use of brick with simply detailed windows relying on an ample recess as the major window detailing feature.

TOWERS

Towers will be the most visible and identifiable elements of Executive Park when seen from a distance. It is essential that the towers work together to form a cohesive urban form, while at the same time, exhibit the highest quality architectural design to distinguish themselves in their own right.

1. Buildings between above 85 feet should have a maximum 10,000 square foot floorplate, a maximum horizontal dimension of 110 feet on any building facade, and a maximum diagonal dimension of 150 feet.

2. The westward most tower location (Figure B) allows a tower. At this location, a building between 85 and 170 feet in height should be limited to a 10,500 square foot floorplate, a maximum horizontal dimension of 125 feet, and a maximum diagonal dimension of 150 feet.

3. A minimum distance of 150 feet should be preserved between buildings at all levels above 85 feet in height.

4. The upper termination of buildings greater than 85 feet in height should create a visually distinctive roofline. Building terminations should be integral to the overall vertical composition and massing of the building, and should not be simply a shape appended to the top that bears little or no relation to the building's overall architectural form.

PARKING AND LOADING

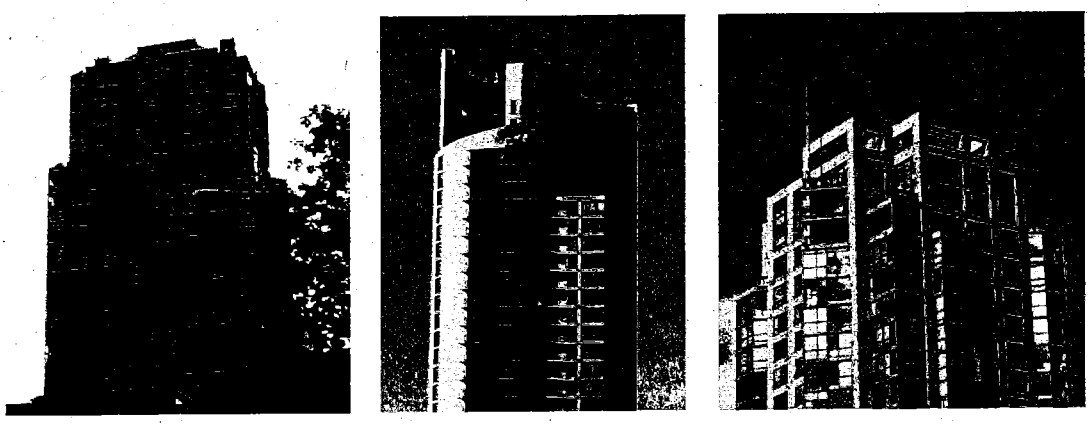
The relationship between the public realm, parking and loading, and vehicular access must be carefully planned and thought out. Such auto-oriented features must be minimized so that sidewalks and streets and not overwhelmed.

1. The amount of parking provided should be reflective of the site's transit-oriented location; there should be enough parking to serve residents and shoppers, but not more.

2. On-street parking created on new public streets should be reserved exclusively for residents, visitors, and shoppers of the Executive Park neighborhood, not for commuters, people visiting for events at Candlestick Park, or long-term visitors. Parking requirements would be determined by underlying zoning.

3. Parking and loading should be designed to mitigate their impacts to the urban design quality of building frontages. In no case should parking and loading entries have more than 24 feet of building width dedicated to auto and loading ingress and egress per block. In no case should individual garage doors and driveways be no more than 11 feet for parking, or 12 feet for parking and loading jointly. Where appropriate, exceptions to this rule can be made along Executive Park West where such entries will serve more than one building.

4. Secure bicycle parking inside a locked gate or



Towers with varied but well considered and integrated tops.

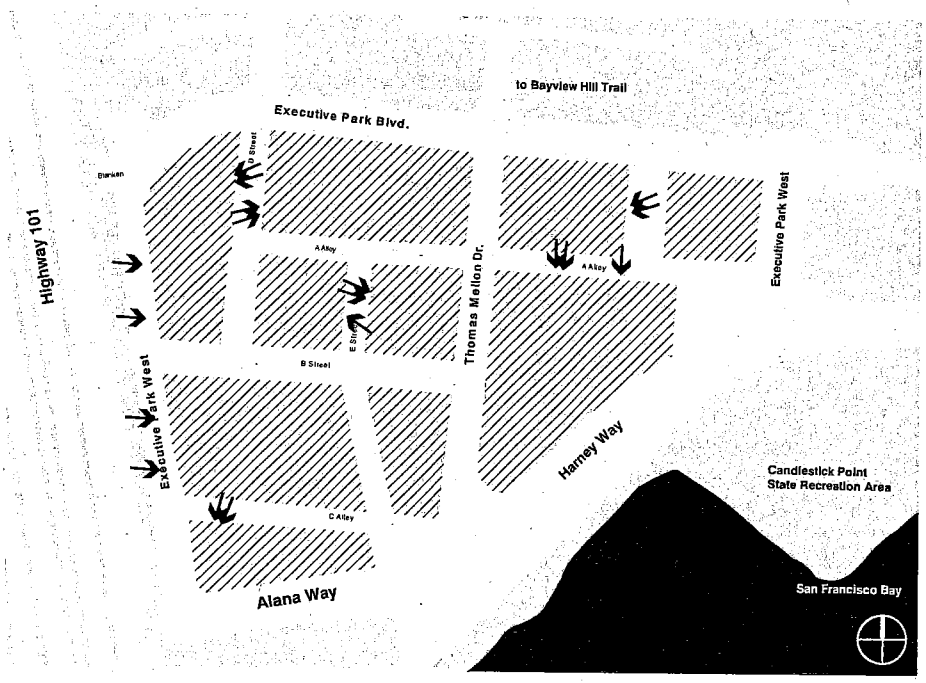


FIGURE D: ALLOWED PARKING AND LOADING ENTRIES. The blue arrows denotes locations of allowed loading entries, the purple denotes locations of allowed parking entry and egress.

garage should be provided in residential buildings. Commercial development should provide off-street bike racks in parking structures, parking lots, or entry plazas.

5. Parking is required to be below grade or substantially below grade (see definition). Underground parking facilities below streets, alleys, or other open space are required to have a minimum depth of soil to assure the ability to provide planting above the garage facility.

6. Separate entries for loading and parking are strongly discouraged unless a loading facility is serving more than one building.

7. Flexibility and creative solutions should be used to address loading demand. Policies regarding loading should prioritize minimizing curb-cuts over providing loading under the requirements for most of the City's zoning districts. As in other transit-rich neighborhoods, there ~~should no~~ are minimum loading requirement. Loading spaces serving a building should not be required to be within the subject building, but instead should be allowed to be consolidated between buildings or in shared garages, or on the street, where appropriate. Loading spaces may be reduced in size from those proscribed in Planning Code Section 154(b), where appropriate.

8. There should be no more than one parking entry (or combined parking / loading entry) per street block face, excluding Executive Park West.

GUIDELINES FOR

Sustainable Development

San Francisco has made an unprecedented commitment to sustainable development. The San Francisco Public Utilities Commission requires compliance to the San Francisco Stormwater Design Guidelines. Similarly, the City has recently adopted the Green Building Ordinance, creating the most demanding sustainability requirements in the nation. The Ordinance requires developments of a certain size to meet either LEED or Green Point rated green building requirements. Of course, the City is committed to transit-oriented development, which emphasizes dense in-fill developments close to transit lines to reduce reliance on the automobile.

Executive Park is in a unique position embrace these sustainability tenants. As a neighborhood at the City's southern gateway, it has the unique ability to showcase what a green development can look like and communicate the City's overall commitment to sustainability.

Following are general tenants of green design that, in most cases, are already reflected in the City's laws. This particular set of guidelines are similar to those developed for the Visitacion Valley Design for Development. These Design Guidelines, however, strongly encourages developers to exceed these standards. Developers are encouraged to find ways to further embrace sustainability that are unique to the site, find a common aesthetic approach to sustainability that can be applied across the site, and/or participate in sustainability strategies that are being employed in nearby projects.

BUILDING PERFORMANCE

1. Privately developed new construction projects and major alteration to existing buildings shall meet or exceed of the 2008 Green Building Ordinance, or the highest level of current green building standards should these be superseded. In addition, projects shall meet the Construction and Demolition Debris Recovery Program, and the and the San Francisco PUC's San Francisco Design Guidelines.

2. Project proposals must outline the construction materials proposed for use and should include green construction materials including, materials with high recycled content, natural or renewable materials, locally manufactured building products (within 500 miles of the site) salvaged and refurbished materials, and materials that can be reused or recycled at the end of their useful life, consistent with LEED-ND Guidelines.

3. Incorporate as much demolition material on-site into the new designs as practicable, with a diversion goal of 75% on- and off-site reuse, or recycling, above and beyond the Construction and Demolition Debris Recovery Program requirements.

4. Within interior building areas, use non-toxic materials (Low or No Volatile Organic Compound (VOC)) paints, sealants, adhesives, coatings and carpets.

5. No added urea-formaldehyde resins should be used in new construction and renovation of existing buildings.

6. Where rooftop solar panels are not installed and are not greened, use roofing materials that have a Solar Reflectance Index (SRI) equal to or greater than 78 for low sloped roofs (> .2.12) and 29 for steeply sloped roofs (< 2.12) for a minimum of 75% of the roof surface of all buildings within the project.

ENERGY EFFICIENCY

1. Insulation shall be installed in all new construction and building additions to reduce heat loss during cool months and heat gain during hot months.

2. New construction shall install of Energy Star™ appliances to increase energy efficiency and reduce energy demand for space heating and cooling, ventilation, hot water, cooking and refrigeration, laundry and lighting (including parking areas).

3. New surface parking lots shall not be permitted. Other plazas and hardscape open space shall utilize paving material with a Solar Reflectance Index (SRI) of at least 29 and reduce the amount of surface area exposed to the sun.

4. Where consistent with the Proposed Street Network, new buildings should be oriented and designed to provide passive solar energy gain.

5. Building should maximize natural lighting, including daylight through windows, skylights, and clerestories to all occupied interior spaces.

6. Windows should incorporate treatments to control/improve heat loss/gain (glass type, window film, etc.). Treatments should allow for visibility from the outside (no mirror finishes, etc.).

7. Site design should use natural ventilation and landscaping to reduce space cooling requirements.

8. Encourage use of exterior shading devices above podium levels at proper orientations to augment passive solar design and to provide solar control.

9. Tankless hot water heaters that deliver on-demand hot water should be considered for domestic and commercial use as an alternative to hot water tanks.

RENEWABLE ENERGY

1. Design and build all necessary supporting infrastructure (including roof load calculations, roof space and orientation design, penetrations and waterproofing for panel 'stand-off' supports, mechanical room space, and electrical wiring and plumbing) for future photovoltaic systems or solar thermal water heating systems.

2. Where possible, incorporate renewable energy generation should be incorporated on-site. Methods may include:

    - Turbine systems and associated equipment.

    - Photovoltaic roof panels. For photovoltaic systems, allow approximately 100-150 square feet per kilowatt of power, and reserve space in mechanical rooms for conduit, disconnect switches, and inverters. Also, include a water spigot on the roof for washing off panels and maintenance.

3. Consider recovering waste energy from exhaust air, gray water and other systems.

REDUCED POTABLE WATER USE

1. New construction shall specify installation of washing machines, dishwashers and other appliances that meet "Energy Star" standards.

2. New construction shall specify and install low-flow sink faucets, shower heads, toilets and urinals to minimize potable water use in buildings to reduce demand on the City's water supply and wastewater systems.

3. New construction should install dual plumbing systems in residential and commercial structures that allow use of harvested rainwater and gray water for landscape irrigation, toilet and urinal flushing and other uses, as permitted by Health and Building Codes, to reduce the use of potable water.

4. Native and low water-use vegetation that does not require permanent irrigation systems shall be used in public and private open spaces, to restrict or reduce the requirement for irrigation.

5. Drip irrigation and bubblers should be installed at non-turf landscape areas to reduce water needs.

6. Harvested rainwater, and ~~recycled~~ (gray) water should be retained and used for landscape irrigation and other uses, as permitted by Health and Building Codes, rather than a potable water source.

7. Native and low water-use vegetation that does not require permanent irrigation systems should be used in public and private open spaces, to restrict or reduce the requirement for irrigation.

8. Irrigation systems required to establish native and low water-use landscape material should be temporary, and removed within two years of installation or once new plantings are established.

9. Landscape areas of 1,000 square feet or greater shall require approval from the SFPUC prior to construction and shall meet requirments of the Water Efficient Irrigation Ordinance.

10. Assure potable water is not used for construction or demolition related activities as stipulated in CCSF BOS Ordinance 175-91.

RECYCLING AND WASTE

1. The development shall include a post-consumer waste management plan which includes adequate space within the building envelope to store refuse (garbage), recyclable materials and compostable materials, with convenient access from each dwelling unit or group of dwelling units for periodic scheduled pickup.

2. Standard trash and recycling receptacles shall be located at key public locations such as street intersections, parks, transit stops, etc.

STORMWATER MANAGEMENT

1. The entire area shall meet City requirements regarding stormwater management pursuant to the Stormwater Design Guidelines. A Stormwater Control Plan shall be prepared that illustrates how the site's stormwater controls will be designed to reduce water flow to the City's Combined Sewer System, treat runoff, and achieve other goals such as providing open space, and contributing to the character and aesthetic of the built environment

2. Where possible, seek to retain, collect, filter and reuse of rainfall, reducing water consumption and the volume of water that would be directed to the City's Combined Sewer System (CSS).

3. Where possible, throughout the site's ground surfaces, use surface materials with a low runoff coefficient (the rate that rainfall that contributes to runoff).

4. Where possible, install permeable pavement on sidewalks, pedestrian walkways and other paved surfaces to reduce storm water runoff, and allow rainfall to recharge groundwater. Pervious paving that includes the use of liners and under drains can be successfully implemented in areas where infiltration restrictions exist.

5. Where paved surfaces are not permeable, direct storm water flow across streets and sidewalks to bioswales or to central collection points such as cisterns or permeable areas with well-drained sands, gravels and soils with moderately coarse textures, to collect, absorb and filter rainwater.

6. Where possible, incorporate raingardens and/or storm water planters in sidewalk areas and off-street surface parking lots.

7. Building roofs should incorporate one or more devices for rainfall collection, storage and reuse. . They may include, but not be limited to:

   - Green roofs
   - Roof decks and terraces that provide equipment to harvest, filter and store rainfall.
   - Rain barrels, water cisterns installed above or below ground (if technically feasible due to remediation efforts), or other systems that can filter and store water for use on-site, rather than direct water to the City's Combined Sewer System.

Definitions

For the purposes of these design guidelines, the following definitions apply.

GENERAL: THE "SUBAREA" AND OR "SITE" (ALL PARCELS INCLUDED IN EXECUTIVE PARK)

Adjacent street frontage: Any linear frontage along a street directly abutting any side of a building, including only the nearer side of the street.

At-grade: At the level of an adjacent publicly accessible right-of-way. For sloping sites, at-grade for any given point is the midway vertical point between the line that connects the front and back lot lines, and the line that connects the two side lot lines.

Block: The area encompassed by any closed set of publicly accessible rights-of-way, also including railroad rights-of-way.

Block face: Any one side of a block.

Fine-grained: Site and building design that incorporates small blocks, narrow lots, frequent street-facing residential and commercial entrances, and a rhythmic architecture that breaks building façades into narrow modules at approximately 25 feet.

Floorplate: The amount of gross square footage on a given floor of a building. Floorplates should be measured from the exterior faces of exterior walls, including exterior columns, membranes or detached curtain walls.

Human Scale: Building, site, street and open space design of a size and character that relate to a pedestrian at ground level, as opposed to an individual in a fast moving vehicle.

Pedestrian Scale: see Human Scale.

Publicly Accessible: Open to the public at all times (unless otherwise noted), and not closed off by gates, guards, or other security measures. Publicly accessible also means that there are not overly burdensome rules for acceptable and not acceptable behavior, nor design cues that make the open space seem unwelcoming.

STREETS, ALLEYS AND PATHWAYS

Alley: A secondary right-of-way through the site, providing secondary circulation for cars, bicycles and pedestrians, as well as parking, loading and service access. Alleys may have a single shared surface for auto and pedestrian use, have minimal or no parking on the roadway, Note: For the sake of these guidelines, alleys are be wider (generally 40 feet) than how "alley" is defined by the Planning Code (less than 30 feet).

Alternative Paving Materials: Paving materials that are not traditional asphalt or concrete, including interlocking concrete pavers, pervious concrete mixes, pervious paving stones, or other materials that enhance storm water filtration and the aesthetic quality of the street or pathway, yet still function as durable roadway infrastructure.

Car-Sharing Program: A program that offers the common use of a car or other vehicle by individual members, enabling people or households to use a car for some trips while not owning, or owning fewer, cars.

Paseo (Pathway): A pedestrian and bicycle only circulation element, which may also provide access to residential or commercial uses.

Roadway: The width covered by asphalt from curb-to-curb. For roadways divided by a planted median, the roadway does not include the width of the median.

Street: A primary right-of-way through the site, providing circulation for cars, bicycles and pedestrians. Sidewalks and the roadway are separated by a curb, and there are separate lanes for parking and driving.

OPEN SPACE

Bioswale: A planted unpaved ground depression designed to collect, filter and drain storm water prior to its entry into the wider storm water system.

Greenway: A linear park useable for non-auto circulation, that also provides landscaped areas, recreational opportunities, open space and seating. A greenway may be in the form of a wide (at least 12 feet sustained), useable road median.

Plaza: An intimate, primarily hardscape open space element fronted by development and the street that provides places to sit, eat, or gather.

Public Open Space: Public open space includes neighborhood parks, plazas and greenways suitable for active and passive recreation. Sidewalk extensions and bulb-outs with seating, play and landscaped areas could also be considered public open space, if the extended area is a minimum of 12 feet wide, and is useable for active or passive recreation.

BUILDING DESIGN

Active frontage: Frontage on rights-of-way that consists of individual commercial or residential units, with entries ideally every 25 feet or less, but no more than 50 feet apart, and no significant blank or blind walls at the ground-floor or above.

Façade: The exterior surface of a building that is visible from publicly accessible rights-of-way.

Façade articulation: A major horizontal or vertical planar shift in a building's façade. *Façade projection:* A façade feature that extends forward from the main façade plane, such as a bay, column, cornice, or window molding (also referred to as obstruction).

Fenestration: Any opening in a building façade, such as windows or doors.

Podium-style Development: Style of development in which upper-floor units share one or more common lobbies, and units are linked by common corridors and a common parking garage. Podium development may also have individual townhome units at ground level.

Propertyline: For the sake of these Guidelines, a line that delineates between private lot and the public right-of-way; or between the portion of a private lot designated for development (including setback area but excluding the Harney setback area) and the portion of the lot designated by the Executive Park Plan (Subaea Plan, SUD, and these Guidelines) as publicly accessible streets or open space.

Roofscape: The visual character of the roofs as viewed from above, such as from neighboring hills.

Stepback (Upper-story): The horizontal distance between the streetwall and additional building height lessening shadow impacts and the appearance of height at ground level.

Streetwall: The height of building facades that face a publicly accessible right-of-way. Height above stepbacks is generally not considered part of the streetwall.

Substantially below grade: Most of parking is below grade ~~(existing prior to construction)~~; portions that penetrate existing grade are wrapped with active uses with a depth of at least 20 feet.

Townhome: Residential unit facing onto a publicly accessible right-of-way that is accessed individually.

Townhome-style Development: Style of development in which attached ground floor residential units are individually accessed from a publicly accessible right-of-way, and not solely connected by interior corridors or connected parking garages.

SAN FRANCISCO
PLANNING
DEPARTMENT

FOR MORE INFORMATION:
Call or visit the San Francisco Planning Department

Central Reception
1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**
FAX: **415.558.6409**
WEB: **http://www.sfplanning.org**

Planning Information Center (PIC)
1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**
Planning staff are available by phone and at the PIC counter. No appointment is necessary.