



San Francisco Public Works
General – Director’s Office
City Hall, Room 348
1 Dr. Carlton B. Goodlett Place, S.F., CA 94102
(415) 554-6920 www.SFPublicWorks.org

Public Works Order No: 203245

Re: Approval of Exceptions Associated with Final Map No. 9856 Dated _____, 2020

WHEREAS, The Final Environmental Impact Report for Treasure Island and Yerba Buena Island (“FEIR”), prepared pursuant to the California Environmental Quality Act (Cal. Pub. Resources Code §§ 21000 et seq.) was certified by the Planning Commission and the Treasure Island Development Authority (“TIDA”) by Motion No. 18325 and Resolution No. 11-34-04/21, respectively; and

WHEREAS, On June 14, 2011, the Board of Supervisors adopted Ordinance No. 95-11 approving a Development Agreement between the City and County of San Francisco (“City”) and Treasure Island Community Development, LLC (“TICD” or “Subdivider”), concerning the Treasure Island and Yerba Buena Island Development Project (“Project”) and adopted the environmental findings set forth in Resolution No. 246-11 incorporated herein by reference; and

WHEREAS, The Board of Supervisors adopted by Ordinance No. 99-11 the Subdivision Code for Treasure Island and Yerba Buena Island (“Subdivision Code”); and

WHEREAS, The Public Works (“Public Works”) Director (“Director”) adopted the Subdivision Regulations for Treasure Island and Yerba Buena Island after a noticed public hearing and pursuant to Public Works Order No. 185562 on December 21, 2016 (“Subdivision Regulations”); and

WHEREAS, The Director of Public Works approved Tentative Map No. 9856, pursuant to Public Works Order No. 200,495 on January 15, 2019 concerning the merger and re-subdivision of portions of Final Transfer Map No. 8674 and Final Map No. 9228 (hereafter, the “Tentative Map”); and

WHEREAS, Yerba Buena Island Phase 1 Investors, LLC and YBI Phase 2 Investors, LLC (collectively, “Developer”) and the Treasure Island Development Authority (“TIDA”) submitted a proposed final map to Public Works for review and consideration by the Board of Supervisors (“Final Map No. 9856”); and

WHEREAS, Developer, with TIDA’s concurrence, submitted a request for exceptions concerning the below-referenced provisions of the Subdivision Regulations on January 14, 2020, which request is appended hereto as Attachment 1, relating to public improvements within Lot C (“Signal Road”) which is proposed for dedication as a public street on Final Map No. 9856; and

WHEREAS, Appendix A, Section VII.E.3 of the Subdivision Regulations generally requires that facilities to be dedicated to the City must be located within a public right-of-way unless approved in advance by the San Francisco Public Utilities Commission (“SFPUC”) as part of the Associated tentative map; and

WHEREAS, Appendix D, Section I.E., Table 5 of the Subdivision Regulations establishes certain separation minimum separation requirements for public infrastructure within the public right-of-way; and

WHEREAS, Appendix A, Section VII.E.3.viii of the Subdivision Regulations states that the City will not accept public utilities within an easement over a dead-end street; and

WHEREAS, Appendix D, Section II.C.2 of the Subdivision Regulations requires a sidewalk on both sides of the roadway for publicly streets; and

WHEREAS, Appendix D, Section II.B.1 of the Subdivision Regulations establishes a minimum width of forty feet for public streets; and

WHEREAS, Appendix D, Section II.C.2 of the Subdivision Regulations establishes a minimum width of twelve feet for sidewalks in residential neighborhoods; and

WHEREAS, TIDA approved non-material amendments to the Infrastructure Plan pertaining to Yerba Buena Island (Exhibit FF to the Disposition and Development Agreement for Treasure Island / Yerba Buena Island by and between TIDA and Treasure Island Community Development, LLC, dated for reference purposes as of June 28, 2011, as amended), which included amendments concerning the proposed offer of dedication of Signal Road as a public right-of-way on _____, 2020; and

WHEREAS, The Mayor consented to the non-material amendments to this Infrastructure Plan on May 12, 2020;

WHEREAS, Section 1712 of the Subdivision Code authorizes the Director, subject to the Subdivision Map Act (Cal. Govt. Code §§ 66410 et. seq., "Map Act") to approve exceptions, waivers or deferrals to any of the requirements set forth in the Subdivision Code or the Subdivision Regulations subject to the required findings under Section 1712(a)(1)-(3), and further provides that the standards and requirements of the Subdivision Regulations shall be modified by the Director where the Director provides that such modifications are necessary to assure conformity to and achievement of the standards and goals of the applicable Project Documents (as defined by Subdivision Code § 1707(z)); and

WHEREAS, Pursuant to Subdivision Code Section 1712(b)(1)-(3), and with respect to the exceptions hereinafter described, the Director has determined that application of the Subdivision Code or the Subdivision Regulations, as applicable, would result in practical difficulties or unnecessary hardships affecting the property inconsistent with general purpose and intent of the Project Documents and the City Regulations (as defined in Subdivision Code § 1707(e)), the granting of the exceptions will not be materially detrimental to the public welfare or injurious to other property in the area, and the grant of the exceptions will not be contrary to the Project Documents or City Regulations, subject to the findings and conditions herein; and

WHEREAS, The proposed requests for exceptions were evaluated by City agencies, including SFPUC and the Public Works Infrastructure Task Force pursuant to the City Regulations and the Project Documents, both as defined in Sections 1707(e) and 1707(z) of the Subdivision Code; and

WHEREAS, The Director of Public Works held a noticed public hearing on May 18, 2020 to consider public comments on the proposed exceptions pursuant to Subdivision Code Section 1712; and

WHEREAS, No additional environmental review is required because there are no substantial changes to the project analyzed in the FEIR, no change in circumstances under which the project is being undertaken, and no new information of substantial importance indicating that new significant impacts would occur, that the impacts identified in the FEIR as significant impacts would be substantially more severe, or that mitigation or alternatives previously found infeasible are now feasible.

NOW THEREFORE BE IT ORDERED THAT

The Director approves the exceptions described below, based on the findings and subject to the conditions stated herein:

Exception No. 1

Exception to Subdivision Regulations Appendix A, Section VII.E.3 waiving the requirement for public infrastructure to be installed within a public right-of-way with respect to water meters on a private parcel adjacent to Signal Road.

Final Map No. 9856 includes an offer of dedication for Signal Road. Improvements within Signal Road, including, low-pressure water, are also offered for dedication by separate instrument to be recorded concurrent with Final Map No. 9856. Due to site design and topography, low-pressure water meters cannot be practically located within the public right-of-way. After discussions with Public Works and SFPUC, Developer proposes to locate low-pressure water meters on a private lot adjacent to Signal Road. The meters are located within an easement offered to the City in perpetuity. Improvement designs call for the installation of the meters behind curbs meeting the City's standard criteria.

This exception will allow for the City to accept the water meters in easements on a private lot provided that the improvements are completed satisfactorily and otherwise meet the requirements for acceptance.

- Application of Subdivision Regulations Appendix D Section II.C.2 would result in practical difficulties or unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

The topographical and site constraints of Signal Road are such that water meters cannot practicably be located within the Signal Road right-of-way. Developer and SFPUC evaluated different options for the location of the meters, but ultimately determined that the location where the meters would be best protected from possible damage from vehicles would be behind curbs meeting City standard criteria. Locating the meters within the right-of-way would expose this future City infrastructure to potential damage.

- Granting an exception to Subdivision Regulations Appendix D Section II.C.2 will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is located.

Granting the requested exception will not be materially detrimental to the public welfare or injurious to other property on Yerba Buena Island. The meters will be located within an easement permanently dedicated to the City. The terms of the easement prohibit the erection of structures or actions that could prohibit the City from accessing the infrastructure, thereby ensuring satisfactory City access. The exception will have no impact on other properties.

- Granting the exception will not be contrary to the Project Documents or City Regulations.

The exception is not contrary to the Project Documents or the City Regulations. The Subdivision Regulations expressly contemplate acceptance of public improvements within easements on private property provided that SFPUC concurs. The exception facilitates the dedication and acceptance of improvements as otherwise contemplated by the Infrastructure Plan and renders Signal Road potentially eligible for acceptance and public dedication through a future action of the Board of Supervisors.

- The exception is not in violation of the Map Act.

The Map Act does not prohibit the dedication of public improvements within easements on private lots and is therefore not implicated by this exception.

Exception No. 2

Exception to Appendix D, Section I.E, Table 5 of the Subdivision Regulations to authorize proposed utility separations within Signal Road.

Appendix D, Section I.E., Table 5 of the Subdivision Regulations establishes minimum separation requirements for public utilities. Due to Signal Road's topography and other site constraints, Developer proposes and SFPUC and the Task Force have evaluated, an alternative utility layout pursuant which includes reduced separations for certain utilities. Namely, Developer proposes a minimum 1.5 feet of separation between the sanitary sewer line and the outside edge of the catch basin and a minimum separation of 1.5 feet of separation from the joint trench to the outside edge of the catch basin.

This exception will allow for the extension of public utilities within Signal Road accounting for the area's topography and site constraints.

- Application of Subdivision Regulations Appendix D, I.E, Table 5 would result in practical difficulties or unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

The area's slope and topography preclude a utility layout that conforms to the general utility separation requirements. Whereas these separation requirements may be achieved elsewhere within the project, including, e.g., on Treasure Island, they are not attainable on Signal Road, which is subject to particularly steep slopes. As such, Signal Road presents unique circumstances, and application of the general utility separation requirements would present undue hardship.

- Granting an exception to Subdivision Regulations Appendix D I.E, Table 5 will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is located.

Granting the requested exception will not be materially detrimental to the public welfare or injurious to other property on Yerba Buena Island. The utility layout has been reviewed by SFPUC and the Task Force and deemed satisfactory. The utility layouts, as authorized by the exception, will not be injurious to other properties both because of the adequate utility design and also due to the fact Signal Road is in a relatively remote location on Yerba Buena Island.

- Granting the exception will not be contrary to the Project Documents or City Regulations.

The exception is not contrary to the Project Documents or the City Regulations. The Infrastructure Plan specifically takes the island's steep topography into account and notes that topography is a key consideration for infrastructure design. While the Subdivision Regulations include minimum utility separation standards, these standards are subject to exception, and Table 5 explicitly refers to the possibility of "variations or exceptions" as appropriate. The exception facilitates the dedication and acceptance of improvements as otherwise contemplated by the Infrastructure Plan and renders Signal Road potentially eligible for acceptance and public dedication through a future action of the Board of Supervisors.

- The exception is not in violation of the Map Act.

The Map Act does not establish minimum utility separation requirements. Therefore, the proposed exception does not implicate, and is not in violation of, the Map Act.

Exception No. 3

Exception to waive application of Subdivision Regulations Appendix A Section VII.E.3.viii in order to authorize dedication and acceptance of utility facilities located within a dead-end street.

Subdivision Regulations Appendix A, Section VII.E.3.viii states that “[SFPUC] will not accept an easement for any facility that is a dead end or is not part of a utility network. Signal Road is a “dead-end street” in the sense that it terminates in a plaza on a TIDA open space lot. Public improvements, including water, electrical, sanitary sewer and storm drain are offered to the City for dedication pursuant to a separate instrument. Signal Road is offered for dedication to the City on the face of Final Map No. 9856. This exception will allow for the City to accept the referenced improvements within Signal Road provided they are completed satisfactorily and otherwise meet the requirements for acceptance.

- Application of Subdivision Regulations Appendix A Section VII.E.3.viii would result in practical difficulties or unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

Application of Subdivision Regulations Appendix A Section VII.E.3.viii to Signal Road will result in practical difficulties and unnecessary hardships. The property is an island with steep slopes. As a result, the Infrastructure Plan contemplates that there will be several dead-end streets. The Infrastructure Plan, as amended, identifies Signal Road as a publicly-dedicated, dead-end street. Applying the referenced provision of the Subdivision Regulations will result in practical difficulties and undue hardships by preventing the dedication and ultimate acceptance of utilities needed to serve the subdivision.

- Granting an exception to Subdivision Regulations to Appendix A Section VII.E.3.viii will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is located.
- Granting the exception will not be materially detrimental to the public welfare or injurious to other properties. The exception facilitates the dedication and acceptance of infrastructure as otherwise contemplated by the Infrastructure Plan. Infrastructure will only be considered for acceptance after issuance of a Notice of Completion confirming that the infrastructure is consistent with the approved plans and specifications and other applicable City requirements. Accordingly, approving the exception will not be materially detrimental to the public welfare or injurious to other property.
- Granting the exception will not be contrary to the Project Documents or City Regulations.

The Project Documents (the Infrastructure Plan) identify Signal Road as a publicly-dedicated, dead-end street. The exception facilitates the dedication and acceptance of improvements as otherwise contemplated by the Infrastructure Plan and renders Signal Road potentially eligible for acceptance and public dedication through a future action of the Board of Supervisors.

- The exception is not in violation of the Map Act.

The Map Act does not address the dedication of public improvements within dead-end streets and is therefore not implicated by this exception.

Exception No. 4

Exception to waive application of Subdivision Regulations Appendix D, Section II.C.2 in order to waive the requirement for sidewalk on both sides of the roadway for portions of Signal Road.

Subdivision Regulations Appendix D, Section II.C.2 generally requires a sidewalk on both sides of a public right-of-way. The proposed exception will waive this requirement as to certain portions on the north side of Signal Road as shown in Attachment 1. Due to topography and site constraints, it is not practicable to include a sidewalk on the full length of Signal Road on the north side. However there will be a sidewalk on the full length of Signal Road on the south side.

- Application of Subdivision Regulations Appendix D, Section II.C.2 would result in practical difficulties or unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

Application of Subdivision Appendix D, Section II.C.2 to Signal Road would result in practical difficulties and unnecessary hardships. The property is an island with steep slopes. It is not practicable to include a sidewalk on both sides of Signal Road for the full length of the right-of-way. There will be a sidewalk on the south side of Signal Road for the full extent of the right-of-way. Application of the referenced provision to Signal Road despite the area's slope and topography and the sidewalk on the other side of the street would result in practical difficulties and unnecessary hardships and be inconsistent with the Project Documents.

- Granting an exception to Subdivision Regulations to Appendix A Section II.C.2 will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is located.

Granting the exception will not be materially detrimental to the public welfare or injurious to other properties. The exception facilitates the dedication and acceptance of improvements as otherwise contemplated by the Infrastructure Plan. The exception will not be materially detrimental to the public welfare, as there will be a sidewalk for the full length of the street on the south side. Approval of the exception will not be injurious to other properties in the area as other properties will not be impacted by the exception.

- Granting the exception will not be contrary to the Project Documents or City Regulations.

The Project Documents (the Infrastructure Plan) identifies Signal Road as a publicly-dedicated street. The exception facilitates the dedication and acceptance of improvements as otherwise contemplated by the Infrastructure Plan and renders Signal Road potentially eligible for acceptance and public dedication through a future action of the Board of Supervisors.

- The exception is not in violation of the Map Act.

The Map Act does not address whether there must be sidewalks on both sides of a street and is therefore not implicated by this exception.

Exception No. 5

Exception to waive application of Subdivision Regulations Appendix D, Section II.B.1 in order to waive the requirement that all streets maintain a minimum width of forty feet as applied to certain portions of Signal Road where depicted in Attachment 1.

Subdivision Regulations Appendix D, Section II.B.1 states that all public streets “require a minimum width of 40 feet.” The proposed exception will waive this requirement as to certain portions of Signal Road where shown in Attachment 1. Due to topography and site constraints, it is not practicable to provide a forty-foot roadway for the full extent of Signal Road.

- Application of Subdivision Regulations Appendix D, Section II.B.1 would result in practical difficulties or unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

Application of Subdivision Appendix D, Section II.B.1 to Signal Road would result in practical difficulties and unnecessary hardships. The property is an island with steep slopes. It is not practicable to provide a forty-foot roadway on Signal Road for the full length of the right-of-way while accommodating other required street improvements. The affected portions of Signal Road will be twenty-five feet in width and thirty-one feet in width, respectively. Application of the referenced provision to Signal Road despite the area’s slope and topography and the sidewalk on the other side of the street would result in practical difficulties and unnecessary hardships and be inconsistent with the Project Documents.

- Granting an exception to Subdivision Regulations to Appendix A Section II.B.1 will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is located.

Granting the exception will not be materially detrimental to the public welfare or injurious to other properties. Even in the areas with reduced right-of-way width, there is sufficient room for vehicle passage, and there is sidewalk on the full length of the south side of Signal Road to ensure pedestrian safety. Accordingly, approval of the exception will not be injurious to other properties in the area as other properties will not be impacted by the exception.

- Granting the exception will not be contrary to the Project Documents or City Regulations.

The Project Documents (the Infrastructure Plan) identifies Signal Road as a publicly-dedicated street. The Infrastructure Plan includes a cross-section of Signal Road that shows it is subject to varying right-of-way widths. The exception facilitates the dedication and acceptance of improvements as otherwise contemplated by the Infrastructure Plan and renders Signal Road potentially eligible for acceptance and public dedication through a future action of the Board of Supervisors.

- The exception is not in violation of the Map Act.

The Map Act does not address street widths and is therefore not implicated by this exception.

Exception No. 6

Exception to waive application of Subdivision Regulations Appendix D, Section II.C.2 in order to waive the requirement that all sidewalks in residential neighborhoods maintain a minimum width of twelve feet.

Subdivision Regulations Appendix D, Section II.C.2 generally requires sidewalks of at least twelve feet in width in residential neighborhoods. Due to topography and site constraints, twelve-foot wide sidewalks are not practicable on Signal Road. The Project Documents (the Infrastructure Plan) reflects narrower sidewalks. The exception will authorize the narrower sidewalks and associated dedication of Signal Road as a public right-of-way.

- Application of Subdivision Regulations Appendix D, Section II.C.2 would result in practical difficulties or unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

Application of Subdivision Appendix D, Section II.C.2 to Signal Road would result in practical difficulties and unnecessary hardships. The property is an island with steep slopes. It is not practicable to provide twelve-foot sidewalks on Signal Road while accommodating other required street improvements and providing a sufficient travel way. There will be sidewalks on Signal Road of widths between 5.5 - and 7 feet as shown on Attachment 1. As such, application of the referenced provision of the Subdivision Regulations to Signal Road despite the area's slope and topography would result in practical difficulties and unnecessary hardships and be inconsistent with the Project Documents.

- Granting an exception to Subdivision Regulations to Appendix A Section II.C.2 will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is located.

Granting the exception will not be materially detrimental to the public welfare or injurious to other properties. The exception will not be materially detrimental to the public welfare. Even in the areas with reduced right-of-way width, there is sufficient room for vehicle passage, and there is sidewalk on the full length of the south side of Signal Road to ensure pedestrian safety. Approval of the exception will not be injurious to other properties in the area as other properties will not be impacted by the exception.

- Granting the exception will not be contrary to the Project Documents or City Regulations.

The Project Documents (the Infrastructure Plan) identifies Signal Road as a publicly-dedicated street. The Infrastructure Plan includes a cross-section of Signal Road that shows sidewalks are subject to varying widths between 5.5 and 7 feet. The exception facilitates the dedication and acceptance of improvements as otherwise contemplated by the Infrastructure Plan and renders Signal Road potentially eligible for acceptance and public dedication through a future action of the Board of Supervisors.

- The exception is not in violation of the Map Act.

The Map Act does not address sidewalk widths and is therefore not implicated by this exception.

While the granting the 6 exceptions identified above would render Signal Road potentially eligible for acceptance and public dedication through a future action of the Board of Supervisors, Public Works has no intent of recommending to the Board of Supervisors that it take this action. Unless and until Public

Works changes this recommendation, and thereafter the Board of Supervisors accepts Signal Road for City maintenance and liability purposes, TIDA will be responsible for the maintenance and liability of Signal Road, which will be dedicated to the City for public use but will remain unaccepted.

The Director hereby grants the exceptions above subject to the attached conditions.

SFPUC Conditions: During detail design, to the furthest extent possible the subdivider shall strive for vertical and horizontal separation between the various utilities to meet the separation requirements.

Public Works Conditions:

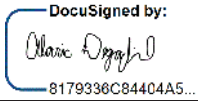
1. Upon the design of the open space park northerly of Signal Road, an accessible path shall be designed and constructed from the continuous public sidewalk into and out of the open space park to the satisfaction of SFPW-Disability Access Coordinator.
2. The design of the remaining sidewalk shall, to the extent possible, meet the San Francisco Better Streets Plan requirements as established under CCR Title 24, Part 2 (California Building Code), Title II of the ADA and the 2010 Standards for Accessible Design. Further, as appropriate, easements or equivalent shall be provided to meet these minimum standards.
3. Whereas the City shall accept an easement on the proposed public way on Signal Street, due to the fact it does not meet the City's standard requirement for 40 feet minimum width, and the City shall not accept said right-of-way for maintenance and liability. Hence this portion of the right-of-way shall fall under Article 9 of the Public Works Code where the maintenance and liability falls to the adjacent fronting property owners, here TIDA. Public Works may reconsider this decision based upon additional future dedication of right-of-way to increase the width to a minimum 40 feet and other design changes necessary for the street to meet the City standard. This would occur under separate action of the affected City departments and the Board of Supervisors.
4. City shall evaluate, and in the permitting process, direct the applicant to construct the maximum feasible sidewalk width. In no cases can the clear width of the accessible route on the sidewalk be less than four (4) feet along driveway cuts, utility and traffic control sign poles or other above ground elements. The clear width of the accessible route shall not be less than five (5) feet elsewhere. Said accessible route width shall exclude the width of the curb.

X DocuSigned by:
Bruce Storrs

Storrs, Bruce 97ABC41507B0494...
City and County Surveyor

X DocuSigned by:
Suzanne Suskind

Suskind, Suzanne 981CFDB7F8564EA...
Acting City Engineer & Deputy Director for I...

X  DocuSigned by:
Alaric Degrafinried
8179336C84404A5...

Degrafinried, Alaric
Acting Director of Public Works



San Francisco Water Power Sewer

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January 25, 2020

Alaric Degrafinried, Acting Director
San Francisco Public Works
30 Van Ness, 5th Floor
San Francisco, CA 94102

Dear Mr. Degrafinried,

The SFPUC has evaluated the Request for Exceptions for the Yerba Buena Island Tentative Map from Garrett Colli of Perkins Coie to the City and County Surveyor Bruce Storrs, dated January 14, 2020 and has the following response for your records:

- Utility Exception #1 – The SFPUC consents to the installation of SFPUC water meters in the sidewalk fronting Signal Road provided there is adequate clearance between the meter boxes and surrounding landscaping.
- Utility Exception #2 – The SFPUC will approve or disapprove of proposed clearances as variances, on a case-by-case basis, as part of the permit approval process.
- Utility Exception #3 – The SFPUC consents to the dead-end low pressure water main on Signal Road. Note that the exception request incorrectly cites Subdivision Regulations Appendix D, Section VII.E.3. The correction section that pertains to dead-end water mains is Appendix D, Section XIV.B.6(c). There is no corresponding standard for dead-end sanitary sewers in the Subdivision Regulations; thus, SFPUC has no objection to the dead-end sanitary sewer main in Signal Road.

Thank you for your attention.

A handwritten signature in cursive script that reads "Fan Lau".

Fan Lau, General Manager's Office

cc: Infrastructure Task Force

London N. Breed
Mayor

Ann Moller Caen
President

Francesca Vietor
Vice President

Anson Moran
Commissioner

Sophie Maxwell
Commissioner

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Commissioner

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January 14, 2020

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VIA EMAIL

Bruce Storrs
City and County Surveyor
Office of the City and County Surveyor
1155 Market Street, 3rd Floor
San Francisco, CA

Re: Yerba Buena Island Tentative Map - Request for Exceptions Pursuant to Treasure Island / Yerba Buena Island Subdivision Code Section 1712

Dear Mr. Storrs:

The Treasure Island Development Authority ("TIDA"), YBI Phase 1 Investors, LLC, and YBI Phase 2 Investors, LLC submitted an application for Final Map No. 9856 to subdivide six parcels on a portion of Yerba Buena Island. In association with the proposed subdivision, Treasure Island Community Development, LLC will be required to complete public improvements pursuant to the Yerba Buena Island Public Improvement Agreement as amended. Final Map No. 9856 includes a separate lot for a proposed street on TIDA-owned property shown as Lot C thereon (Signal Road).

The purpose of this letter is to request a series of exceptions pursuant to Treasure Island / Yerba Buena Island Subdivision Code Section 1712, which provides that the Director may "authorize exceptions, waivers or deferrals to any of the requirements set forth in this Code and in the Subdivision Regulations." All exceptions relate to Signal Road. Signal Road will be offered for dedication on Map No. 9856. The offer includes street and utility improvements and associated easements.

The requested exceptions relate to: (1) the requirement that San Francisco Public Utilities Commission ("SFPUC") water meters are installed in the public right-of-way; (2) separation requirements for sanitary sewers within a public right-of-way; (3) the City and County of San Francisco's ("City") acceptance of public utilities at a dead end; (4) the requirement that streets include sidewalks on both sides of the roadway; (5) minimum street width requirements; and (6) minimum sidewalk width requirements. Street and utility designs reflecting these exceptions have been reviewed by SFPUC, Department of Public Works staff, and the Infrastructure Task Force. The requested exceptions are depicted on Exhibit 1 attached hereto.

Utility Exceptions (Exception Nos. 1 - 3)

1. An exception from Subdivision Regulations Appendix D, Section VII.E.3 to waive the requirements that SFPUC water meters must be installed in the public right-of-way. This exception would permit SFPUC water meters to be installed in the sidewalk fronting

Bruce Storrs
January 14, 2020
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Signal Road. The two water meters will be on private property and Developer will dedicate a permanent easement to the City that would ensure access to the meters. Additionally, the meters will be protected by full six-inch vertical curbs.

2. An exception from Subdivision Regulations Appendix D, Section I.E, Table 5, to waive certain separation requirements for public infrastructure within the public right-of-way. The spacing for the affected utilities is as follows: (1) there will be, at minimum, one-and-a-half feet between the sanitary sewer line and the outside edge of the catch basin, and (2) a minimum of one-and-a-half feet from the joint trench to the outside edge of the catch basin. The exceptions are required due to the narrow width of the street, which is limited due to site topography.
3. An exception from Subdivision Regulations Appendix D, Section VII.E.3 to permit dedication and acceptance of utility facilities that are located within a dead-end street. Water and sanitary sewer improvements terminate at Signal Road due to the location of the adjacent development parcel on Yerba Buena Island.

Sidewalk and Street Exceptions (Exception Nos. 4 - 6)

4. An exception from Subdivision Regulations Appendix D, Section II.C.2 to waive the requirement for a sidewalk on both sides of the roadway on certain sections of Signal Road. Signal Road will include a sidewalk on the south side for the full extent of the street, but there are portions on the north side of Signal Road that cannot accommodate a sidewalk. This is due to the site's topography and space constraints.
5. An exception from Subdivision Regulations Appendix D, Section II.B.1 to waive the requirement that all public streets require a minimum width of forty feet, as applied to certain portions of Signal Road. The exception is needed due to the site's topography and space constraints that preclude development of forty-foot roadway. The affected portions of Signal Road will be twenty-five feet and thirty-one feet in width, respectively.
6. An exception from Subdivision Regulations Appendix D, Section II.C.2 to waive the requirement that residential neighborhood sidewalks require a minimum width of twelve feet, as applied to certain portions of Signal Road. The exception is needed due to the site's topography and space constraints that preclude development of a twelve-foot wide sidewalk. The affected portions of Signal Road will have sidewalk widths varying from five-and-a-half to seven feet wide.

The approval of the above-described exceptions is required in order to timely process the improvement plans and maintain the construction schedule associated with this project, which includes delivery of 189 new homes.

Bruce Storrs
January 14, 2020
Page 3

We appreciate your consideration of these exception requests. Please do not hesitate to contact me if you require any additional information.

Regards,

A handwritten signature in blue ink, appearing to read "Garrett Colli". The signature is stylized with a large initial "G" and a long horizontal stroke.

Garrett Colli

GJC

cc: Robert Beck, TIDA

EXCEPTION 4
NO SIDEWALK ALONG THE
ENTIRE LENGTH OF THE
NORTH SIDE OF THE STREET

EXCEPTION 2
1.5' CLEAR FROM CATCH
BASIN TO SEWER LINE.
1.5' CLEAR FROM CATCH
BASIN TO JOINT TRENCH

EXCEPTION 5
RIGHT-OF-WAY WIDTH
IS LESS THAN 40'.

EXCEPTION 3
PUBLIC WATER MAIN
TERMINATES IN
DEAD-END STREET.

EXCEPTION 1
SFPUC WATER METERS
INSTALLED OUTSIDE
PUBLIC RIGHT OF WAY

**EXCE
PUBL
MAIN
DEAD**

